



# *The* wheel<sup>®</sup>



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



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Round 7  
p. 8

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Back to the Community  
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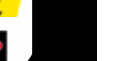
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Above-Michelle Nagai on her way to her second win of the weekend

On the cover: #22 Buell Gard, #9 Ronan Murphy, and #76 Vincent Khistov tackling Laguna Seca's famous Corkscrew

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## "SOUNDS OF THUNDER" te/TT \*

*Hosted by Reno Region SCCA*

**All events are at Thunderhill Raceway Park**

### **TRACK EVENT (TE):**

(formally PDX) is designed to concentrate on driver enjoyment, philosophy, and the application of performance driving techniques. TE provides a constructive learning environment that stresses proper driving techniques in a noncompetitive environment.

### **Time Trials (TT):**

(formally Club Trials & Track Trials) are timed competitive events where the drivers vie for the fastest individual lap time in their class. TT is not wheel to wheel racing.

### **TRACK EVENT & TIME TRIALS**

#### **2020 SCHEDULE**

<b>JULY 17, 2020 FRI</b>	<b>3 MILE</b>	<b>EAST COURSE</b>
<b>JULY 18, 2020 SAT</b>	<b>2 MILE</b>	<b>WEST COURSE</b>
<b>SEPT 5, 2020 SAT</b>	<b>2 MILE</b>	<b>WEST COURSE</b>

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Phil Munoz  
Santa Cruz Area,  
831-297-2457

Jason Hohmann  
Patterson - Central Valley  
209-620-0559

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- 1 car/\$10.00 + mileage
- 2 cars/\$9.00 each + 1/2 mileage
- 3 cars/\$8.00 each + 1/3 mileage
- Logbook for new car or re-issuing a Logbook is \$30 plus mileage.



# CALENDAR 2020

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

## 2020 FRESNO CHAPTER SOLO SCHEDULE

Event 10 - **July 25\***

Event 11 - **Aug 29\***

Event 12 - **TBD Oct\*\*\***

Event 13 - **Nov 14\***

Event 14 - **Nov 15\***

\*Held at Fresno Fairgrounds

\*\*Crows Landing

\*\*\*Buttonwillow Kart Track

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

## SAN FRANCISCO REGION'S 2020 SOLO II CHAMPIONSHIP SCHEDULE

**July 25-26** - SFR Event

**October 3** - SFR Event OR test and tune

**October 4** - SFR Event

**November 7-8** - SFR Event

*Note: All of our currently planned events are at Crows Landing. The rumors are true, Marina is effectively closed for autocross effective immediately as a drone company has obtained a use permit that involves putting a building up on the tarmac.*

## SACRAMENTO SOLO SCHEDULE

Round 11 - **Aug 17\***

Round 12 - **Aug 18\***

Round 13 - **Aug 17\***

Round 14 - **Aug 18\***

Endro Practice - **Sept 21\***

Endro Practice - **Sept 22\***

\*Held at Thunderhill Raceway Park

\*\*Crows Landing

## 2020 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

### JULY 24-26

FERRARI CHALLENGE WEATHERTECH RACEWAY  
LAGUNA SECA (LIMITED SUPPORT)

### JULY 31-AUG 2

(3) DOUBLE REGIONAL 11 & 12 & TEST DAY –  
WEATHERTECH RACEWAY LAGUNA SECA

### AUGUST 8-9\*

DRIVER APPRECIATION WEEKEND. WEATHERTECH  
RACEWAY LAGUNA SECA (PRO SUPPORT)

### AUGUST 13-16\*

REUNION WEATHERTECH RACEWAY LAGUNA SECA

### AUGUST 29-30

(2) DOUBLE REGIONAL 13 & 14 WEATHERTECH  
RACEWAY LAGUNA SECA

### SEPTEMBER 10-13\*

IMSA WEATHERTECH RACEWAY LAGUNA SECA

### SEPTEMBER 17-20

INDY CAR WEATHERTECH RACEWAY LAGUNA SECA  
(PRO SUPPORT)

### SEPTEMBER 24-27

FERRARI CHALLENGE WEATHERTECH RACEWAY  
LAGUNA SECA - UPDATED (PRO SUPPORT)

### OCTOBER 23-25

TRIPLE REGIONAL 15, 16 & 17 DOUBLE POINTS 5  
MILE\*, THUNDERHILL RACEWAY

### OCTOBER 30 - NOVEMBER 1

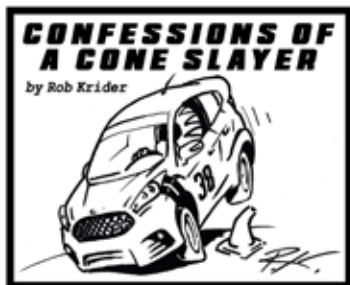
IMSA, WEATHERTECH RACEWAY LAGUNA SECA -  
UPDATED (PRO SUPPORT)

**\*Pro Race Support for Volunteers**

**Double points for the Triple race weekend Oct. 23-25**

# Confessions of a Cone Slayer

By Rob Krider



## Hulk Out with a Corvette Z06

When I was a kid I saw a movie that changed my life forever. That movie was *Corvette Summer*, starring none other than Luke Skywalker. Well, in reality it starred actor Mark Hamill, who plays a high school auto shop kid who chases car thieves that stole his fourth period vocational class project car, a C3 Corvette—complete with

ridiculous hood scoops and gold flake paint. The film also featured hot rod vans and prostitutes. For a young impressionable boy, it was an awesome night at the drive-in. When the credits rolled on *Corvette Summer* I knew someday I would own a Corvette.

As I grew up I continually kept my eyes peeled for the perfect 'Vette to satisfy my *Corvette Summer* dreams. But during my life things continued to block my ability to own a Corvette. Simple logistical things like having a wife and two kids and the fact that a Corvette has no backseat. Full disclosure, when the kids were little I determined they would probably fit fine in the rear cargo area of a Corvette, but my wife, whom I love, was the voice of reason on this. As you can guess, no Corvette for me when the kids were in diapers.

Then, once the kids were off to college the only thing holding me back from a Corvette was having \$100,000 in my bank account for a new Z06. Corvettes aren't cheap and the odds of me owning a brand new one were like \$100,000 to one that I wasn't going to. Remember, the kids are in college and that ain't cheap folks. However, when the new C8 hit the market, the prices on C7 and C6 Corvettes fell as fast as the stock price of Blockbuster video. I did some late night Internet searching and found a car dealership with a used 2006 C6 Z06 for \$28,000. Yes, 505 horsepower of carbon fiber beauty, a car that will do 11 seconds in the quarter mile bone stock for just \$28,000. That is a steal! Comparatively, a brand new Honda Pilot SUV with much, much, much less horsepower, and much, much, much less cool factor costs well over \$28,000. It was a deal I simply couldn't pass up. I got up the next day and without talking to my wife I headed directly to the dealership.

When I arrived at the lot I saw the car was a legitimate Z06. It had the wide body, aluminum frame, big brakes, and the legit 427 cubic inch LS7 engine. I started salivating. The gentleman at the car lot saw the lust in my eyes and was pretty sure he had himself an easy sale. "Good morning! I see you have your eye on the Corvette," the car salesman said. "You can test drive it as long as I ride along." Riding shotgun with any idiot who wants to test drive a Z06 seems like an occupational hazard to me, but that was this guy's personal choice. "Yeah, grab the keys," I said. "Let's kick the tires and light the fires."

