



The wheel[®]



VOL. 63 | OCTOBER 2022 The official publication of the San Francisco Region of the Sports Car Club Of America



SCCA Spec Racer
p. 12

SFR Solo II 11 & 12
p. 20

Candidate Statements
p. 22

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Above: #99 Caleb Shradler flat out down the corkscrew, Steve Bohac photo

Cover: #71 Jerry Alass and #65 Vince Balch go wheel to wheel through the corkscrew, Steve Bohac photo

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

SAN FRANCISCO REGION SCCA

REGION OFFICE

MAILING ADDRESS

PO Box 308, Willows, CA 95988

LOCATION

5250 Hwy 162, Willows, CA 95988
 530 934 4455
 530 934 7275 fax
 office@sfrscca.org

The Wheel is the Official publication of the San Francisco region of the Sports Car Club of America located at 5250 Hwy 162, Willows, California 95988. It is published monthly by Wheel Publications, 6185 Riverbank Circle, Stockton, California 95219. Opinions expressed herein are those of the author and not necessarily those of the San Francisco Region, Wheel Publications, The Wheel, it's staff or advertisers. Material submitted to The Wheel that is slanderous, libelous, profane, pure inflammatory criticism offering no constructive alternatives, sexually explicit or material as directed by The Board, such as competitive series schedules, ads, etc. shall not be published.

Permission to reprint materials from The Wheel is hereby granted to all SCCA regional publications with the agreement that full credit be given to the author and The Wheel.

The Wheel • ISSN 0888-1103 • USPS 0625-160 • is published monthly for \$15 per year for the San Francisco Region of the Sports Car Club of America, 5250 Hwy 162, Willows, California 95988. Periodicals Postage paid at Willows, CA and at additional mailing offices.

BOARD OF DIRECTORS

TIM SULLIVAN Regional Executive
 Timbo0724@msn.com

LINDA ROGASKI Secretary
 lrogaski@hotmail.com

BLAKE TATUM Director
 wheel@sfrscca.org

JOE MONTANA Director
 joemontana@gmail.com

CHRISTOPHER LINKOUS Director
 sonomacal@gmail.com

BILL BOOTH Director
 bill@sfrscca.org

SETH REID Director
 reidseth@gmail.com



PUBLISHER: THE WHEEL PUBLICATIONS

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

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

CONTRIBUTING WRITERS

- Blake Tatum • Rob Krider • Joe Stephan
- Lynne Huntting • David Vodden
- Ryan Panlilio • Charlie Berndt

CONTRIBUTING PHOTOGRAPHERS & ARTISTS

- Rob Krider • Lynne Huntting • Paul Tibbals
- Randy Jones • Steve Bohac • Robert Watt
- Ashwin Viswesvaren

POSTMASTER, Please send address changes to:

The Wheel
 P.O. Box 308
 Willows, CA 95988

CALENDAR

2022 FRESNO CHAPTER SOLO SCHEDULE

Event 12 - **Nov 12**

Event 13 - **Nov 13**

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

All events held at Fresno Fairgrounds except
February

**Famoso Raceway

SAN FRANCISCO REGION'S 2022 SOLO II CHAMPIONSHIP SCHEDULE

Rounds 13 & 14 - **November 12-13**

Most events held at Crows Landing, unless
noted.

RENO REGION SCCA SCHEDULE

All events are at Thunderhill Raceway Park
2 Mile West Course, Saturday
*3 Mile East Course, Friday

GO TO: www.renoscca.motorsportreg.com for
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SCCA SACRAMENTO AUTOCROSS SCHEDULE

Events held at Thunderhill Raceway Park

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2023 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

FEBRUARY 10-12

DRIVING SCHOOL - THUNDERHILL RACEWAY

FEBRUARY 24

TEST DAY (RUN BY HOD) - SONOMA RACEWAY

FEBRUARY 25-26

REGIONAL 1 & 2 - SONOMA RACEWAY

MARCH 17

TEST DAY (THILL) - THUNDERHILL RACEWAY

MARCH 18-19

REGIONAL 3 & 4 - THUNDERHILL RACEWAY

APRIL 14

TEST DAY (THILL) - THUNDERHILL RACEWAY

APRIL 15-16

REGIONAL 5 & 6 - THUNDERHILL RACEWAY

MAY 4

TEST DAY (THILL) - THUNDERHILL RACEWAY

MAY 5-7

WESTERN SHOOTOUT - THUNDERHILL RACEWAY

MAY 12-14

IMSA - WEATHERTECH RACEWAY LAGUNA SECA

JUNE 2

TEST DAY (THILL) - THUNDERHILL RACEWAY

JUNE 3-4

REGIONAL 7&8 - THUNDERHILL RACEWAY

JUNE 30

TEST DAY (SFR) - WEATHERTECH RACEWAY LAGUNA SECA

JULY 1-2

REGIONAL 9&10 - WEATHERTECH RACEWAY LAGUNA SECA

JULY 28

TEST DAY (SFR) - WEATHERTECH RACEWAY LAGUNA SECA

JULY 29-30

REGIONAL 11&12 - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 12-13

PRE REUNION - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 16-19

REUNION - WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 1

TEST DAY TEST DAY (RUN BY HOD) - SONOMA RACEWAY

SEPTEMBER 2-3

REGIONAL 13&14 - SONOMA RACEWAY

SEPTEMBER 8-10

INDY CAR - WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 28 - OCTOBER 1

RENNSPORT - WEATHERTECH RACEWAY LAGUNA SECA

OCTOBER 26

TEST DAY (THILL) - THUNDERHILL RACEWAY

OCTOBER 27-29

REGIONAL 15,16,17 - THUNDERHILL RACEWAY

WANTED



RACERS



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3 TRACKS

2 TITLES

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Confessions of a Cone Slayer

By Rob Krider



Lessons in Civics

I have to say it. My dad was a genius. Now, I don't mean to imply he was extremely intelligent. He wasn't. He certainly didn't attend a prestigious university like MIT. Educationally, I think the best he pulled off was a few community college classes in Marin, trying his damndest to avoid the

Vietnam War draft (which in itself was a genius move.) He was successful enough in junior college to keep himself out of the jungle and then he had his first son 1973. That little guy was me.

Having a son is hard work. Sons like to get into trouble. Especially teenage sons (and I was certainly no exception.) So here is where the genius of my father came along. When I was 14 years old, just a couple years shy of getting my driver's license, we started on a massive car restoration project. Well, I shouldn't call it a 'car' restoration project, because this vehicle was an El Camino. It wasn't a car, it wasn't really a truck, the El Camino definitely had an identity crisis. El Caminos, are simply, El Caminos, which is looked upon by every girl who attended any high school in 1990 as...uncool.

I didn't care what girls thought of El Caminos when I was fourteen. What was in my driveway (completely taken apart) was a two seater, rear wheel drive vehicle with a Chevy V-8 in it. To a fourteen year old boy that description sounds just like a Corvette (it's not.)

Back to my dad, the genius. This restoration project kept me out of trouble. My friends were running around town tee-peeing houses and shoplifting. I was underneath the El Camino trying to replace an upper ball joint. I didn't have time to get into trouble. The project took two hard years during which I learned how to use tools, solve problems and source cheap parts from junkyards to create a really great vehicle for cruise night. The final product looked fantastic - new interior, new paint, freshened up engine and a posi-traction rear end for the drag strip. I had a car to drive when I turned sixteen and my friends had juvenile records.

Then my dad's genius struck again. With the El Camino project finished and drag racing trophies from Sears Point filling up my bedroom, I suddenly discovered these amazing things called girls. I wanted to bring some of these girls home, you know, to see the drag racing trophies in my bedroom. Dad suddenly had a new project for us, "Let's restore an MGB and switch from drag racing to autocross." Hell yeah!

That had me back into the garage for another solid year and a half of a full restoration, this time concentrating on suspension, roll-bars and making the MGB a slot car. Again, this kept me out of a lot of trouble. My friends were at concerts, with the girls, and the drugs (and all the fun,) while I was in the garage trying to get an SU carburetor to actually work. Full disclosure: the SU carburetors never really worked.

Once the MGB was completed, painted blood red to match Dustin Hoffman's Alfa Romeo in the film *The Graduate*, I was off to the races. The little red convertible was awesome (when it ran, which it often didn't) but girls did like it much more than my El Camino. At autocross events the MGB was British and slow, which meant I was unable to capture any autocross victories. There were no more trophies added to my bedroom, but I did learn to drift the MGB around corners at Crows Landing, which was fun for a teenager (and nobody got pregnant.)

My dad was a genius because I took great pride in the cars I drove since I had sweat equity in those vehicles. I took care of them. I washed, waxed and pampered my cars. However, because these cars were put together by my dad, his fourteen year old son and a set of Costco sockets, these

vehicles often stopped running. I wasn't brought up religious, but I prayed to every God in the universe each time I twisted the ignition key on my MGB. That sexy red convertible left me stranded all over the Bay Area. I was on a first name basis with many AAA tow truck drivers back in the day.

Then, after two full restorations under my belt and constant maintenance on my cars to keep them running, something amazing happened. My grandmother's neighbor gave me her old Honda Civic for free. This particular Honda, a 1977 Civic CVCC, was her first ever brand new car. At this point it was over 15 years old and the paint was extremely faded. Being my grandmother's neighbor she had seen what my dad and I had done with the El Camino and the MGB. We took old cars and restored them to absolute show car beauty. She wanted the same thing to happen to her beloved Honda Civic. She gave me the car for free hoping she would someday see it pull into my grandmother's driveway with restored glory. It never happened. Instead, I took the Honda Civic directly to an autocross at the Oakland Coliseum, slapped a couple of magnets on the side (#38) and drove it on three wheels. The car was never restored; instead it was raced.

At that point in my life I was completely sick and tired of being covered in grease and having



to grind-out late nights in the garage kept my cars running. I was just burned out. This Honda Civic, it ALWAYS started! It didn't really need to be restored. Sure, it looked rough, but it ran great. AND it won races! This economy car would run circles around my 'sports car' MGB. All I did with the Civic was grab used tires from road racers at Sears Point, mount them to some junk yard steel wheels and crush everyone in my class. My very first autocross victory was in that free Honda Civic in 1994 in H-Stock. Later, I won the NASA Honda Challenge 4 road racing National Championship at the Circuit of the Americas in 2018. And in 2022, I won the SCCA TireRack National Tour Points Championship (back in HS) driving a borrowed Honda Civic, still rocking the number 38.