As I sat down in the low slung Corvette and wrapped my hands around the fat steering wheel I knew I wanted the car. I pressed the racecar style start button on the dash and my adrenaline spiked as I felt the immediate rumble of that massive 7.0 liter engine. The car salesman hopped in the right front seat and put on his seatbelt, a smart move.

I slowly and reasonably drove the car out of the dealership parking lot. We headed toward a freeway onramp for a place to get a feel for the Z06's acceleration. That was when the salesman said, "When we jump on the freeway and you get on it, watch out, the car is going to Hulk out on you." What? Hulk out? I'd never heard that term before. Being a racer, I immediately discounted his warning and when I got to the freeway onramp I smashed my right foot down hard like I was trying to punch a hole through

the floor pan. That is exactly the moment when the car absolutely Hulked out on me.

The car threw me back in the seat like a sledgehammer to the chest. We were accelerating at absurd speed. To be honest, the car actually scared me. We were defying physics. The world was coming at me at a rate I had never experienced. I wasn't sure my brain had the computing power to recognize the inputs approaching me from such insane speed. Regardless, I never lifted my right foot. Within what felt like milliseconds I was taching out third gear. The car was going so fast I felt like we were going into the future. The few second experience was life changing.

How this car salesman could stand to be a passenger for this ride was beyond comprehension. He didn't know me from Adam. He had no idea if I had a competition license or any experience driving a car in anger. The guy certainly had the right kind of courage to sell cars. "So, should we head back to the dealership and I'll start writing up the paperwork?" It was the easiest question anyone had ever asked me. "Yes. Sold. I'll take it."

After signing on the dotted line, thirty different places, I eventually pulled the loud Z06 into my driveway, painfully scraping the front spoiler on my first attempt. My wife came out to see what all of the commotion was about. Her reaction was not a complete surprise. She asked me, "Are you old enough and bald enough to drive one of these things?"

"Baby, this isn't some mid-life crisis car. This is a Z06. It was built for one purpose, to go fast. I'm going to autocross it."

She walked around the car pointing to all of the small scratches and minor dings in the paint. It was certainly used car, a used car with 505 horsepower. I didn't care about the paint. She looked at the passenger seat. It had some wear on the leather as if someone had sat down with something in their back pocket that scratched up the seat.

"This seat looks like it was damaged by some young skinny girl wearing fancy bedazzled jeans."

"It's a used car. I don't know how it was damaged. And I really don't care about the passenger seat. That doesn't make a difference in me winning races."

"If I find out you are driving this car around town with some girl... I'll sell this Corvette for a dollar and sleep with the guy who buys it."

And that is when my wife Hulked out on me. To play it safe, I'll just remove the right front seat.

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



*Rob Krider, a self-described motorsports junkie, has competed in everything from autocross to road racing and even a destruction derby. When he isn't spraying champagne on a podium or sliding a car through a corner he is pounding away on his laptop creating stories about cars to inform and make people laugh. He is the author of the novel, *Cadet Blues*. For more articles check out [RobKrider.com](http://RobKrider.com).*

At the last Laguna event I had the pleasure of watching a day's worth of races. The day started with the SRF and ended with the big bore formula car group.

Several observations from the day.

First off since it was a no spectator weekend, I was immediately reported to Race Control when I showed up with a camera in hand and was trying to afford the best vantage point. One E-Crew Member and Laguna Track Official later, I was allowed to carry on. I can tell you taking pictures of the races is a lot of fun but without the proper credentials, it is a bit of a challenge. I had many pictures that featured fencing, light poles, or tire barriers. Secondly, taking pictures is much more of an art form than I thought. That day I snapped 850 pictures. To my amazement, some were pretty good. Also to my amazement, a lot were not very good. A large number of them that had only half the car, or the car was not centered in the frame, or the car was blurred, or the car was missing from the picture. I can tell you, taking pictures of the backs of cars does not look too good. Another good thing about taking pictures is that it makes it much easier to write the race report. Since the cars come by in order, and since the photos are timed stamped; it really gives the writer a chance to recall the race. With over 850 pictures you would think that I had a least a dozen pictures of every car. Well sorry to say, Tim Linerud, I have but two pictures of your car and one of them is blurred!

Next observation was the quality of the races. SCCA racers pay their own way. This breeds a certain quality that so-called professional races do not have. They not only have to pay for any damage; they also have to do the work to repair the car. In the case of most SCCA racers, they are the crew, the tow vehicle driver, the race car driver, and the head bottle washer. This does not diminish their desire to mix it up; but it shows how you can race hard, yet still race clean.

Even though I saw a lot of clean racing, I saw a very high level of competition that resulted in lots of great racing. There were four ITA/SMT drivers that literally drove the doors of their Miatas. Nose to tail and side-by-side lap after lap. Each one of them was looking for the right opportunity to take advantage of traffic or a bobble. Great racing, and from my vantage point, all the drivers came home with the same number of scraps or dings that they had before the race ever started.

I saw a lot of drives that were quite phenomenal. Like Tao Takaoka winning the FX class in group 4, but also finishing second overall. Tao was driving the car designed by World Speed, the FS 2.0, which was designed to be a step below a Pro Formula Mazda; yet the Group 4 race had a couple of pretty good ones that he beat. GT2 driver Timothy Lynn was called into the Race Stewards for a starting position violation in Group 1, and ended up at the back of the pack. He then motored his way through the entire field and won his class and came in third place overall.

I could not help but notice how busy the E-crew was. Every time a full course caution came out, they jumped on the course to clear the offending cars. When they were done, they would take the cars to safety and rotate to the nearest station. With two stations, the crews worked in a well-choreographed sequence to keep the yellow flag time to a minimum. When their efforts are combined with the Flaggers, who then work in conjunction with Race Control, who work in conjunction with the Stewards, it is a thing of beauty to see a race weekend play out.

It is funny how a simple little thing like making the weekend a Regional and a Major affects everyone that runs the event. First off, car numbers get totally screwed up. There are Regional drivers that have permanent numbers and there are Majors drivers that have permanent numbers. Because all drivers think they deserve their number, deciding whom actually gets to use the number is a chore. Another factor is that cars

can run in several different classes; so one driver may have a permanent number in one class but not the next', and of course we added another level of confusion when we stacked two of the fendered groups on top of each other.

Another twist: We have tried to add the fastest lap of a driver's weekend - to determine their starting position for the race on Sunday. On the surface that does not sound like too big of a deal; but our software does not automatically determine that. For the Timing and Scoring people, this can be big problem; not only for Timing and Scoring, but also the people of the Grid who are trying to line everyone up in the proper starting position.

This last weekend was touch-and-go all the way up until the Wednesday before the event. As Majors require having a Nationally-licensed official in each Chief's position, San Francisco Region had to bring in Lonny Sheek from Cal Club to be our Tech Steward, and Tom Jones, also from Cal Club to be our Starter. Without these two, the race was going to be cancelled. Tech was a two-man crew all weekend, and we were fortunate to have Larry Bacon assist Lonny all weekend. Other out-of-region volunteers that showed up were Diane Guyle (Cal Club), David Derr (Arizona), Mark Hansen (Utah), and Tracy Roper (Cal Club.) You are all special people for helping us out.

SRF driver Joe Briggs has shown his gratitude for the Volunteer Workers from time to time by giving them cash money. He appreciates them giving up so much of their time to support our racing. He does not brag about his donations and up until recently, I did not know he did such a thing. It is a pretty cool thing that he does; and in the past he has given \$100 to random volunteers. What Joe does is an amazing show of gratitude to our volunteers. Of course at this event, he was back at it. Only this time he gave \$300 to nine different volunteers, which added up to \$2700!! When I heard this it brought tears to my eyes. I could not believe how generous he was. Racecar drivers are pretty cool people; but Joe is the coolest of the cool!

For those that did not show up, I understand how conflicted you were. I know there was a burning desire to be around the people you enjoy and see the cars go around the track. I also understand that you may not have felt safe because the county had just opened up from their Shelter In Place orders. It was a tough decision for me and for the board to hold the event. For those that normally would have come but decided against it, I respect your decision and whole heartily support it.

Lastly, I want to thank Laura Stitch for being my assistant photographer. She took all of the photos of the volunteers you saw in last month's edition of the WHEEL. I really miss the pictures of the people, because the cars all look the same after a while. At the end of the day, it is the people who make the club so much fun to be part of!



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# Sacramento Solo Round Seven

BY DAVEY DRUOIN

## Empire Strikes Back



Don't reinvent the wheel if what you're doing works keep doing it. Round 7 for the SCCA Sacramento was better than ever. There were 110 drivers that showed up to run the event. There were lots of cars, people and fun. The covid-19 safety procedures were all still in place which allowed for everybody to have a ton of fun safely.

Xtreme Street B Class had two drivers. Second place went to Tyler Cook in an MR2 with a 48.503. First place went to Steve Martegani in an Impreza with a 46.673.

Spec Sport Coupe was won by Austin Glenn sponsored by Austinsoft.com with a 45.634.



Street Touring S had four drivers all in cars from Japan. Third place went to Igor Alekseyev in an Impreza RS with a 48.374. Second place went to Michael Gleaton

sponsored by Haag Performance in a Mlata with a 45.177. First place went to Randy

Krider sponsored by BayEx Delivery in a Honda Si with a 42.085.

Street Touring X had Aaron Collum in a BRZ running uncontested. He was able to nail a 47.250.

Street Touring R had three drivers attend, so your chances of finishing in the top three were really good. All drivers drove Japanese sports cars. Third place went to a Honda S2000 driven by Michael Khade with a 54.142. Second place was grabbed by a Mazda MX-5 driven by Karl Engelking with a 47.157. The winner of the day was a silver S200 driven by Mark Bacani with a 46.989.

Street Touring U from top to bottom first place went to Steve McLaughlin in a 350Z with a 43.373. Second place went to Harold Dorton sponsored by CoCo Auto Service in a BMW M3 with a 44.239. Third place went to Paul Tibbals sponsored by R'Lyeh City Council in a Subaru STI with a 44.530.



SSP Nelson Jarrett 41.822, CSP Trent Lewis 55.916, ESP Patryk Skowronski 51.247 and SSR Nikki Watson 52.579 all ran uncontested in their respective classes and won. Thank goodness it's a tough gig when you lose to yourself.

CAMC or the newer pony car class. From top to bottom Michael Gardner sponsored by Mike's T.P. Plumbing Inc took first place with a 44.182 in a Mustang GT 350. Second



went to Steve Howe in his GTO (Sexy Edition) whatever that means with a 45.947. Third place went to Leon Weinroth sponsored by Knife to a Gunfight Racing and his wife with a 46.003 in a Mustang.

CAMC the old pony car class had three horses and a bow tie. Third place went to Dennis Albert with a 47.150 in a 78 Camaro. Second place went to James Fuhs in a 1965 Mustang with a 46.831. The winner of the class was Randy Grohosky in a 1966 Mustang with a 46.707.

CAMS was dominated by Corvettes as it usually is. Third place went to Mark Heinrichs in a Corvette Z06 with a 43.057. Second place went to Ken Yeo in a Corvette with a 43.008. Champion for the day was Derek Hui in a Corvette Grand Sport with a 42.633. The racing doesn't get any closer than this. The top three drivers are separated by 4 tenths of a second.

CAMS-L was domnated and won by Patti Yeo sponsored by California Tan with a 46.678.

PAX winner for the day was Randy Krider in his STS Honda Si. The fastest raw time of the day was Ben Martinez in his CMod Van Diemen. The next event will be at Thunderhill on July 25th and 26th. Make sure to register online and bring lots of water and sunscreen because Thunderhill in July is normally very warm.





# Full Body Contact

CSR Update

BY BRUCE RICHARDSON

## Update from SCCA-E

Mike Davies just published a technical bulletin on the SpecRacer GEN3 clutch, see below. We strongly support this change and have been using the new higher force clutch and sprung clutch disk for over year with great success. The higher force pressure plate eliminates clutch slipping and the sprung disk reduces transaxle and disk early failures. If you are pulling your motor, it is recommended that you get the new pressure plate (G1172002B - PRESSURE PLATE ASSY "BUFF") and install the new sprung clutch disk (G720005 - G3 SPRUNG HUB CLUTCH DISK) or have your CSR or Prep-Shop have your old pressure plate upgraded.

### Technical Bulletin 01-2019 SRF3 Tilton Cover / Kevlar Clutch Disc by Mike Davies

During the past 10 or 11 months we have learned a lot about the condition of clutch components in relation to the intended operation of the Dampened Kevlar clutch disc.

One of the most critical things is the assembly tolerance of the friction rings on the clutch disc. The clutch company now understands and can hold the assembly to a tighter tolerance window.

When the Tilton clutch parts and flywheel are in like new condition, we have almost no problems with the Kevlar disc. As the metal parts start to wear, .002" / .005" / .008", it has a very insignificant impact. Considering the clamping force working window is only about .030", you can see how you start to reduce clamping force quickly.

In an attempt to make the condition of all the parts less critical, plus make the clutch more forgiving to abuse, we started suggesting to some customers to use the next stronger diaphragm spring for the Tilton clutch cover. (BF)

Tilton developed the "W" spring for our original clutch package, the next stronger spring is called "BF". The "BF" spring has roughly 55/70lbs more clamping force than our "W" spring. While this is not a large increase in clamping force, in nearly all cases it will clamp the clutch disc when parts of the clutch package are worn.

The initial concern with using the "BF" spring was it also increases the load on the crankshaft thrust bearing a similar amount. The load of the "W" spring is similar to the OEM clutch.

We have roughly 100 "BF" springs in service as of now. Going forward we are delivering the GEN3 kit with "BF" spring clutch cover and Kevlar clutch disc combination.



Tilton Clutch Marking Location W=White & BF=Buff

We have made these changes to help the reliability of the gear box. The Kevlar Clutch disc seems to be the best update as of now.

We suggest when you need to rebuild/replace clutch components, you update with the "BF" spring cover and Kevlar disc.

### Mandatory Upgrade - New Bump Stops

A reminder that the new Red SCCA SRF Bump Stops are mandatory as of May 1, 2020. If you don't have the new bump stops and your car is tech inspected for this upgrade, you could be disqualified.

### New SRF 6 Speed Sadev Transmission Status

SCCA-E is developing a new 6 speed sequential transaxle for the SpecRacer. The new target date is in October for the first 15 pre-production gearboxes. The pre-production units will include the transmission and all parts needed for installation.

The upgrade will designate an SRF4 class addition once everything is finalized. 2022 is the target date for a full year of introduction and competition. This will be dependent on the pre-production testing of all components and upgrades needed to make this transmission upgrade successful. If anyone is interested in getting one of these new sequential transaxles contact your CSR or Prep-Shop.