I would like to publicly thank my genius dad for keeping me out of trouble. And I want to thank my grandma's neighbor for hooking me up with my first Honda. I haven't touched an El Camino or an MGB since. And that, ladies and gentlemen, is your civics lesson for today.

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

Spectator Cap jumps on the Western Shootout wagon!

Accelerating Apparel

California local companies continue their drive to become a part of the Western Shootout sponsorship program. Newly signed to supply winners circle hats is Spectator Cap with their exclusive extendable bill technology. As unique as the Western Shootout race is, the rewards and trophies are set to become iconic keepsakes for all to aspire. Having just set the pace to our National event race we are proud to welcome all the exciting companies joining the quickening momentum towards the first annual green flag drop.

Spectator Cap symbolizes the standout nature embodied on the western frontier carving a new path in a long-established industry. How could a revolution in hats be possible one might ask, only to find yourself blinded by the visionary light of Laguna Beach California company Spectator Technologies. We all have run into the problem of the sun in our eyes, even while wearing a standard ballcap. The standard ballcap visor never is long enough to achieve full blockage from the sun's rays - until now. Inventor & company CEO Steve Armendariz aimed to solve this problem with a patented extendable bill design unique to Spectator Technologies. But wait ... there's more. Not only does it serve as a sun blocker, but it adds a new space available for companies to advertise in a wholly American way. Pull the secondary extendable bill from underneath the top bill to expose your company logo on cue, giving the audience an exciting experience no other ballcap manufacturer design can accomplish. It's an attention grabber, as well as, a conversation starter that can lead your company to new heights in sales advertising.

Western Shootout and San Francisco Region SCCA recognized the immediate synergy that we shared with Spectator Technologies to form a sponsorship partnership. Each of the 28 Western Shootout Championship winner's will be given the 1st Place trophy and an individual Spectator Technologies ballcap. Designed with the Race logo, the winners Classification and the 1st Place wings these will cap the pinnacle of each racer's weekends achievement. Spectator Technologies Steve Armendariz declares "Top points place finishers can stand high on the podium and extend their winning ways after the checkered flag with our one-of-a-kind ballcaps", as he continues, "but we wanted everyone to have the experience for themselves, too so we are not only manufacturing the 28 winners ball caps, but will make Spectator Caps in a multitude of colors and mesh to cloth back designs; available through the Thunderhill Raceway Gift Shop and online at Spectatorcap.com for all SCCA members and families to enjoy."

Better Headwear and Better Racing starts here capped off with a hero's podium provided to us by the great support of Spectator Technologies. We thank them for extending our reach towards success with their generous sponsorship gifts to the Western Shootout.



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Alfa Romeo '56 Sprint Veloce	Ferrari '67 33 GTS
Alfa Romeo '62 Sprint Speciale	Ferrari '71 365 Daytona
Aston Martin '58 DBR2 recreation	Ferrari '76 308GTB
Aston Martin '67 DB6 Volante	Ferrari '80 308GTSi
Aston Martin '07 DB9 Volante	Ford '32 Roadster
Benjamin '04 1948 Special	Ford '65 Shelby GT350 #342
Bentley '00 Continental R Mulliner	Lagonda '39 V12 Rapide Drophead
BMW '66 2000ti race car	Lamborghini '67 400GT
Bristol '55 Model 404	Lancia '52 Aurelia B52 Vignale
Cadillac '37 Model 85 V-12	Lola '71 T212
Concours '63 Mk1 race car	Marendaz '32 Special 13/70
Devin '59 SS	Maserati '49 A6 1500 coupe
Ferrari '54 500 Mondial 0408	Maserati '70 Ghibli
Ferrari '54 500 Mondial 0430	Mercedes '56 300SC sunroof coupe
Ferrari '55 750 Monza	Mercedes '63 300SL roadster
Ferrari '58 250 TdF 0881	Porsche '58 356A Outlaw
Ferrari '58 250 TdF 0899	Porsche '61 356B T5 1600S coupe
Ferrari '58 250 TdF 1031	Porsche '63 356B race car
Ferrari '59 250 GT Series I PF Coupe	Porsche '65 356C coupe
Ferrari '62 250 GTE 2+2 Series II	Porsche '78 911SC Targa
	Porsche '70 914/6 Targa
	Porsche '89 Speedster

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CURRENT REGIONAL POINTS

Group 1 Points

FA		Sean Prewett	110	FM		John Ertel	31
Rod Rice	135	G Scott Vreeland	69	Bill Weaver	251	Lisa Devlin	25
Chip Romer	125	Dave Hollander	46	Christian Okpysh	223	FX	
Jim Mali	81	Frank McCormick	31	Lars Jensen	159	Doron Dreksler	251
Graham Rankin	74	Nick Persing	25	C.J. Ray	159	Frank Russell	154
FA2		FA3		Derry O'Donovan	113	Tao Takaoka	68
Jay Henry Horak	221	Edd Ozard	184	Ritchie Hollingsworth	97		
Dan Decker	218	Joe Briggs	167	Stew Tabak	87		

Group 2 Points

FE2		P1		P2		DSR	
Jerry Kroll	124	Joe Viso	255	Eddy Chan	125	Gary Guethlein	75
John Yeatman	100	Chris Vian	231	Kevin Mitz	118	Steve Bresee	25
Caleb Shrader	50	John Manfroy	185	Fernando Fabian Okonski	81	S2	
Eric Boucher	17	John Shine	99	Jaime Gonzalez	71	Troy Tinsley	121
		Jim Devenport	50	Tim Day Jr.	50	Steve Gomas	46
				John Howarth	39		
				John MacIntyre	25		

Group 3 Points

AS		Lars Mapstead	50	Bob Murillo	29	SMX	
Anthony Bonino	101	Mark Kibort	21	Adrian Mulhall	29	Clayton Ketcher	46
Dan Cullinane	89	Skip Rebozzi	21	Svilen Kanev	29	Wyatt Couch	46
Mikhail Butenko	66	Mitch Marvosh	18	Steve Villata	25	Steve Borlik	33
Michael Smith	50	GT3		Anthony Bonino	25	Wesley Mollno	30
Michael Thompson	42	Dan Payne	125	Behram Soonawala	18	Sophia Story	25
Jeff Sutton	25	Jeff Francis	92	James Sean Thibodaux	18	Andy Chittum	22
EP		David Witkowski	50	Randall Mackintosh	16	SP	
Glen McCready	50	Guy Laidig	21	Wilson Powell	13	Casey Mcloed	121
Kurt Friezsch	50	GTX		Martin Tagliavani	9	Jeff Francis	92
Richard Apodaca	42	Charles Laster	25	MC		Mike Enos	50
GT1		Joe Montana	25	Robert Luster	125	Dan Kowaleski	25
Joe Montana	75	ITE		Bill Pryor	96	T1	
Mike Tompkins	50	Gustavo Greco	322	Matt Insley	93	Clark Nunes	254
Charles Laster	25	Lenny Celiberti	137	Michael Lowe	68	Tim Sullivan	138
GT2		Sal Molinare	88	Gary Ludlum	42	Igor Gandzjuk	105
Robert Roumimper	138	Andy Kwitowski	86	Charles Laster	25	Don Van Nortwick	81
Igor Lyustin	121	Jason Beacham	70	Richard Pryor	21	Wilson Powell	78
Timothy Lynn	89	Justin Sprugasci	42	Lynne Griffiths	18	Tristan Littlehale	50
Andy Kwitowski	71	Sean Wheeler	42	Joe Montana	17	Ian Barberi	42
Mike Fine	55	Scott Smith	33			Kristofer Olson	25
Bryan Macmillan	50	Connor Lydon	33				

Group 4 Points

FC		FF		FFT		FV	
Paul Rodler	198	Denny Renfrow	252	Eric Little	78	Ron Wake	176
Jeffrey Pietz	158	David Jalen	224	Jon Brandstad	42	Chris Poncin	69
Henry Kenneth Rozeboom	157	Charles Horn	132	FST		Brent J. Milner	46
Lyn Greenhill	93	Doug Learned Jr.	118	Blake Tatum	25	Donald Manthe	36
Daniel Swanbeck	38	Michael Bernstein	83				
James Hakewill	34	Mikhail Kalugin	33				
William Jordanov	19	Dalmo De Vasconcelos	29				
		Jerry Pacheco	16				

Group 5 Points

B-Spec				ITX		SMG	
Thomas Lepper	100	Scott Smith	43	David Covin	350	Jeff Sutton	125
Carl Young	89	Andres Prieto	39	Taz Oka	174	Dan Cullinane	124
E30		Joe Kou	39	Matthew Wyatt	150	Anthony Bonino	94
Charles Dehoney	96	Lynsie Zellmer	37	Terrance Underwood	124	Michael Smith	50
Marguerite Williams	25	John Stuart	34	Nuno Goncalves Pedro	123	Ken Pedersen	46
HP		Tim Wright	34	Malon Brown	52	Mikhail Butenko	46
John Faull	171	Eliana Lipilina	33	Aaron Garfinkel	51	Robert Brayton	16
Lee Fleming	75	Michael Olivier	32	Jared Korth	71	SMX	
Donovan Helfrich Sr.	21	April Halliday	30	Derek Stewart	42	Clayton Ketcher	46
ITA		Phillip Holifield	30	Scott Story	42	Wyatt Couch	46
Rob Fuller	229	Scott Carter	28	John Paul Jose	34	Steve Borlik	33
Peter Phung	215	Chris Lee	28	Mark Wiseberg	35	Wesley Mollno	30
Ross Lindell	131	Ernesto Acevedo	27	April Halliday	30	Sophia Story	25
Suzanne Cobos	124	Nathan Pope	26	Greg Powell	30	Andy Chittum	22
Christopher LaBouff	117	Ron Bond	23	Steve Borlik	21	SSC5	
Jayceton Lapid	103	Taylor Vance	21	Kurt Frieztsche	16	Tim Sullivan	201
Dan Pruzan	80	Gregory Smoot	17	Joshua Schachter	14	Kevin Jones	26
Daniel Deluna	77	Dwayne Komush	16				
Fabrice Gallez	66	Michael Herbert	14				
Wa Huong	64	Richard Bailey	12				
Scott Story	55	ITR					
Frank Zucchi	55	Andy Bougler	50				
David Vrane	50						
Eric Fulkerson	49						