SRF Sadev 6 Speed Gearbox

### Local SpecRacer Ford News

#### Rookie Driver Casey McLoed Takes 2nd at Laguna Seca & Buttonwillow

Casey McLoed is one of the SFR competition licensing school graduates from the 2020 class, He is new to road racing but has experience driving Sprint cars. Casey took second place in the last race at Laguna Seca on Sunday, an impressive accomplishment given it is his first time out on this track. Also, Casey and Mark Hutchins ran at the Buttonwillow regional July 27-29 and again took second in a GEN2 and clocked better times than some of the GEN3's.



Casey in his SpecRacer GEN2 at Buttonwillow

# SFR REGIONAL & MAJORS EVENT

## Saturday Race

After nearly three months of Shelter-In-Place and a multitude of protocols and regulations endured, many of the SFR drivers were ready to suit up and compete. The first weekend in June SFR hosted a Majors & Regional event at WeatherTech Raceway Laguna Seca, the first at the Monterey track this year. As it was a Regional, Novices were allowed to enter.

The trip down (or up) to the track, as well as the daily commute to the track was a breeze for many, with none of the congested commute traffic ordinarily experienced. More than 200 entries filled the grids of seven race groups, one of the largest turnouts in awhile. With so many classes in some of the groups, there were shifts and adjustments to some groups prior to the weekend, to equalize out the numbers.

With all the parameters set up by the County, SFR had a tremendous amount of paperwork and make-work to meet the expectations set up for the event. And as always, The Region That Knows How, pulled together and did it. And to paraphrase the Beatles, "We got by with a little help from our friends." Out-of-Region Chiefs and Workers came to help us fulfill the Majors statutory requirements. Having a mixed Majors and Regional created additional paperwork, separating out the points and other statistical data. We had visitors from Cal Club, Northwest, Arizona and Utah. Several drivers earned DRAFT Card credits by volunteering, some former workers rejoined us, and some new volunteers came from other venues. Some Chiefs and Stewards filled in on other crews. Several Chiefs weren't able to be on site, but provided advice in advance and guidance by remote.

Race Admin was the first stop for everyone, in the garages, with wristbands for all. Race Admin set up double banks of tables, and each Registrar had her own table. The drivers were thrilled to be back at the track.

Everyone who registered had to provide information to the County, for contact tracing purposes. All who entered the paddock had a temperature check, signed a waiver, and were checked off the Master List. Despite all the County requirements, there was very little grumbling. No spectators were allowed in the paddock, and drivers were limited to one crew or family member. There was a limit of one car per garage. The paddock was patrolled all weekend by three monitors, checking for adherence, and masks were always in use.

The F&C Crew had its largest turnout in months, and how nice was that! Most corner workers drove to their stations, or were driven in a socially-distanced fashion. All equipment and Flag Bags were delivered to the stations by the Chief Course Marshal; and the corner workers stayed on station all day, with lunches delivered. The Grid Crew was complimented for how friendly and fun they were putting cars in their place. Tech, operating with a thin crew, was streamlined and there were no 'Full Pulls.'

Race Control and Timing & Scoring were off-limits to all but those who were working in them.

Our caterer delivered all the lunches pre-packaged and sorted, so all that had to be done was deliver them to the various crews. Pre-made dinners in Go Boxes arrived in cooler containers, which were handed out to the Workers. Leftovers were a welcome treat, delivered by RE Tim Sullivan to drivers in the paddock.

Driver Joe Briggs again thanked the Volunteers by giving nine of them a \$300 appreciation check, names which were selected by a draw.

Friday's weather started out cold, gloomy, and breezy, with a heavy mist. Few cars were willing to venture out for Practice, and the sedans were using their wipers. The first session had a Black Flag for moisture on the track. The morning was all Practice, with 25-minute Qualifying sessions in the afternoon. By then, the weather started to brighten up a bit, and the sun even poked through the clouds. The track's 2020 Sound policy allowed for 102.9db sound limits all day, making it easier for the Competition Director to organize the schedule. All groups were on track in the same order throughout the weekend, which made it easier for all to remember when they were due on Grid, although some back-to-back groups were hard on drivers in more than one group.

Saturday morning was another round of Qualifying, followed by an afternoon of seven races. As this was a Majors, the two race grids were set by a complicated merging of qualifying and practice times. This tasked the small T&S crew, who worked long into the night; and in some cases, there were scrambles to get Grid Sheets to the Grid in a timely fashion. Through it all, Grid did it with a smile!

## Group 1 GT1,GT2,GT3,AS, T-1, T2, T3, ITE, PX, GTX, SP

## Saturday Race

Eleven classes spread among 34 cars made up the big bore group. The field included one husband and wife team, with the distaff partner, Michelle Nagai/No.72 SP Port City Chevy, starting on the front row, while her husband, Steve Nagai/No.4 Monte Carlo was gridded at the back as he hadn't qualified ... and didn't run. He's her Crew Chief.

Michelle, running her white Chevy, led every lap, chased by Fred Lind in his distinctive No.07 SP Ford Lightning truck, who turned the fastest race lap of 75.311 mph. They ran tightly the entire race, and the finish was the closest of the day, with only a 0.247 second gap between the two at the Checkered Flag. Skip Rebozzi/No.48 GT2 Corvette finished third, first in GT2 - the largest class in the group

The front pack had some mixing up, passing and repassing among the drivers representing four of the many classes in that group.

Early on the Safety Car was dispatched, with Pace Car driver Janey Smith behind the wheel. A car pulled off at Start-Finish and had to be retrieved. Despite smaller than usual First Responders, there were 'hot' tows which kept the schedule on track. There were some passes

under yellow, which were handled accordingly.

A few drivers tested track limits, and several drivers had body contact. Turn 2 was busy this weekend, and Greg Nester/No.132 SSC5 Corvette and Ryan Hazelton/No.49 ITE Honda S200 had contact, with Hazelton losing a door. He retired.

Steve Goldman/No.13 GT1 Corvette has an up and down race. He gridded fourth to eleventh at the start, ran tenth for three laps, then pitted and dropped to twenty-seventh. Returning to the track, he charged back through the field, to finish sixteenth, second in class.

Two out-of-region drivers ran afoul of sound violations, which didn't help their finishing positions.

This group had 13 out-of-region drivers, mostly from Cal Club. Six were in the 'new' SSC5 class, and that wasn't even counting RE Tim Sullivan who was busy all weekend being Competition Director, Paddock Marshal, Announcer, RE, and Protocol Monitor. There were 29 finishers, with 19 on the lead lap.

## Sunday Race

The Sunday edition to the covid 19 weekend races begun under bright sunny skies, just the type of weather everyone was expecting considering that it rained on Friday as everyone was getting their practices and qualifying sessions in. The sun was deceiving because the day featured a brisk wind that insured long pants and long sleeves were the uniform of the day,



#29 Mitch Marvosh passes #98 Mikhail Butenko on the inside of turn five

The Saturday Group one event came down to a drag race out of turn 11 to the start finish line between Fred Lind and Michelle Nagai. Nagai was able to hold off Lind by .247 seconds. Unfortunately the Sunday race would not have a repeat because Fred Lind did not race in the Sunday event.

That left Nagai up front to lead from flag to flag. That is not to say others were not willing to fill the void left by Lind's absence. Skip Rebozzi from Morgan Hill had his 2008 Corvette breathing down the neck of Nagai in the opening laps. Nagai had the obvious horsepower advantage but Rebozzi was doing all he could to make the race interesting even though they were in different classes.

Unfortunately Rebozzi's race finished on lap ten.

In the meantime Steve Goldman was having a nice race of his own. He qualified in the second spot but by the time he completed one lap he was down to sixth. From there he worked his way past Tom Klauer and Mitch Marvosh. With the help of Rebozzi falling out Goldman was able to take second overall and first in GT1.

GT2 feature five very well presented racecars. Timothy Lynn had a very interesting race. For some reason he did not leave the grid in his qualifying position and used the pace lap to get back in line which apparently is a no no. He was called into the black flag station and received a talking to by Jim Rogaski. When he rejoined the field he was down in the 25th position. By lap five he moved up to 18th, lap 10 he was 8th, lap 15 he made it up to fourth and his sights were set on Mitch Marvosh the class leader. With two laps left in the race Lynn made the pass on Marvosh for the last spot on the podium and a class win.

Darrell Anderson brought out a brand new car for a shake down run much to the chagrin of his fellow T1 competitors. The car was painted a beautiful Grabber Orange and featured Boss 302 stripes reminiscent of the Parnelli Jones Trans Am Mustang, it even sported the same number (15). Anderson was a little lucky as the early class leader was Sean Whitwood in his Corvette. Sean made it to the fifth circuit before something short-circuited his day.

This race feature our largest ever contingent of Sealed Spec C5 Corvette. Had Timothy Sullivan not been assigned overall event Grand Poobah duties then we would have had seven SSC5 cars. Craig

Because the county of Monterey has done away with the variable sound windows the Spec Racer Ford group was able to run the first race of the day after the morning warm ups. Historically the SRF's and the Spec Miata's have had to bookend the day because they are able to run in a quieter sound window.

## Sunday Race

Dale from Cal Club had the others in his class covered this weekend and finished 9th overall. He made up five spots from where he qualified.

Guy Laidig won the GT3 class his biggest worry was finishing the race as the only competitor in the class was not on the same pace as him.

Spec Mustang only had two entrants this weekend. The #87 entrant of Adam Enticknap won the class but the best part of him winning was that he was still sporting the Novice marking on his car. That would make two class victories for the novice driver, which also makes it easy for the Stewards to sign off his Novice Permit.

Aristotle Balogh pulled into the impound and then straight onto the grid for the following race because he was entered in both group one and group two. The other competitor in ITE Rylan Hazelton must have gotten delayed in impound as he won the previous race and did not make the group one event. That made it easy for Balogh to take the class win. Balogh did earn the hard charger award for the most cars passed.

Igor Gandzjuk won T2. Igor had the Rookie Enticknap racing with him most of the race. On a regular regional weekend these racers would both be running in the same classes. Igor most likely entered T2 to earn points towards the runoff qualifications.

Earl Zimmermann was the lone competitor in T3 driving a BMW 330 CI. Earl

made it to lap 10 before his race ended but he still got credit for the class victory. Earl he had only one competitor in his class. Anthony Bonino retired just past the halfway point most likely because he was the only competitor in his class,

### CLASS WINNERS

#### AS

#06 Anthony Bonino

#### GT1

#13 Steve Goldmann

#88 Joe Montana

#### GT2

#117 Timothy Lynn

#29 Mitch Marvosh

#25 Tom Klauer

#### GT3

#52 Guy Laidig

#32 Dan Payne

#### ITE

#64 Aristotle Balogh

#### SMG

#87 Adam Enticknap

#98 Mikhail Butenko

#### SP

#72 Michelle Nagai

#16 Mike Enos

#### SSC5

#179 Craig Dale

#17 Josh Carroll

#132 Greg Nester

#### T1

#15 Darrell Anderson

#71 Igor Lyustin

#8 Don Van Nortwick

#### T2

#129 Igor Gandzjuk

#36 James Cantrell

#### T3

#82 Earl Zimmerman





#49 Rylan Hazelton sporting his silver front fender leads the 35 car field into turn two. Rylan would go on to win the race both days

Ryan Hazleton/No.49 STU Honda S2000 had back to back races Saturday afternoon, with different results. After his retirement in the ITE race, he had the pole position for his STU race in the same car. Hazelton led every lap and turned the fastest race lap of 59.831 mph.

Fourteen the 49 entries were out-of-region, including a driver from NY racing out of Florida region. The race only ran 12 laps due to two Safety Car situations, and 38 of the 40 finishers ran all 12 laps. Eleven of the 17 classes were represented.

The first Safety Car was on Lap One for Joe Carr/No.12 EP Mazda MX5, when he stalled mechanical in Turn 3 and had to be towed. Carr, Crew Chief for Joe Huffaker/No.77 GTL MG Midget, had started sixth in a field of 47. Soon after Brian Linn/No.37 GTL Nissan Sentra retired in Turn 7. Then Jim Bishop/No.117 STL Celica brought out the second Safety Car when he required a tow after pulling off in Turn 2, leaving an oil trail. Otherwise, considering the large field of disparate cars, the drivers were mostly well-behaved.

This sound meter had caught two drivers in Qualifying, negating all their times. However, during the race, only one driver had a close call, on the last lap with a really high reading ... in traffic.

Several front runners suffered mechanical problems early on, perhaps putting a crimp on Runoffs plans. But, as SCCA is revising Runoffs eligibility, all may not be lost. Those who survived the first few

laps went on to do well. The drivers up front tended to find their niche and run with it to the end, with little passing. However, there were exceptions.

Ethan Shippert/No.55 EP Lotus Super 7 didn't qualify, so started forty-first. He quickly cut a swath through the field, gaining 26 positions to finish fifteenth, and win the class. Shippert, son-in-law to Joe Huffaker, was headed to Road America for the June Sprints, so skipped Sunday's Laguna event, to make the tow eastward, where he won the Saturday EP race.

The third Huffaker car in Group Two was Joe Huffaker, who finished third overall and first in GTL in his familiar black Midget.

Another driver to make forward progress was Izzy Sanchez/No.68 T4 Toyota FRS, starting 17th and finishing seventh, winning the class. Passing in the crowded field was easier for some, and Clayton Ketcher/No.27 STL Miata passed seven cars to take STL honors.



#48 Bill Hartman, #53 Bryan Scheible, #95 Tim Linerud, and #26 Scott Story mix it up into turn 2.



#39 Donald Ahn, #33 Eric Talistu, and #149 Rob Fuller look for the fastest line through turn 2

Rylan Hazelton took the idea of social distancing a little too far this weekend. He won both days and made sure no one was near him during a good part of the Sunday race. Saturday Rylan showed up in impound with some left front fender damage so over night he went home and bolted another fender on his 2008 Honda S2000. Although it was not the same color it definitely got the job done. Rylan ended up with the fastest lap of the race, the overall victory, and obviously a class win.

In the early part of the race Joe Huffaker was doing his best to keep the Huffaker Engineering MG Midget on Rylan's tail but he had to settle into second place until he came into the paddock on lap 12. From there he tried to re-enter the race which is against the SCCA regulations and he was forced to park. I think he got tagged for a sound violation and did not realize he was entering the paddock instead of the pit lane. Anyway Joe had a very good race going until the mix-up.

Second place was Carl Young in his El Dorado Motorsports Honda CRX. The second place finish in Sunday's race made it two for two on the weekend.

Tim Auger rounded out the podium and won the STL class, he benefitted from Huffaker dropping out and Dominic Starkweather dropping out, both on lap 11. Starkweather had a solid third place in STU going before he had to retire. Auger was second in his class at the start of the race but on the fourth lap he improved his lap time by two seconds and was able to pass Wesley Mollino who had also done his fastest time on lap four.