Group 6 Points

SRF		Umberto Milletti	156	Sean Saint	48	Jim Ricketts	17
Bruce Richardson	268	Michael Woolley	140	Noah Hambayi	47	Joe Kou	17
Erich Woolley	192	Lee Douglas	138	Paul Mantiply	36	Tim Weaver	16
Dylan Arthaud	119	Eric Hand	99	Haydn Fischer	32	Todd Butler	16
Ed Coyne	54	Brandon Lewis	92	Sean Sorrell	32	Michael McGarry	14
Mark Lueker	36	Paul Luca	84	Eric Fulkerson	31	Dustin Decker	10
Bert Aramburu	35	Jerry Aplash	83	Tao Takaoka	29	Jesse Babbitz	10
Alexander Lueker	34	Caleb Shrader	78	James Chartres	28	Kevin O'Connor	8
Andrew Moore	32	Federico Mosconi	75	Frank Valente	28	Paul Goudy	7
Sean Saint	21	Justin Meretab	72	Tom Fischer	28	Michael Boyle	6
Dave Potter	18	Bill Jordan	64	Scott Monroe	26	Steven Angus	5
Paul Mantiply	15	Sean O'Boyle	63	Andrew Moore	26	Daniel Olmstead	2
SRF3		Dean Crowe	60	Nevin Spieker	24		
Robert Sachs	214	John Sollner	58	Sam Bhaumik	23		
Greg Hoff	202	Darrell Anderson	55	Ken Woolley	20		
Bill Booth	171	John Black	50	Neal Wiebmer	18		

Group 7 Points

SM		Kevin Carter	78	Phillip Holifield	33	Steve Whitaker	3
Malon Brown	210	Ross Lindell	77	Michael Herbert	30	Mark Lenney	2
Tommy McCarthy	113	Peter Phung	74	Ron Bond	28	Charles Meyer	2
Tim Weaver	100	Gregory Smoot	71	Bradley Oneto	27	Fabrice Gallez	2
Joe Schubert	68	Donald Ahn	69	David Vrane	24	John Kriesa	1
John Anderson	50	Brian Cross	62	Joseph Ysais	22	SSM	
Joel Odelson	42	Jared Korth	61	Derek Stewart	21	Douglas Alvis	238
Ryan Gutile	39	Andres Prieto	57	Steve Meyers	21	Matthew Wyatt	196
Gerald Schiefferly	39	Justin Casey	54	Alan Gjedsted	19	Taz Oka	165
John Riewerts	35	Tim Wright	53	Dan Pruzan	17	Nuno Goncalves Pedro	130
Christian Mali	35	Ken Sutherland	50	Frank Zucchi	17	David Samuel	101
Catherine Mali	34	Aaron Jeansonne	46	Stephen Ichinaga	16	Steve Borlik	50
Taz Oka	33	Tim Weaver	46	Charles Barr	15	Mark Wiseberg	41
Ari Ichinaga	25	Kirk Williams	45	Richard Bailey	13	Aaron Garfinkel	38
Andres Prieto	21	Alberto Goncalves	44	Scott Smith	13	Scott Story	36
David Rahemi	18	Mike LaBouff	43	April Halliday	11	Steve Whitaker	36
Eric Lamascus	16	Joan Linehan	43	Lynsie Zellmer	9	Greg Powell	32
SMT		Tim Barber	43	Scott Story	7	Mark Means	18
Greg Hoff	233	Jared Highman	42	Daniel Deluna	6	Andrew Wozencroft	16
David Covin	175	Mike Ray	41	David Rahemi	4		
Rob Fuller	167	Taylor Vance	40	Eric Lamascus	4		
Eric Fulkerson	166	Juan Graziosi	39	Sierra Lacey	3		
Joe Kou	140	Suzanne Cobos	35	Eddie Dupee	3		
Wa Huong	130	Scott Carter	35	Martin Tagliavini	3		
Joseph Carl	107	Jayceton Lapid	34	Craig Yates	3		



Hi All,

This year has really flown by. Our last race weekend of the year is here and will be over by the time you read this. The year 2023 can't get here fast enough though. In a little over three months, we will have our 2023 Competition Licensing School at Thunderhill. Not a lot of time.

Our 2023 schedule is now posted on the website. We will have more races at Thunderhill next year due to the re-paving at Laguna. We will still have two races at Laguna Seca in July. Our Sonoma dates are also set, and we will have two weekends there.

Next year we will also be hosting a 'Super Tour' in May. It will be called the 'Western Shootout.' We will crown a Western Shootout Champion as well as the Super Tour winners. All three track configurations will be utilized. We hope this will become an event as iconic as the 'June Sprints.' Thanks to John MacIntyre for putting this idea together and pushing to have it approved. He really has been the moving force behind this.

We are also hoping we will be able to provide a support race at IndyCar again this year. This year's race was a success and our SREF3 drivers were well received. Kudo's to all our Drivers, Crews, and Volunteers for making it work in 2022. Hopefully we can replicate and do it again in 2023.

Some of you may know that we have been working on increasing our 'dividend' from Thunderhill Properties, which we own. This will happen in 2023. Our dividend will be increased to 12.5% annually. We are hoping to lower costs for both drivers and volunteers with this increase. This will certainly be a great help to the Club in terms of cost containments. We will be going over costs and such over the next couple of months and 2023 pricing will be announced as soon as we incorporate it into our Supplemental Regulations.

If you head up to Thunderhill, be sure to see the new Gift Shop! It is really nice and closer to the Club House.

It is also Election time for the Board of Directors. We have three spots open. Seth Reid has moved and will be stepping down. We have nine folks running for three positions. Two of the candidates are incumbents, with seven other candidates. I don't think we have ever seen this before. Be sure to get out and vote! Voting runs through November 15th. Election winners will be announced on Saturday November 19th, at our Annual Meeting. The meeting will be virtual on Zoom again. The links will be sent out to everyone closer to the date. Please mark your calendars.

I am also running for Regional Executive again. We have made lots of improvements and changes over the last couple of years, but we still need to improve and modernize for the 21st century. I look forward to being able to work to continuing up for both at MotorsportsReg.

Until next time!

Tim Sullivan



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SCCA SPEC RACER FORD DRIVERS

Part of Indycar Weekend at Weathertech Raceway Laguna Seca



#99 Caleb Shrader leads the large pack of SRF through turn 2. Robert Watt photo

Dateline September 9, 2022 0900 hours.

Weather clear and sunny. Thirty-nine almost identical Spec Racer Fords Generation 3 (SRF) race cars drove out of the hot pit lane and onto the blend road for the 2.238-mile Laguna Seca race track to begin their one and only practice session.

This was a special weekend for the 39 drivers. These are all amateur road racing drivers who are used to competing with only family and friends in attendance. This weekend they had the opportunity to show off their driving prowess in front of an audience of several thousand auto racing fans gathered to watch North America's premier racing series, The NTT Indycar Series.

The field of drivers was hand-picked. They all went through a vetting process before they were considered for entry. They all had to have significant experience just to be considered as an entrant. Then they had to demonstrate a high level of competitiveness, as part of their acceptance into the event.

With 39 highly touted drivers rolling out for the first practice session it was time for the best of the best to step up and show the Spec Racer Ford world who was going to be at the top of the time sheets.

The format for the weekend was one practice session and one

qualifying session on Friday. On Saturday the drivers had one qualifying session and two thirty-minute races. Qualifying was broken up into two groups. The A group was comprised of the top twenty cars in practice. The B group was the bottom twenty cars in practice.

With approximately 30 minutes of track time, 13 to 14 laps would be all the practice these drivers would get to make sure the car was performing properly. In that limited time, they had to fine-tune their lines around the track. They had to find the maximum level of adhesion; and explore the outer limits of their braking zones.

What did we learn from the practice session?

We learned that youth won out over experience. Two of the youngest drivers in the field, Caleb Shrader and Federico Mosconi were posting times faster than the unofficial king of SRF, Mike Miserendino. Shrader was 1.2 seconds faster than Miserendino, which is a ton in SRF circles. Umberto Milletti, the Northern California King of SRF, posted the fourth fastest time 1.4 seconds behind Shrader.

Practice times can be deceiving however because no one knows



#35 Robert Sachs has #10 Andre Perra and #1 Tom Burt trying to run him down. Robert Watt photo



#13 Nevin Spieker and #23 Joshua Jacobs. Spieker finished 23rd moving up 5 places while Jacobs finished 17th falling 9 spots from his starting position.

exactly what each driver was trying to do. All of these guys have plenty of experience on the track, but it was unknown the condition of their tires. We also had no idea how much fuel they had on board. At roughly six pounds per gallon five gallons more than your competitor means you have 30 more pounds to haul around the racetrack. Another unknown was who each of the driver's were running with. Getting stuck in a slower group of cars causes all sorts of problems like slower exit speeds, reduced speeds in the draft, or just having to lift when you are normally at full throttle.

Next up was the first of two qualifying sessions.

Qualifying Number One, Dateline September 9, 2022, 1145 hours.

With only two hours 15 minutes to get ready for the first qualifying session, it was going to be tough for anyone to make any significant changes to their cars. Basically they had enough time to put on their best set of tires, fuel up the car, get the pressures right and then line up for grid. Getting to grid early was very important, especially in SFR. If you get there early and line up with the right group of cars, the chances for a good qualifying time is greatly increased. If you get there late and get stuck behind someone that is not a front runner, your times will suffer.

Qualifying session Number One lasted 14:16 minutes, which is about eight laps. Eight laps of flat out driving; eight laps of hanging the car out to the edge: eight laps that will play a key role in the success of the weekend. Coming out on top was none other than Caleb Shrader. On the sixth lap of the session, he posted a time of 1:37.211, which was .290 tenths of a second faster than TJ Acker. Acker went .8 faster in the qualifying session than he did



#55 Jesse Babbitz found that going wide in Turn Two is not the fastest way around the track. Ashwin Viswesvaran photo

in practice. All of these drivers are fighting over tenths of a second. One tenth faster can be the difference between three to four starting positions.

Just for reference take out your iPhone and open the stop watch. Now try to start and stop the stopwatch in less than a tenth of second. It is nearly impossible. With this as a reference you can visualize how close the racing was.

Mike Miserendino was third fastest with Greg Hoff setting the fourth fastest time. Federico Mosconi posted a 1:38.277 which was only good enough for sixth on the grid. After being second fastest in practice Mosconi was surely disappointed. It just shows how important it is to get everything right for every session.

The good news was this was the first of two qualifying sessions. The fastest time from the two sessions determined the drivers starting position.

Qualifying Number Two, Dateline September 10, 2022, 0815 hours.

Qualifying session number two was 16:08 minutes long. The extra 1.75 minutes allowed a lot of the drivers to put in nine laps. Qualifying

session number two was at 8:15 AM which, depending on the weather, could be a good thing or a bad thing. At that time of the day at Laguna Seca there is a good chance of a heavy marine layer. The marine layer can get so thick that it is unsafe to race on the track. On the other hand, if there is no marine layer the cool morning temperatures gives the motors a little extra horsepower which can translate into faster lap times.

Lucky for Mosconi, there was no marine layer and the cars had a little extra oomph. After the nine laps, Caleb Shrader was still the fastest. In the second qualifying session he broke into the 1:36 range. Also cracking the 1:36 barrier was Federico Mosconi. Schrader's time was .570 seconds faster than Mosconi; but now the two you guns were going to occupy the front row.

Mike Miserendino improved from his Friday time to post the third best effort and TJ Acker improved by .1; but now he was slotted in the fourth starting position. Greg Hoff had all of his times disallowed as the Stewards penalized him for unavoidable contact. Had his times been allowed he would have started 7th but instead took the 10th starting position based on his Friday times.



#111 Jonathon Allen fell ten positions in Saturdays race finishing 19th. Sunday he was involved in the first lap accident and did not finish. Steve Bohac photo



Start of race two Saturday afternoon. #99 Shrader would go on to win. #15 Mike Meserendino came in second. Randy Jones Photo.

Race Number One, Dateline September 10, 2022, 1130 Hours.

The first race of the day was right before the lunch break. Thirty-eight cars took the green flag, with none other than Caleb Shrader taking the lead. Mosconi slotted into second, with Miserendino staking claim to the third spot. Shrader and Mosconi slotted in behind each other, while Miserendino had TJ Acker sticking the nose of his white and blue number #62 Spec Racer Ford in, filling up his mirrors. Acker did not care that Miserendino is the SRF King. He was hoping to kick him off his throne, and at the very least, secure a podium spot. The top five held position for the first couple of laps. Sixth and seventh drivers, Justin Meretab and Umberto Milletti, swapped positions with Milletti taking sixth. Bill Booth lost 12th to Scott Monroe; but Monroe's climb up the order would end one lap later, when he and Greg Hoff met an early demise. Speaking of early demises, Lap Four saw Jonathan Allen spin out of the tenth spot and fall all the way down to 32nd. Allen would fight his way back to 19th; but that was definitely not the results he was looking for, especially given his starting position. Up at the front, the only description I can give you is boring. Boring for the fans, expecting a knock-down, drag-out battle against the Western Hemisphere's best Spec Racer Ford Drivers. Shrader was making the rest of the pack look like they were all still driving Gen 2 cars (everyone in this race was driving Gen 3 cars, which are much faster.) He was pulling out a bigger and bigger lead every time he crossed the finish line. By the time he recorded 16 laps, the lead was 5.17 seconds. The only movement up front was TJ Acker taking over third on Lap Five. He displaced Miserendino back to fourth. Justin Meretab, Umberto

Millet, and Tim Weaver had a good scrap for fifth, sixth, and seventh. Meretab took fifth, followed by Milletti, and Weaver. The podium celebration had Schrader, Mosconi and TJ Acker. All three were happy to at least get a good result in the first race. Even though the champagne flowed, no one could consume it, as they still had another race to compete in later in the day. I guess you could say close, but no cigar? Close but no champagne?

With Race One in the books, the Spec Racer Ford world was served a notice. The youth of the world are ready to take control and let



#88 Court Cardinal and #82 James Chartres had a good race. Chartres came out ahead of Cardinal. Randy Jones photo



#62 TJ Acker and #76 Eric Hand drafting past the start finish line. Randy Jones photo
finish for the weekend. Justin Meretab finished fourth, which is his best result since he took third at Regional 13 on August 28, 2022.

the older, more experienced drivers dream of past glory. The next race for the group was going to take place less than five hours after the conclusion of Race One. The question was: would youth reign supreme, or would age and treachery win out?

Race Number Two, Dateline September 10, 2022, 1640 Hours.

With the starting line up for Race Two the same as it was for Race One, the youth movement was really looking to make a statement. The old age and treachery group was hoping the likes of Mike Miserendino, Greg Hoff, and Tim Weaver could put the young whippersnappers in their place. Race Two got started right at 1640 hours, in the afternoon, which is an ideal time of the day for the spectators. For this race, the question was: was it too early for the young gun's bedtime or would the old guys be cranky because they missed their nap. We got the answer right away as Caleb Shrader grabbed the lead. It seems as though he has seen this movie before. The problem was that the large group of cars did not get through the first lap without a pile up, and a resulting full-course caution. The clean up took the SFR Emergency Crew four laps to get cleared up so, this severely cut into the amount of time spent racing. The full course caution eliminated Steve Fog, Umberto Milletti, Jonathon Allen, and Bill Booth. TJ Acker fell to 16th and had a drive his a-- off to get back into contention. Mike Miserendino was able to get the jump on Federico Mosconi and grabbed second place. Some of the other drivers that moved up as a result of the first lap accident included Robert Sachs, Michael Woolley, and Scott Monroe.

Once the clean up was done, it was time to see who was going to win. Was it youth or old age? The answer was the youth movement is here; and according to Caleb Shrader, it is here to stay. Shrader ended up leading the race wire to wire. Miserendino finished second and was only 2.463 seconds back, which sent a message to the kids that the old guys are not through yet. Federico Mosconi held on to third, and had to be happy with a second and a third place

Greg Hoff made a good charge up from 11th at the end of the caution period to sixth at the end. Tim Weaver also had a steady climb up several positions to finish fifth from eighth after the caution. TJ Acker was as low as 16th after the first lap, but passed ten cars to finish sixth. As the podium celebration was underway, you had the kid Caleb Schrader on the top step; the king of SRF, Mike Miserendino, second; and then another kid in Federico Mosconi, third. Only one of the three was old enough to drink the champagne. As the podium celebration took place, three very happy, relieved drivers got to bask in their



#8 Michael Woolley holds off Robert Sachs. Steve Boahc photo



#15 Mike Miserendino waves to the corner workers after the race. Steve Bohac photo

accomplishment. They demonstrated a level of car control and finesse that did not go unnoticed. Congratulations to all three!

The four laps under the caution were the only thing that distracted from the SRF show. The appreciative audience got to see how close SCCA racing is, and see the skill level of the driver. The two races represented the club in a positive manner, and according to all of those involved, they had a great time and hope they are invited back for next year.



Race one podium from left to right. Federico Mosconi second place, Caleb Shrader first place, TJ Acker third place. Rober Watt photo



Race two podium from left to right. Mike Miserendino second place, Caleb Shrader first place, Federico Mosconi third place. Rober Watt photo

Unknown Caller

The Story Behind the San Jose State Formula SAE Program



San Jose state Formula SAE students debrief after a hard days work. Lynne Hunting photo

It is amazing what happens when someone answers the phone! Because of cell phone caller ID, we have a habit of not answering the phone when we do not recognize the caller. In fact, who hasn't stayed on the line to hear the voice message tell you the person you are trying to call say they do not answer calls from numbers not in their contact list?

Three years ago I was driving to Santa Barbara. As I was daydreaming about all things SCCA, the ever-present issue of volunteers entered my head. For years now the club has had the same issue. We need more volunteers and we need a younger demographic. In the past I floated the idea of using Formula SAE students to fill this need. They are young and they obviously have an interest in cars. But the idea always got resistance because we were going to do a donation to their program for their time. Sometimes good ideas just need better timing to make them work. On that particular day, we were about to staff a pro event; and, as usual, we were having difficult time filling all the crews. Something had to change.

Not wanting to wait any longer I made the phone call. It must have been the long stretch of desolate Highway 41 roadway that made me feel the urgency to call. As Highway 41 was about to intersect Highway 101, I pulled into a Chevron Station. After taking care of business, I made the phone call to John Schubert. John was the President in charge of the San Jose State Formula SAE project. John had no idea who I was and certainly was not expecting a call from me.

For some reason he picked up the phone and I introduced myself. John was familiar with SCCA, since their program was already volunteering for the San Francisco Region Solo

program. They would stand out on the Solo course and pick up cones. With them working the course, the Solo competitors were freed from cone duty.

Realizing that part of the SAE program is about raising money to build their cars, the idea of them volunteering for us in return for a donation to their program was proposed. John liked the idea. Shortly afterwards they started appearing at our events. It was that simple.

Hopefully you have seen them. They have worked in several of the specialties, including Emergency Crew, Tech Crew, Grid, F&C, and even Announce and Photographer. They join the volunteers at Social and have been interactive with our regular volunteers. They even have a section under one of the grandstands where they like to camp at club races.

The San Jose State group enjoys working at our events. They are able to build team camaraderie that can certainly give them an edge over the national competition. They are also able to have fun doing fund raising. Everyone knows fund raising is hard work and takes a lot of effort. Unlike their competition, the San Jose State students are able to have fun while



Formula SAE student prep cars before the exhibition run. Lynne Hunting photo

fund raising! The San Francisco Region gets a group of young, eager individuals that are easy to train and fun to be around.

One of the perks of working with us is they get to show off their work. Twice now they have brought their two vehicles to Laguna Regionals. They showed off their electric vehicle and their ICE car. The cars were on display, and were we able to see the level of engineering and craftsmanship that goes into designing the cars. At the lunch break they were allowed a demonstration run on the famous Laguna Seca race track.

We are in our third year working with the SAE students. As the students graduate and move into the work force, the hope is the SCCA bug bites them. So far we have had a few of the students come back outside the program and become volunteers, which is exactly what we want to happen.

The next time you are at one of events, walk up to the Students and introduce yourself. You will find they are all great people and represent the future of the club.

If you are interested in helping the cause, they are always looking for donations. Go to their website, <https://www.sjsuformulasae.com>, and see what they are all about. Make sure you look at the team member page and the gallery. You will see familiar faces and see them in action at our events.