Kurt Frieztzsche was the EP class winner and was the hard charger of the race. He lined up on the grid in the 42nd position (out of 43) and ended the race fourth overall. Kurt was racing hard with Izzy Sanchez, Ben Brandt and Aristotle Balogh, all in different classes. Kurt was driving like a man possessed by the time the scoring tape registered for the first lap he made it up to 14th a whopping 28 place improvement.

Ben Brandt was the highest finishing Miata in the race. He entered ITS and was racing with Frieztzsche, Sanchez, and Balogh. Brandt sports the Word BUFF in bright green lettering on his car which I am sure has some deep down meaning.

The race within the race was definitely the ITA bunch. The trio of Wa Houg, Scott Smith, and Joseph Kou, mixed it up the whole race. Kou looked to repeat his advantage over Houg and Smith that he demonstrated earlier in the day but Smith and Houg were not having any part of that. Eric Fulkerson also an ITA competitor had an early ten car length lead, but the hard charging pack of Houg, Smith, and Kou caught him on lap 16. Houg was able to get by with Smith doing the same the following lap. Fulkerson did salvage a third in the class by keeping Kou at bay. This was another great race between some highly

competitive drivers, it was great to watch.

Once Joe Huffaker responded to the paddock the GTL class was taken over by #44 car of Michael Updegraff. Michael races out of CalClub and finished 12th overall. The most interesting car in GTL was the Volkswagen Beetle of Bryan Scheible. Bryan calls the Florida region his home and his car started life as a VW beetle but has since been modified with fiberglass body parts and an inline four cylinder engine mounted in the back seat. GTL featured five very different cars that shows the class is open for several different interpretations of the rules.

B-Spec saw Thomas Lepper take the win. Thomas has been around the San Francisco Region for a long time. Ali Naimi and him had fun all weekend hustling the little B-Spec cars around the track. Clint deWitt was entered in the class but he ran into mechanical trouble before Saturday's race and was unable to join the fun.

Bill Hartman driving a Lotus Super 7 won FP. FP had only two cars show up this weekend but they were both Lotus Super 7s. The Saturday Class winner Ethan Shippert was not present for the Sunday race. That does not diminish Hartman victory as he was mixing it up



#44 GTL winner Michael Updegraff

with several competitors including the VW Beetle of Bryan Scheible.

By winning the ITX race on Sunday Rob Fuller made it four for four on the weekend. He won twice in SSM and won twice in ITX. Also running in ITX was Joseph Carl. It is a pleasure to see the Karl Family back out at the race track and I am sure it will not be too long before the #60 Mazda RX7 is dominating the region.

Izzy Sanchez had T4 wrapped up until the 13th lap when he suffered a mechanical issue had to retire. Tony Kiratsous in his Scion FRS took the class win.

Aristotle Balogh who was the only entrant in the class took E30. Balogh was racing in the middle of a larger group of cars and finished 7th overall.

The Sunday race for group two had a lot of no shows. Some of the heavy hitters were rumored to be heading to the June sprints after the Saturday race and used the Saturday event as a shakedown for the June Sprints assault.



#112 Dominic Starkweather was leading his class until dropping out on lap 10





#27 Stewart Patterson leads the charging #54 Chuck Horn and #5 Eric Little into turn six

Written by Eric Little

After a long hiatus, Formula F The Series finally got back at it. June sixth and seventh saw the San Francisco Region host at Laguna Seca. Hot and dry weather leading up to the race quickly gave way on Friday morning to find a completely wet track for the first test session. Most did not dare to test the diabolical conditions. Fortunately the sun would come out and with cool temperatures qualifying would begin.

Chuck Horn would rapidly show why he held the points lead taking the provisional pole; but the top four were all able to stay within one second of his lap. That was until the second qualifying session on Saturday, where not even second place would be within a second of Chuck's pole time after Chuck decided to put on a set of sticker tires. The Series is looking to take up a collection of used tires to supply Chuck for the remainder of the year, provided he does not run stickers ever again.

The race got off to an interesting start as Stewart Paterson made a bold move on the green to jump from the inside of the second row, passing Chuck and Doug Learned Jr. under braking for the Andretti hairpin. Here it got interesting, with Chuck finding real estate on the inside that did not appear to exist, taking back his lead and sandwiching Stewart between himself and Doug on the outside.

Eric Little would enjoy the show being put on, and take advantage of Doug's outside line. Eric would overtake Doug on the exit, while Doug tried to take the position back with the inside line in Turn Three, where Eric would the long way around the outside to maintain the position. This would last until coming off the Corkscrew, where Doug threw the car up the inside of Rainey making a great pass to regain third. Doug would set off in search of Stewart, who a few laps later would make an uncharacteristic error locking the brakes into Turn Two and sliding wide. This would let Doug and Eric by. Unfortunately, all of this battling let Chuck stretch out a lead that he would not give back. The fun up front ended when a failing fuel pump

caused a significant loss of power for Eric. Stewart, having been gapped off of Doug, would not catch up. Chuck Horn would take the win with Doug in second and Stewart in third. Eric would drop positions to Dave Jalen and Manuel Leonardo who would hold Eric off in the closing laps. Steve Meyer would edge out Jon Brandstad by a bit over a half second for seventh and eighth respectively. Behind that, Dave Zurlinden, Eric Poulsen, and Jeffrey Rothman would take the checker. Richard

Hybels suffered an unfortunate engine problem that would see him DNF on Saturday and prevented him from racing on Sunday.

Editor's Note: The report from Greg Martin, the Turn 2 corner worker's on 'the pass' for the lead: "Chuck took a high line into the entrance of the Turn 2 hairpin, while the leading car was defending the inside. Chuck's entrance and braking allowed him to get on the power earlier than the lead car, and Chuck was able to cross-over from driver's right to driver's left of the lead car at higher exit speed out of the hairpin and complete the pass prior to Turn 3. From my view, it was beautiful racecraft (only Chuck and the other driver will know if it was blind luck or an error)."

### CLASS WINNERS

#### FF

#54 Chuck Horn  
#17 Doug Learned  
#50 David Jalen

#### FFT

#27 Stewart  
Patterson

#### FV

#25 Charlie Turner

#### CF

#31 Dave Zurlinden  
#131 Jeffrey  
Rothman



#48 Steve Meyer prepares to negotiate turn 5





#44 Jon Brandstad checks his mirrors for #54 Chuck Horn

Written by Eric Little

The grid Sunday would take a turn when Chuck Horn had a hot hand going in an intense game of hearts. Chuck was late to the grid and he would start shotgun on the field. This put Doug Learned on pole. The start saw a drag race into turn two. The top four qualifiers were all fighting for a sliver of space at the apex. The group quickly formed up line astern in qualifying order with the top three developing a gap to the rest of the field relatively quickly. Stewart Patterson had the handle and the car looked on rails as he hunted Doug and pulled Eric Little along with him. Much to Eric's surprise, lap five showed a sudden flash of burgundy in the mirror. It was Chuck Horn! He passed throwing the queen of spades on his way by. Shortly after he was on the gearbox of Stewart, but a sudden waive by from Stewart signaled the end of his race with electrical woes. Chuck continued to close the gap on Doug and on lap eleven pounced. Doug would glue himself to Chuck for the remainder of the race finishing a mere 1.3 seconds off of Chuck. Eric would be thankful the race ended at lap 21 as the electrical gremlin that took down Stewart found a new car to attack. Over the last five laps, Eric would lose close to twenty seconds and nearly be caught for the podium. Dave Jalen on the other hand wished for another lap or two missing out on taking the podium by seven seconds. Manuel Leonardo would finish a solid weekend taking fifth. Steve Meyer was as high as fifth but Manuel got him with two laps left in the race. Jon Brandstad and Eric Poulsen would round out the field.