The moral of the story is: the next time the phone rings and you do not recognize the number, take a chance, answer it. You never know what opportunity lies on the other end.



The San Jose State ICE car. Ashwin Viswesvaren photo



San Jose State Formula SAE electric car. Ashwin Viswesvaren photo



Left to right Mike Smith, Mike King, and Gagliella Khanitsky discuss the finer points of the Formula SAE cars. Ashwin Viswesvaren photo.



Gabriella Khanitsky handling the announcing job. Tim Sullivan and Mike King look on. Ashwin Viswesvaren photo

SFR Solo II Round 11 & 12



Competitors waiting at the grid on Saturday

Round 11

Round 11 of the SF Region's Solo II championship was held at Crows Landing on October 8, 2022. The course was designed by Steve McLaughlin and tackled by 75 drivers. The event was co-chaired by Eric and Lisa Gnesa.

The S1 group was led by Donald Lew in a 2021 Porsche Cayman GT4. Nipping at Lew's heels was Derek Hui in a '17 Chevrolet Corvette Grand Sport. Monty Pack finished third in a '18 Porsche GT3, while Erik Acks round out the rest of S1.

Gary Fazekas, in a '22 Ford Mustang, took the top spot in S2. Jeremy Eaton took second place in a '01 BMW M3, while Caevon Hekmaty finished third in a '80 Porsche 911 SC. Mike Daboll round out the rest of S2.

The S3 group saw Craig Boyle take first place in a '99 Mazda Miata. Nick Pereira finished in second place in a '13 Miata, with Aathavan Thayabaran taking third in a '17 Subaru BRZ.

James Rowney finished in first place in the S4 group. Rowney was in a '22 Volkswagen GTI. Christopher Spooner took second in a '17 Ford, while Jose Fait finished third in a '20 Toyota Camry.

Jonathan Lugod led the SMP group in a '07 Honda Civic Si. Jessica Yeung finished second in a '07 Civic Si, with Eric Gnesa taking third in a '09 Cayman S. Isaac Acks and Lisa Gnesa rounded out the rest of SMP.

The ST2 group was led by Andre Piernot in a '90 Miata. Wyatt Taylor took second in a '90 Miata, while Troy Bauman finished third in a '17 Ford Focus ST. Julie Piernot ran uncontested in ST2-L in a '90 Miata.

Mike McCrory took first place in STM in a '95 Civic. Takeshi Yoshida finished second in a '03 Mitsubishi Lancer Evolution, while Cheng Li took third in a '18 Subaru BRZ. Tyler Colgett round out the rest of STM. Tatiana Garcia ran uncontested in STM-L in a '20 Civic Si.

John Lawrence finished in first place in the XS group. Lawrence was driving a '17 Corvette. Jake Obniski took second in a '06 Lotus Elise, while Kelly Prior finished third in a '05 Elise.

The AS group was led by Justin Bowen in a '14 Cayman S. Carl Winkler, in a '15 Cayman S, finished in second place, while Al Andersen took third in a '12 Porsche Boxster.

John Rowe, in a '19 Civic Type R, took the top spot in DS. He was

followed by Lloyd Feaver in a '20 Ford Mustang. Dennis Quilantang finished in third place in a '22 BRZ. Kevin Bui round out the rest of DS.

Glenn Austin took first place in Solo Spec Coupe in a '14 BRZ. Eric Martin finished second in a '13 Scion FRS.

Scott Mullens, in a '16 Mazda MX5, led the STR group. Praneil Prasad took second place in a '97 BMW M3, while Mark Lewis finished third in a '20 MX-5 Club. The rest of STR included Rich Lee, Erick Acks, Philip Ma, Ed Burghardt, Joey

Zhu, Rob Jeon and Steve Smith.

Mack and Justin Tsang took first and second, respectively, in STU. The Tsangs were in a '10 BMW M3. Steve McLaughlin finished in third place in a '20 Nissan 370Z. Paul Tibbals and Scott Garriss rounded out the rest of STU.

Classic America Muscle was led by Michael Gardner in a '16 Mustang GT350. He was followed by Ernesto Lopez in a '18 Chevrolet Camaro. Gordon White round out third place in a '18 Mustang Ecoboost. The rest of CAM included Leon Weinroth, Kyle Satre-Whidden, Sean Evans and Roy Evans. Brenda and Kristen Barnes took first and second, respectively, in CAM-L, in a '18 Mustang.

Ben Martinez ran uncontested in Modifieds in a '84 Van Diemen RF84.

Andrew Mathers finished in first place in the Novice class. Mathers was in a '22 Toyota GR86. Hae Jin Park took second place in a '18 VW GTI. Aaron Escoto finished third in a '22 Toyota Yaris. Shubhojeet Sarkar and Siddharth Sharma rounded out the rest of the Novice class.

Steve Lau took first place in Preps in a '10 Cayman. Tara Shapowal-Lau took second place, with Derek Boyd finished in third in a '89 Miata. The rest of the class included James Laeno and Dwayne Komush.



Praneil Prasad checking the rear end of his 1997 M3

Round 12

Seventy-seven drivers competed in Round 12 of the SF Region's Solo II Championship series held on October 9, 2022, at Crows Landing. The event was co-chaired by Eric and Lisa Gnesa, with Steve McLaughlin as course designer.

Justin Bowen led the AS group in a 2014 Porsche Cayman S. He was followed by Al Andersen in a '12 Porsche Boxster, while Jimmy Philiose took third in a '18 BMW M3.

John Rowe took first place in DS in a '19 Honda Civic Type R. Ed Runnion took second in a '22 Subaru BRZ, with Kevin Bui hot on Runnion's heels in a '14 BRZ. The rest of DS included Jay Haksar, Vicenc Rubies-Royo and Michael Scott. Rebecca West ran uncontested in DS-L in a '17 Toyota 86.

Glenn Austin led the Solo Spec Coupe class in a '14 BRZ. Eric Martin finished second in a '13 Scion FRS.

Scott Mullens took the top spot in STR in a '16 Mazda MX5. Nipping at his heels was Mark Lewis in a '20 MX-5 Club, while Praneil Prasad finished third in a '97 BMW M3. Rich Lee, Philip Ma, Erik Acks and Ed Burghardt rounded out the rest of STR. Connie Lu ran uncontested in STR-L in a '97 BMW M3.

Mack and Justin Tsang finished one-two, respectively, in STU. The



Tatiana Garcia in a 2020 Civic Si

The Novice class was led by Frederick Ernest in a '06 Mazda RX-8. Stefan Glembocki finished second in a '19 Civic Type R.

Derek Boyd took the top spot in Preps in a '89 Miata. James Laeno finished in second place in a '90 Miata.

The S1 group was led by Karlton Lew in a '21 Porsche GT4. Hot on Lew's heels was Monty Pack in a '18 Porsche GT3, with Eric Lam in third in a '15 Porsche GT3. Derek Hui and Donald Lew rounded out the rest of S1.

Jeremy Eaton took first place in S2 in a '01 BMW M3. Gary Fazekas was close behind in a '22 Mustang, with Aaron Escoto rounding out third in a '14 Chevrolet Camaro.

Craig Boyle, in a '94 Miata, finished in the top spot in S3. Daneen Kenyon took second in a '16 Miata, with Abraham Lee in third place in a '00 Miata.

Conor Botkin took first place over co-driver Ian Moore in S4. They were in a '00 Acura Integra LS. Jose Fait finished third in a '20 Toyota Camry. The rest of S4 included Sean Murray and Ravi Haksar.

Jonathan Lugo led the SMP group in a '07 Civic Si. Jessica Yeung came in second in a '07 Civic Si. Eric Gnesa finished third in a '09 Cayman S. Isaac Acks and Lisa Gnesa rounded out the rest of SMP. Mindi Cross ran uncontested in SMP-L in a '07 Civic.

Mike McCrory, in a '95 Civic, led the STM group. He was followed by Tristan Myklebust in a '06 Carrera S.

Skyler Burton took the top spot in XS in a '05 Honda S2000. Sergei Avedisov was close behind in a '07 S2000, with Tyler Packard rounding out third in a '05 S2000. The rest of XS included Jacob Kowalski, Hoang-Long Bui and Jeron Wong.



Roy Evans pilots a 1975 Corvette around a cone

Tsangs were in a '10 BMW M3. Steve McLaughlin took third place in a '20 Nissan 370Z, while Danny Song rounded out the rest of STU.

Teddie Alexandrova took the top spot in STX in a '15 BRZ. Dan Correll finished second in a '04 BMW 330Ci, while Libu Philip rounded out the top three in a '99 Acura Integra. The rest of STX included John Hearn. Sandra Hermans ran uncontested in STX-L in a '04 BMW 330Ci.

Michael Gardner led the Classic American Muscle group in a '16 Ford Mustang GT350. He was followed by Gordon White in a '18 Mustang Ecoboost, while Hal Dorton finished third in a '17 Mustang GT-PP. Greg Back, Leon Weinroth, Gustavo Pontinha and Terry Dalziel rounded out the rest of CAM. Brenda and Kristen Barnes finished one-two, respectively, in CAM-L. The Barnes were in a '18 Mustang.

Ben Martinez took the lead in the Mods group in a '84 Van Diemen. Brandon Griggs finished in second place in a '20 Shark Stealth, with Ricardo Quinonez in third, also in a '20 Shark Stealth. The rest of the Mods included Michael Lella and Dennis Losher.



Caevon Hekmaty in his 1980 Porsche 911 SC

2022 Election

Regional Executive and Board of Directors

Board of Director Elections and Regional Executive elections are around the corner. The election opens on Friday October 21, 2022, and will close Tuesday November 15, 2022. Up for election are three Board of Directors positions and one Regional Executive position.

Ballots can be cast two ways. One method is via MotorsportReg. Log into your account and search San Francisco Region Election. Make your selections and cast your ballot.

The second method is by a paper ballot. All paper ballots must be submitted with the members SCCA number on the envelope. Paper ballots have to be received in the region office by 5:00 PM on the day the election closes. If you choose to vote by ballot call, the region office and one will be mailed to you.

All members in good standing are eligible to vote.

Candidate statements will be posted on the official San Francisco Region website as well as in the WHEEL magazine.

Regional Executive (vote for one)

- **Tim Sullivan**

Board of Directors (vote for three)

- **Bill Booth • Jeremy Cuthbertson • Mark Milazzo • Brent Morgan • Peter Phung**
- **Bruce Richardson • Greg Schlaman • Blake Tatum • Frank Zucchi**

Board of Directors

vote for three

Candidate Statement

BILL BOOTH



First, let me thank you for the opportunity to serve on our Board for the last 2 years. These are challenging times for the club and our sport. We have stepped up to meet many, and many remain.

Let's talk progress. In the last 2 years, we've:

- Completed a full review of our financials, restructured the systems, and given ourselves a clear view of where our money comes from and where it goes. I've reported on this at the recent membership meetings, have reviewed with many of you, and am happy to review, answer questions, and get feedback with all.
- We have made some changes, and for the first time in 2 years, have returned the club to break even. These changes were not easy, and we must continue to be diligent, while remaining true to our support of volunteers, racers, staff, and the organizations that support us.
- We have upgraded many systems, including the technology at Timing & Scoring, who with new PC's, upgraded software, and great leadership can now efficiently do a great job providing our results, as well as new safety equipment & training making our safety and volunteer crews the best in the business.

· We have returned the website to currency from its state of disrepair in recent months. It's still primitive, but it now has accurate content.

· We have initiated several exciting new events. The IndyCar support race was a huge success with 39 racers participating, rubbing elbows with Indy 500 winners, and providing great exposure & promotion for the club. We have also announced the creation of the Western Shootout, a new event with full support from SCCA National whose intent is to be the third leg in "the big 3" - The Runoffs, The June Sprints, and the Western Shootout. Stay tuned for more info on this exciting new addition to the SCCA schedule.

But there's much more to do. Top on our list has to be getting more track time/more value for the racer \$. As we all know, we've seen entry fees increase while track time has decreased. This is unacceptable. While economics times dictate that increases in our costs to put on an event are inevitable, we can take specific actions. First, we can continue to be frugal, keeping out cost base practical. But more importantly, we can find ways to increase track time for competitors and engagement for volunteers & guests. I've spoken to many of you on this, and we have several initiatives underway on this front. The net result will be more value for our racing \$, a good thing for all. We need to flesh these ideas out, with full input and participation from the entire membership. I look forward to working with all of you to do so, and give us more value for our time and money.

With your vote, and input, I look forward to working with the other members of the Board, and membership at large, on these initiatives. See you at the track!

Candidate Statement

JEREMY CUTHBERTSON



I have worked in the performance car and racing industry for over twenty years. Six of those years I have owned and operated my own successful race car shop in the San Francisco Region. Over the years I have had ideas that could help improve and grow the region so I finally decided to run for a board seat. I want to better understand how the region is operated, and be able to come up with ways to help cut

costs for members and racers. I can help the board be more transparent with the members, find a way for the members voices to be heard, and have more input into the region sustaining itself and growing. I want to find ways to attract new members who will race with SFR for years to come. For example, finding other ways to advertise at local events (car shows, pro races, etc.) to grow awareness of the region. I look forward to your support! DIG Motorsports will be having a meet and greet Friday evening, October 28th at 5 - 7PM during the final regional at Thunderhill Suite B1. If you have any questions feel free to come by!

Candidate Statement

MARK MILAZZO



Greetings, My name is Mark Milazzo and I am interested in joining the board of directors of the San Francisco Region SCCA.

I have been a member of the SCCA for over 30 years, and SFR has been my region since 1997. I got my start in motorsports through SCCA Solo Competition and enjoyed many years of autocrossing before moving to California to road race, and eventually manage the Jim Russell Racing Schools at Laguna Seca and Sonoma Raceway.

I am a PMI Certified Project Management Professional and very proficient at taking an idea, developing it, and carrying it through to completion. I have worked for World Speed Motorsports in a variety of capacities since 1997 and oversaw the development of multiple racing series, schedules, and even a clean-sheet open-wheel racing car. I am currently the Director

of Business Strategy & Communications at World Speed Motorsports while also overseeing operations of Reilly & Company (vintage car trackside support)

My experiences give me a clear understanding of racing AND business, and I believe that I would be a great asset to the region. My motorsports credentials and industry endorsements can be reviewed at: <https://www.RacingPro.net>

If elected, it would be my pleasure to assist the club in any way that I can. In my opinion, it is important to listen to all of the stakeholders before making large-scale changes of any kind, and to be fiscally responsible at every turn. I'd love to hear from any member who has an insight as to what our strengths, weaknesses, opportunities, and threats are, and what they think is the best path forward. There are a lot of challenges in front of us, let's work on them together.

Candidate Statement

BRENT MORGAN



My name is Brent Morgan and I'm running for the SCCA San Francisco Region Board. SCCA SFR has a rich racing history and I believe that with the right leadership and management, we can continue to grow that history while welcoming a new generation of racers, members and volunteers to the region.

I'm a Military Veteran who after graduating from University with a Bachelor of Science degree, served as a Fighter Pilot flying fighter jet aircraft in the US

Air Force, serving during the first Gulf conflict period. In addition to flight duties, I trained and participated in aircraft accident investigations, combat

operations, security details and was a certified FCF (Functional Check Flight) test pilot conducting numerous test flight sorties of fighter aircraft after major maintenance to approve the aircraft for return to flight status.

After my Military Career I flew as an airline pilot for a major commercial airline flying numerous commercial aircraft models. I am also founder and owner of a small business with over 100 employees serving the northern California region.

I started racing with Jim Russel Racing Drivers School back in 2003 and currently own and operate Exclusive Racing Inc. with my son Zak. We sell and run the Ligier brand, including the JS-F4 and JS-F3 formula race cars.

Candidate Statement

PETER PHUNG



Hi my name is Peter Phung, and I'm honored to be one of the candidates running for a board of director's position.

I have been racing with the SCCA since 2018, during my time as a member of the club, I've volunteered as an instructor for driver's school, as well as helped build a race team with multiple cars, and some of the best teammates any racer could ask for.

I'm running for the board of directors first and foremost as a dedicated driver that loves the SCCA organization. I'm confident that I can contribute a big part to the organization by working to help make positive changes, that will help improve the driver experience by focusing on more track time, adding mandatory practice sessions for every regional/majors' race, while maintaining current budgets, and not adding extra cost. If elected I would like to come up with a plan to also introduce a time trial group to the regional/majors' events, to help attract more members that could potentially become future SCCA racers. The annual school has successfully brought on new members, but if we can also offer another

option through time trials with volunteer instructors, mandatory number of events attended, and instructor approval, we will gain more members that will pursue their passion for racing with the SCCA at a faster pace. Other organizations are currently offering this, I believe it would be within the best interest of the club for SCCA to do this as well. The more attendees we have, the easier we can keep the cost down and ultimately make it budget friendly for all. I will also focus on networking through social media and other advertising options.

Volunteers will be another subject I will be focusing on. They need more compensation for their loyalty, ie: hotels, and all travel expenses paid, or the option to drive during the event weekends for free through time trial. They should benefit more through the VIP program as an appreciation for their time and dedication, because without them we wouldn't be able to race.

I know what I am presenting won't be simple and will take time, but if I am elected as a board member, I am confident and committed that together we can make these changes both strategically and in a manner that benefits all.

Candidate Statement

BRUCE RICHARDSON



I grew up with a love of cars and racing. I started building go karts and minibikes when I was a kid and worked on all kinds of cars in high school. After high school I went to CAL and graduated with a mechanical engineering degree. After college I went to work in high tech and put off any racing ambitions. I got married and started a family. I was blessed with two great kids. In 2007 I

started a biotech business in my garage and grew the business about 30% per year employing almost 100 people. In 2016 I sold the business and started AccelRaceTek with my son Perry. Perry owns/runs the race business now and I just race.

My goal as a board member is to reduce race entrance fees by increasing

car count. To do this I would work to increase promotion of the SFRSCCA, reduce the number of events on key holidays, coordinate with other regions to increase out of region participation, and request feedback from drivers. To increase promotion, I would work to create a volunteer group that would attend car shows, pro events, and work to get TV coverage. I would also work to promote driver school in February like I did by getting the Everyday Driver series on TV and YouTube, <https://www.youtube.com/watch?v=hD3bJKjLeLY>.

I feel the SFR SCCA is a great organization with a great future. With my strong technical knowledge, business experience, and leadership background I could help lead this organization to make it even better. I ask for your support to elect me to the Board of Directors. I will be a representative who listens, works with, and speaks for you.

Candidate Statement

GREG SCHLAMAN



I am Gregg Schlaman and I am running for a position on your SF Region SCCA Club Board of Directors.

I am a 32 year member of San Francisco Region and SCCA. I joined in 1990 and have been a volunteer race official my entire time with this club. I have worked in several different volunteer specialties, from Communications, Flagging, Scrutineering, Worker Transportation, Course Marshals and most recently the Emergency crew. I have been known in the volunteer

arena as someone who has typically been at as many events as I can participate in, and when I do I try to help out any way that I can.

I live in the small town of Boulder Creek in the Santa Cruz mountains with my wife and daughter. In my day job, I am an electrical engineer in the Aerospace Industry.

One of the biggest issues I have encountered in my tenure with SCCA has been the dwindling membership numbers... not only with drivers but also the volunteers that we need to make club events happen. This is a problem nationwide; but we cannot count on the national club to help us locally.

Yes, we can ask that National improve..do more advertising of the club; that certainly would help at all levels, but we need to be in control of our own destiny and figure out new ways to recruit and retain volunteers for our race events.

We also need to come up with more effective ways to entice and retain interest for drivers at our events. We need to provide the best value for the price participants are paying - racing isn't cheap! I realize that a lot of this is based on the venues we run our events at, and perhaps there are opportunities for improvements that can satisfy our racers, volunteers, as well as the venues we race at.

I realize that being on the board is not a "solo" effort... it takes a team; and if you choose to elect me to your region's board, I will work together with my fellow board members and YOU, the membership to create the best racing environment we can so that members can appreciate and enjoy the experience at every one of our events.

Thank you for your time and I look forward to seeing you at the track.

All the best, Gregg



Hello Fellow San Francisco Regions Members!

I want to thank you for allowing me to be a member of the SFR Board of Directors. It's been a pleasure and a challenge. Because it is a challenge, I ask for your vote again. My work is not done.

You may not know this, but I have been a member of the board of directors longer than anybody in the history of the Club. 16 years!