Charlie Turner was the lone FV in the field getting some valuable track time. Charlie had his car set up for the June Sprints but decided not to go. He found out that the long box transmission is not the proper set up for Laguna.

#### CLASS WINNERS

##### FF

#54 Chuck Horn  
#17 Doug Learned  
#50 David Jalen

##### FFT

#5 Eric Little  
#27 Stewart  
Patterson

##### FV

#25 Charlie Turner

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Early going of the group four action, #37 Jay Horak leads #41 Robert Merritt, #27 Tao Takaoka, and #44 Dutch Schultz

This group of open-wheel cars had a self-split start, one they initiated themselves. The Ligier F4 separated themselves at the back. The race got off to a bad start. Two cars got together in Turn 6 and a third went evasive, into the wall. All the drivers walked to the ambulance but it was a Safety Car situation. Stew Tabak/No.28 FM Mazda Formula and Derry O'Donovan/No.77 FM Formula Mazda interlocked, and Will Delarosa/No.13 FX Ligier F4 was caught out. All three retired. Delarosa was also given weekend probation for failure to keep car under control during a waving yellow flag situation.

Despite the Safety Car situation, the race ran 13 laps and 17 of the 19 finishers ran them all. It was racy, but orderly with not much overdriving. Pole sitter Rod Rice/No.14 FA Stohr led all the way, turning the fastest race lap of 67.961 mph. He had a 8.676 second lead ahead of runner-up, Jay Horak/No.37 Ligier F3, who started Fourth. Steve Romak/No.24 FA Swift ran second until he retired on Lap 9. John Ostlund/No.59 FA Mazda Formula started and finished third. With the attrition of the front runners, others moved up, but the race was rather processional, albeit at high speed.

This was a diverse group, with eight of 22 entries from out-of-region, including Texas, Indiana and Florida.

There was a race within the race in that the World Speed Motorsports folks brought its drivers and designated the weekend as Rounds 3-4 of its Formula Car Challenge. Bill Weaver/No.67 Star Mazda won the FM category and John Ostlund/No.59 Mazda Formula won the PFM category. As part of that series, Lars Jensen and Bruce Semler each won Goodyear Tire Awards.

## CLASS WINNERS

### FA

#14 Rod Rice  
#37 Jay Horak  
#59 John Ostlund

### FM

#89 Bruce Semler  
#63 Lars Jensen

### FX

# 27 Tao Takaoka  
# 67 Bill Weaver  
#74 Steve Martin/



#55 Spike Kohlbecker leads the group of F4 competitors out of the corkscrew



Rod Rice pole sitter and winner in Saturday looked to make it a clean sweep for the weekend but something went wrong. On the first lap of the race a fire broke out in the cockpit of his 2007 Stohr F1000 car and he had to quickly exit the vehicle at the top of the hill by the turn eight flag station. Before the race ever completed a lap the full course caution came out and the E crew had to deal with the wounded car. When they finally did get it hooked up you could see the singed paint in the cockpit area. Thank god for the safety equipment!

Jay Horak was left to pick up the pieces, which he did without hesitation. Horak's last race with the San Francisco region ended prematurely and he was making sure there was not a repeat episode. Behind Horak was a great tussle for second place. Robert Merritt and Tao Takaoka were nose to tail the entire race with Tao getting by Merritt with four laps to go. Tao was driving a 2015 FS 2.0 and Merritt had a Pro Mazda.

The Formula X race was won by Tao. Because this was a combination race weekend there was FX and FM in the race even though for majors event the FM has been eliminated. Bill Weaver took second in FX. Bill Weaver is usually a dominant force in FM but now that his class is combined with cars like the F4 Ligier and the FS 2.0 it is not an equal playing field.

Spike Kohlbecker competes in the F4 Western Championship series presented by Exclusive Racing. This race was one of the stops on their calendar. He was the first F4 car and came in third in FX. Even though he finished third in FX Spike's main goal was to beat all the other drivers racing F4 cars. To separate their race from the others they have



#67 Bill Weaver leads the #89 Bruce Semler down the corkscrew

a split start with all of the F4 cars lined up together. It was fun to watch them as the six cars with the throaty thumping sound ran through the pack. Spike made it up to 5th overall.

Regional Class FM was won by Bruce Semler even though he was the fourth FM to cross the line, which is very confusing and needless in my opinion. FM was a well-subscribed class and did not need to be combined.

#### CLASS WINNERS

##### FA

#37 Jay Horak  
#41 Robert Merritt  
#23 Daryl Wizelman

##### FM

#89 Bruce Semler  
#63 Lars Jensen

##### FX

#27 Tao Takaoka  
#67 Bill Weaver  
#55 Spike Kohlbecker



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#10 Mike Miserendino leads #49 Jack Willes and #23 Jim Devenport going into turn 5

Saturday's first race was Group 5 for SRF3 and SRF. The sun shone on Cal Club's Mike Miserendino/No.10 SRF3, a three-time National Champion, who led every lap, winning by 5.703 seconds ahead of runner-up, SRF's Umberto Milletti/No.34 SRF3. There wasn't much passing at the head of the pack. The top five held their starting positions throughout the race and finished in the same order-Jack Willes/No.49 SRF3, Joe Briggs/No.9 SRF3; and veteran open-wheel champion, Jim Devenport/No.23 SRF3. Jonathan Allen/No.14 started out well and was having a nice race with Bill Booth/No.57 for ten laps, twice swapping positions. But, Allen retired on Lap 12 of the 13-lap race. Milletti turned the fastest race lap of 1:38.547. The race was clean, with very little drama.

Back in the smaller SRF field, there was more excitement as the five drivers put on a show. Young Erich Woolley/No.33 and older brother Ken Woolley/No.41 started on the front row of the SRF pack. Ken led the first five laps, while Erich fell back. Bruce Richardson/No.5 capitalized on that and charged up to second place, chasing Ken Woolley. By Lap 8, Richardson had caught and passed Woolley and the two finished 1-2, followed by Erich. It was a good race and they each ran very similar times around the 2.234-mile circuit. Casey McLoed/No.22 and Noah Hambayi/No.46 followed Richardson, to finish Fourth and fifth. Richardson was so excited in getting his first-ever class win that he blew the Checkered and Red Flags. He later apologized, saying he didn't know where to go.

## CLASS WINNERS

### SRF3

#10 Mike Miserendino  
#34 Umberto Milletti  
#49 Jack Willes

### SRF

#5 Bruce Richardson  
#41 Ken Woolley  
#33 Erich Woolley



#52 Joe Viso's car as it gets rescued from a mishap in between turns 3 and 4



#9 Joe Briggs finished sixth on Sunday



#71 Jerry Alass, #13 Nevin Spieker, #52 Joe Viso race towards turn 5

Super Spec Racer Ford driver Mike Miserendino led the Sunday Race flag to flag, which would normally mean a very boring race for the spectators, but the race was full of action. It started on the opening lap when five cars were involved in a pile up just before the starters stand. The resulting clean up lasted four laps before the drivers were able to turn up the wick.

In addition to the mishap on the front straight Saturday's runner up Umberto Milletti spun on the first lap going into turn 2. Luckily no one hit him and once the entire field made it past Umberto was able to get the car going. Unfortunately he had four laps under caution to stew over the mistake.