That being said, I am not one of those guys who says we do it because that is the way we have

always done it!

But the advantage of being around as long as I have is that I know why decisions were made. I know the environment in which those decisions were made. That does not mean the environment cannot change.

There has been one constant cry from the members since I have been a Board member. That is - we need more volunteers and we need a younger populace of volunteers.

I came up with an idea of using Engineering Students enrolled in the Formula SAE Program as a means of recruiting new volunteers. These Students donate their time and the club in turn makes a donation to the Formula SAE program.

The results have been fantastic. Our affiliation with the San Jose State SAE students has ensured that many of our events are properly staffed. Not only are we getting a robust enrollment of volunteers, we are getting people who are young and enthusiastic. These students represent the future of our club; and so far, we have had several become full-time volunteers outside the Formula SAE program.

Being a racer, I understand about the costs of racing and how it affects your ability to do what you love to do. Believe me, I have looked at the amount of track time and figured out how much it cost per minute to race. In recent years that cost per minute has gone up substantially.

This has been a topic of discussion for several board meetings. Because I have been around so long, I reintroduced the idea of restricted regionals. This is something we did in the eighties. The idea is that the run groups that typically are undersubscribed will not be part of every race weekend. By not inviting one race group per weekend, we can add enough track time so that every run group can run a 20 minute feed-on, feed-off practice session. This will be part of the schedule next year.

Another challenge that has got us to this place and time has been the need to be financially stable. We cannot exist if our racing activities do not pay the bills. But several factors have made it hard to stay in the black or to break even. Some of the factors we do not control. Things like track rentals,

ambulance fees, and food costs are out of our control. When there are costs that you cannot control, you have to look at the things you do control. One of those things was the cost of printing the WHEEL Magazine. If I was a guy that said "because that is the way we do things" we would still be printing the magazine. But when it came time to really tighten up the belt, I suggested that the printing of the WHEEL was a luxury that we could no longer afford. I proposed publishing an online version only of the WHEEL. This one move has saved the club over \$40,000. No other cost saving measure has even come close to saving the club that kind of money.

It was very hard to give up the printed version of a magazine that has been around for 63 years. But always looking for a silver lining, we have been able to add more features to the magazine, more photos, and all in color. We have become much more flexible with the deadline and timeliness of our race coverage. Bottom line is I feel the WHEEL has improved and became more responsive to the members needs. And we will have a year-end printed issue.

Owning Thunderhill Raceway Park is a huge benefit to the club. The problem is a lot of members do not really see the benefit. I am currently working with members of the Thunderhill Properties board to make sure the club does see a larger benefit in ownership.

When the track was first proposed one of the selling points was that we were going to get testing time for our \$50 surcharge. The track was built and there was never a mention of the track time. I came up with the DRAFT card. The DRAFT card stood for

DRivers
Assistance
For
Testing

It was designed to get drivers to volunteer their time working events in exchange for testing time at Thunderhill. It accomplished two goals; getting more volunteers and delivering on a promise to the drivers.

Another Track benefit that I insisted was the free test day. One day out of the year Thunderhill makes the track available to all of our members at no charge. No one thought about giving back to the drivers especially something free of charge but I pressed the issue until it became a reality.

I am not done yet. Let me continue to work with the track so that we all appreciate the benefit of ownership.

Like always, we have some work to do. Like always, I understand what needs to be done and am willing to roll up my sleeves and get to work.

Please vote and please mark one of the three Board of Directors positions for me, Blake Tatum.

See you at the track!

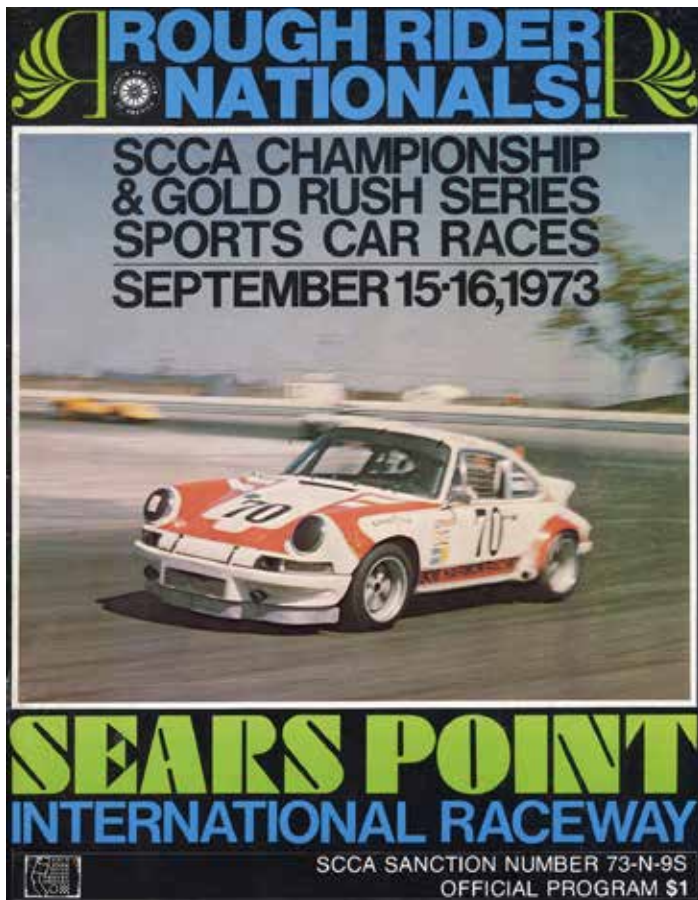


I am running for the board of SCCA San Francisco Region because I feel my knowledge and expertise in the auto racing world, 40 years to be exact and past experience of being an SCCA steward will bring a fresh view point from a past & current SCCA racer. I also have years of experience and observations from many of the older members that I knew as a boy growing up around SCCA. I now also have the

insight of the new and current generation of racers in SCCA. I feel it is imperative to blend the two to make our SCCA region the best it can be. I am currently stewarding again which gives me another vantage view point. It is important to me to convey the concerns and ideas of each and every member of our region, so that every member feels their voice counts. I am looking forward to making a positive and productive impact on the board.

Frank Zucchi

NOTES from the ARCHIVE



It all started with a bucket full of mud.....

When Sears Point (now Sonoma) International Raceway first opened in the late 1960s, its line-up included USAC Indy Cars to SCCA's then heavily factory-involved Trans-Am Series. SFR was the Club Racing anchor. However, after heavy rains & mud slides came, it sat closed for three years.

A number of SFR work parties, ranging from wild & crazy (like too many beers after a hard day's work leading to my somehow sleeping it off overnight stuffed in my MG Midget) to productive (like shoveling the

hillside mudslides clear of the track) and Sears Point was once again ready to roll.

To kick things off, following Driver School weekends, Regional races took place. And then, to make it all official, came September's Grand Re-Opening with the Rough Rider Nationals. The weekend was also part of the inter-west coast Divisions' Gold Rush Series. A large gathering of drivers, cars, and spectators came from all over to make the big event finally happen.

Napa's Rough Rider company, who at the time manufactured quality business clothing, were sponsors of not only the race weekend, but quite a press conference as well. After a big lunch, Bob Bondurant, who had moved his performance driving school up from closed Ontario Motor Speedway, along with his instructors, took reporters for high-speed rides around the circuit. He also set up an autocross stretching from the area inside Turn 11 to the starting line tower. At the time I was doing a lot of autocrossing in my MG, so I gladly accepted his invitation and slipped into one of his Datsun sedans. There, I found myself with fifth fastest time and was awarded a Rough Rider sport coat for my self-surprising run. Best thing I've ever won!

Sears Point, in an effort to spread-out its cash-flow, also displayed some of its then additional venues. With the announced closing of Vallejo speedway, a quarter-mile dirt oval was constructed right across the highway from the main entrance. There was also a small Speedway Motorcycle oval on the other side of the Turn 10 crash wall, with spectators sitting on that side of the hill. As well, there was a motocross track up on the far end, which held a couple of major events. SCORE International had even announced tentative plans for a major off-road dune buggy & Jeep race that never happened because of logistics. In the long run, all of this, including the entire property being open for non-race days recreational dirt bike riding, only lasted a couple of years.

But the track and its racing have kept on growing. Management included names from Chris Pook of Long Beach Grand Prix fame to NHRA Top Fuel Dragster Champion Jack Williams. And it's now owned by Bruton Smith's Speedway Motor Sports, one of the top promotional and race track groups in the world, who have recently merged with NASCAR. Big sponsors have come in from all over the world, including German headquartered Infineon Technologies whose name appeared on the track for 10 years.

Almost any series & driver you can name has raced there and provided



some of the best action I've seen and/or worked. Formula Atlantic rounds included names that went on to Indy Cars and Formula One. Same for the USAC Formula 2000 series for which I was the inaugural Press Officer.

SCCA's then new two division Trans-Am Series -- which debuted at Sears Point -- and new single-seat Can-Am cars brought memories of the old days with their return. Both new series were just as good, including Northern California's Can-Am and F1 Shadow team who, switching over to Dodge power and with GP World Champion Alan Jones at the wheel, won the round. As well, local A/P Run-Offs Champion Gene Bothello then took his big block Corvette to the Championship of his Trans-Am division.

IMSA ran many GT races there from sprints to multi-hour enduros. In the hey-day of Showroom Stock racing, SCCA's Playboy Magazine-

sponsored national series ran a day into night enduro with no less than Grand Prix greats Stirling Moss and Innes Ireland at the wheel of a Porsche 924. Major vintage car races, and even the annual SCCA National Run-Offs have taken place over the wine country track.

Today, not only is Sonoma Raceway home to one of 21 NHRA National Drag races, but one of 39 NASCAR Cup Series weekends as well. But, then, their old Winston West Series, often with visiting name National drivers, and a course that went straight up the drag strip, was always a fixture.

When I was a young boy our school teacher would keep us in line by boisterously threatening: "Whaddaya you wanna do, grow up to be a ditch digger???" I would loved to have sent him a smiling picture of me and my shovel over-looking the track! Like I say, it all started with a bucket of mud!



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E
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SPORT

THUNDERHILL REPORT

I am writing this just a few days before the 2022 season finale for the Club at Thunderhill. Few would know this, but I have been writing for the Wheel since the late '80s and writing for motorsports since 1958. You learn a lot about a subject when you write about it.

For those who stay in hotel row on Humboldt Ave. in Willows, you will be glad to know that efforts to get more lodging has resulted in approval for a Hilton Garden Inn and a Hampton Inn on that same street - Humboldt. Perhaps this will mitigate the propensity for the

current hotel owners to raise prices whenever they can. Never use the Baymont Inn if you can avoid it. I constantly get complaints.

I hope you raced at the season finale that was scheduled to take place on the original 1.9 mile, nine-turn course, and then on the three-mile track, and finally on the five-mile track. Where else could you race three different tracks on the same weekend where it took more than moving a few cones to do so?

The Club season finale annually salutes the memory of Tom McCarthy, the SCCA racer who said in a board meeting back in the 80's that the Club should build its own track. Tom led the way in making the impossible possible starting first by hiring yours truly to make it so. Tom was the Regional Executive at the time. He, along with Roger Eandi, Jon Norman, Clint de Witt,

Gary Meeker, Lynne Hunting, and a handful of others, sold the idea and then allowed me to use my vision and experience in the industry to create what we have today.

I never get tired of telling people that Thunderhill Park offers three track surfaces, two skid pads, and space in the dirt for rally cross on any day of the year. I have seen and beamed, watching the two mile track with Reno SCCA in action, the three-mile track with the SFR/SCCA in action, the big skid pad with Sacramento SCCA dodging cones, and the front dirt area bursting with Skye Katherine doing her SCCA Rally cross event. Add to this a small skid pad event for Drifters and the picture is complete - five surfaces being operated by five different groups, four of which are SCCA and all are enjoying motorsports.



New Canopy in the paddock, notice the footprint left from the old store

There is a lot that goes into preparing the facility for Club events. Our commitment to cleanliness and order is put in high gear. We pride ourselves on keeping Thunderhill clean and neat. Next, we have to set up the club house, arrange the crash walls for different uses, back-fill the curbs and make sure we have enough supplies for the weekend. This year we are providing fifteen F&C persons to fill the shortfall in the volunteer ranks. We could fix this with any amount of effort recruiting within the local area that boosts no less than five circle tracks. Next all the communication gear has to be readied. This is what McCune sound does for the Club at Laguna. The list goes on, but the goal remains the same, making sure we are ready and the park is pristine, so that all who come here have a good time.



Hill that will be leveled for future use



New Store bigger, better, more selections

Those who were here at the SCCA event had a chance to win prizes as part of a drawing that was arranged by Lucy, Terry and Tommy McCarthy, as their way of saying thanks for honoring the memory of Tom, racer, official, husband, father and grandfather. The Sunday trophies for the five-mile event were provided by Thunderhill especially for this aspect of the annual event.

Having multiple surfaces to rent was the best thing we ever did. It has allowed us to become debt free and have a war chest of funds to pay for the repaving that will be needed, as well as replacement of various assets that wear out, such as sweepers and safety equipment. I am presently looking for a 4000-gallon water truck in case you have one sitting around. Being frugal when it comes to other people's money, I always look for a deal and most of the time I find one. Having our own garbage truck was one of the best deals I ever made for saving the track money. Besides being a compactor, it saves us thousands each month in hopper rentals and labor costs.

Visitors to the track for the SCCA season-ending weekend saw the new Gift Shop next to the Grill, where the kiddie park used to be. I always hope visitors to Thunderhill stop in and see Nancy at the Gift Shop. Since it opened, many people have been complimentary of the location, looks and new merchandise that adorns the clean, white walls inside. The store has expanded to include drink and snack service, for when the Grill is closed.

Also new for October visitors was the third shade canopy located just across from the reserved camping area that the track will have in 2023. This bigger and taller canopy should make parking in the south end of the property a more attractive alternative. I hope so. It was finished the Tuesday before the SCCA weekend.

As part of the long-term vision of Thunderhill Park, we lowered the hill on drivers left approaching the entry sign-in gate. If you see it when it is completed, it will become very apparent that Thunderhill now has

another opportunity to differentiate itself from the other tracks that people have to choose from for their on-track fun.

The ideas are churning in my head, but know that it was originally intended for more garages. That need will be filled with the addition of twenty-three more garage units replacing the small skid pad at the bottom and the top of that pad. The area in between these new units will be reserved for paid trailer parking. The wheels just keep on turning. Knowing the business like I do enables me to conjure up ideas that add new revenue streams almost daily. Only a few of these actually become a reality. You can see all that did become tangible anytime you visit the property.

Mathew Busby, formerly of NOLA and Kentucky Raceway Park, is on the job as the new General Manager. Matt has seventeen years in various forms of track management, which includes everything from cleaning the restrooms to getting big sponsors and booking the track. Matt is young enough to learn the corporate culture that has put Thunderhill where it is within the body of customers that we serve. We are committed to the long-term survival of the track and to providing all of our customers with a safe, clean, fun and dynamic venue worthy of their time and recreational motorsports dollar. Matt has ideas he has brought with him and, at the same time, is complimentary of that which has made Thunderhill Park a top ranked track in America.

If you were here for the Club final, I hope you met Matt. If not, there will be many chances in the future to learn what Matt is all about and what he has planned for Thunderhill after I have retired at the end of 2023.

The two new garages planned for Thunderhill will have 18' ceilings and be readily accessible to both tracks. The first of these will face east toward garages 11-22. So far interest in these garages is high with one group asking if they can take several and leave the interior walls out. If you want a bigger garage and are willing to sign a multiple year lease, you can arrange the interior of your garage to suit yourself. We will



Progress on hill removal

give you the contact information for Jason Baldrige, who will see to what you need, and, if it is possible, he can build it for you.

The key here is timing. Call now and be ready to sign a lease and you will have a new garage here for as long as you want. Garages are the way to go these days. We never have vacancies and it looks like all 23 of the new garages will be swooped up before you know it. I expect them to be available for occupancy by the end of the second quarter of 2023.

Do not forget the signature event of the track is just weeks away. The 25 Hours of Thunderhill occurs on the first weekend in December each year, and this year's event is shaping up to be a biggie. We have two test days on December 1st and 2nd, where anyone with a real race car can test. The 25-hour endurance race starts at 11 am on Saturday. The race ends Sunday at noon, and oh what a party follows. Imagine all these men and women after forty-eight plus hours without any sleep, gathering in the Roger Eandi Club house and falling asleep while the awards are given out. You have to see it to believe it. For the race itself, it is neat to see the cars streaming over the Turns five and nine in the dead of night trying to survive the 25. It is worth experiencing, especially, when the overnight weather is in the high 30's.

Thunderhill is proud to have the exclusive driving club, 'Turn 2' here at the park. This exclusive gathering of men and women have a number of private days on the various track surfaces that makeup the 530-acre parcel. Membership is very exclusive, but can be had if you fit the bill. They occupy the glass house as well as significant garage space. Interested? Give me a call and I will refer your interest to the powers that be in the exclusive Turn-2 Club. You will be glad you did.

One last reminder of the times. If you would like to rent any track surface at Thunderhill Park, now is the time to call. Surface rentals are in high demand so waiting is not a good plan. Thunderhill will have hosted over 600 days of use on the racetracks and another 390 days of use on the skid pads including the six Rally Cross events in the dirt in 2022. You all know that Laguna Seca is closed down until mid-year next year in order to rebuild the bank and the bridge on the front chute, and

then to repave the track surface. Some guestimates say that Laguna will be closed from November 1st of this year until June of 2023. This has been reported by many sources, so some level of all this must be true. I share this so that if you really want to rent a track date in early 2023, call now and post a deposit so that you will not be left out in the fog of the Kern County Valley.

Speaking of Southern California, the story is that the Fontana two-mile oval track is really going to be downsized to a half mile paved oval. I have already said that this is a bad idea, because this size and type of track has never worked in SoCal. With the downsizing there will be no road course or "Roval" in the Inland Empire. No problem you say. Cal Club has long lived with only Willow Springs and now has their own track Buttonwillow. But wait! I am told that the pavement at Willow Springs is unsatisfactory and that they [Cal Club] are not running there this year either? So far, their 2023 schedule only shows Buttonwillow. Can you imagine one track for all that SoCal business. Perhaps we should build another road course in that area. We could you know. Been there. Done that. California is ripe for another multi-purpose recreational motorsports facility. Too bad the State laws are so prohibitive!

Remember to think of the Thunderhill Gift shop when doing your Christmas shopping for that person who has everything. Buy an open Test Day for your racer family members or new race gear at Thunderhill special pricing. There are dress shirts, jackets and so much more for that big or little racer in your life. Call or shop when you are here for an event. We hope to successfully get our merchandise store online so that you can shop from home someday.

Help save young lives by working our teen car control clinics where we teach kids what to do when things go wrong on the highway. Young drivers almost never know how to respond, so we show them and let them experience what to do. We have two more Clinics left this year, with one on Black Friday, November 25th after Thanksgiving and the last one on Sunday December 11th. Your help could save a kid's life. If you have any young drivers in your world, sign them up. This truly is a great course with good results. Mothers will love you.

As we approach the holiday season of caring and giving, I would ask that you please consider giving to the 'Friends of Thunderhill', our 501 c-3 charitable foundation that helps, in so many ways, that which you are most passionate about -recreational motorsports. The scholarships we give to the local area high schools support vocational education and certifications. If the funds are available, we will award a dozen \$1,000 scholarships in the spring of 2023. We also provide support within the community for special projects such as the restoration of

the City pool that has been closed for a number of years. We accept tangible assets that can be sold or used by the Foundation. There are so many ways you can help in an area where so much of your life's passion is already invested. Remember, if you do give to any charity at the end of 2022, please consider the Friends of Thunderhill. Write Friends of Thunderhill at P O Box 966, Willows Ca. 95988. Make checks payable to the Thunderhill Foundation.

Happy Thanksgiving to all.... See you at Thunderhill!



Example of rock outcroppings under the soil

2022 SFR HALL OF FAME



Barbara McClellan



Linda Rogaski



Claire Kelly



Bruce Brunner



Mike Smith

This year five more people will be added to the San Francisco Region Hall of Fame, and inducted at the SFR Annual Banquet on December 3, 2022 at the DoubleTree Hotel in Pleasanton. They are: Bruce Brunner, Claire Kelly, Barbara McClellan, Linda Rogaski, and Mike Smith.

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