Umberto's pain was Jack Willes gain as he positioned his #49 Blue SRF3 in Miserendino's mirrors the entire race. As the race progressed the front two drivers distanced themselves from the Spec Racer Ford of Jim Devenport.

Devenport had a six car train attached to his bumper and did everything he could to maintain his podium position.

After four laps of green racing the yellow flag came out again for another full course caution. This time it was an incident in the short chute between turns three and four. Joe Viso and Nevin Spieker came together. Viso said that he thought Spieker knew he was alongside of him as he was trying to pass. Viso was also involved in the first lap accident and he said that he hit the wall so hard it ripped the steering wheel out of his hands.

The caution lasted another four laps and once the racing resumed there was four laps green flag racing. The four laps was not enough time for Willes to figure out how to get around Miserendino.

Miserendino won by .399 seconds over Willes and Devenport 8 seconds adrift of the race winner.

In the SRF group one of the threats to win the race was eliminated before he

ever crossed the starter stand, Ken Woolley. Ken was mixed up in the opening lap carnage and never completed a lap in the Sunday Race. Bruce Richardson followed up Saturday's victory with a win on Sunday also. Bruce's first win in SRF was Saturday to follow it up on Sunday surely made Bruce a very happy camper.

After the race I caught up with Paul Marino as he was surveying the damage to his car. He told me that he got a good start and just as was about to reach the starters stand he was hit from behind sending him into the inside wall, Paul said from there he bounded off and back into the on rushing pack. He ended up being hit three times with the third hit being the hardest. Needless to say he turned his in car video into the starts after the race.

Umberto Milletti ended up 11th having passed 8 cars before the race ended.

#### CLASS WINNERS

##### SRF3

#10 Mike Miserendino  
#49 Jack Willes  
#23 Jim Devenport

##### SRF

#5 Bruce Richardson  
#22 Casey McLoed  
#46 Noah Hambay



#23 Jim Devenport, #2 Lee Douglas, #57 Bill Booth and #34 Umberto Milletti





#2 Brandon Sloan, #64 Gerald Schiefferly, #80 Clayton Cavell, and #116 Ryan Gutile going at it into turn 2

It was a full grid of 42 Miatas that took the Green Flag under blue breezy skies, for the second race of the afternoon. Pole sitter Ken Sutherland/No.93 SM shared the front row with Will Schrader/No.87 SM Miata. Sutherland led for nine of the 13 laps, followed by Schrader, who was chased by Tim Weaver. Those two sliced and diced, until Schrader took the lead from Sutherland, turning the fastest lap of 1:47.342 in the process. Schrader's Margin of Victory was 1.658 seconds, the second closest finish of the day. Behind them was Jason Rawlins/No.20 SM who ran fourth the entire race. Meanwhile, Tommy McCarthy started out fifth but pulled off just past Start-Finish with electrical problems, bringing out the Safety Car to tow him safe.

In the SMT class, Andres Prieto/No.123, Wa Huang/No.6 and Eric Fulkerson/No.51 started and finished in their respective order. This class had the most entries - 21, and all finished.

The usually frisky group had a relatively calm race, with most confining their racing to the track. Clayton Ketcher/No.27 SMT got together with Juan Graziosi/No.99 SMT in a Turn 2 racing incident, but that didn't stop Ketcher from gaining the most positions in the race - 12. He finished ninth in class, followed by Graziosi.

The SSM Miatas was the smallest class in the group, with eight cars. They started further back, but moved mostly forward, gaining up to six positions at the finish. Joe Rombi/No.11 started 11th, but retired after two laps. Rob Fuller/No.49 SSM, who started mid-pack. Moved up past other class Miatas to take the class win. Theron Smith/

No.95 SSM started even further back, but passed six cars to finish second in SSM. Christian Lyons/No.98 SSM likewise moved up, Thirty-nine Miatas finished the race, with 34 on the lead lap.

## CLASS WINNERS

### SM

#87 Will Schrader  
#93 Ken Sutherland  
#75 Tim Weaver

### SMT

#123 Andres Prieto  
#3 Wa Huang  
#51 Eric Fulkerson

### SSM

#49 Rob Fuller  
#95 Theron Smith  
#98 Christian Lyons



#93 Ken Sutherland, holds off #75 Tim Weaver, and #87 Will Schrader. Ken won the Sunday edition of group 6





#6 Joseph Kou and #3 Wa Hounq raced each other hard all weekend

It takes 10 hours and 58 minutes to get from Sherwood Oregon to Laguna Seca Raceway. I am sure Ken Sutherland spent the entire time thinking about how he won Sunday's race wire to wire. In fact most



#23 Tommy McCarthy and #20 Jason Rawlings race side by side in the early goings of Sunday's race

of Ken trips back home feature fond memories of victories in the San Francisco Region events. In fact the Sunday race featured a podium full of people from Oregon. They obviously know something up there that the locals are not privy to.

When I say it was wire-to-wire victories do not get confused and think it was a cakewalk. Ken had constant pressure from Saturday's winner Will Schrader and Jason Rawlings. In fact the lead group was a six car train. The lead trio changed positions the entire race but when the scoring monitor spit out the order Ken was always in the lead. The local threat that never materialized was supposed to come from Tommy McCarthy. Tommy completed three laps during Saturday's race before he retired. Tommy started the Sunday race in sixth but on lap three found himself out in the dirt in turn eleven falling back to 30th. From there he worked hard to get back into contention flashing his headlights so the slower cars would see him coming.

The race featured a brief full course caution that lasted only two laps. When the racing resumed McCarthy was ready to pounce but as he was making progress another off caused him to lose positions and all hope of joining the lead fray,

Menlo Park's Scott Huffaker decided to give fendered racecars a try. Scott tore up the competition in Formula Ford and in Formula Continental in recent years. Racing Miatas is filling out his resume as a complete racecar driver. Scott is getting accustomed to his new digs

as he was the highest finishing Californian in fourth place.

Even though they were not leading the group the SMT race was equaling as exciting. Joseph Kou driving his distinctive black and pink Miata had all he could handle from Andrea Prieto and Wa Hounq. Kou was third place in SMT with when the caution flag fell and he used the remaining five laps to pass both Huong and Prieto. Hounq and Kou both race in ITA and you can really see how good they are with all of the track time.

SSM went to Rob Fuller who also won on Saturday. Rob's nearest class competitor was several spots back so he did not have the adrenaline pumping experience the other two class winners did. Never the less winning two races over the weekend always adds up to a great racing experience. Second in SSM was Theron Smith who is a novice driver.

This race feature four novice drivers with Scott Story taking the honors amongst the rookies. Scott also was awarded the hard charger for the most positions gained during the race.

Overall the Miata bunch was a very clean yet exciting race. What I like best about watching these racers is the number of laps that they click off side by side with very few mishaps.



#0 Peter Phung and #98 Christian Lyons work their way around turn 2

## CLASS WINNERS

### SM

#93 Ken Sutherland  
#20 Jason Rawlings  
#87 Will Schrader

### SMT

#6 Joseph Kou  
#123 Andres Prieto  
#3 Wa Hounq

### SSM

#49 Rob Fuller  
#95 Theron Smith  
#98 Christian Lyons



#99 Peter West and #18 Tom Hope exit turn 11

A new ASR track record of 1:29.757 was set by Vasili Stratton during the Saturday race. This was the smallest but fastest group of the day. It had a full grid of 17 cars, and all cars finished, with ten of the 17 on the lead lap. The race was processional, with fast cars driving well and safely for the 14-lap race. Five of the drivers were from Cal Club.

John Manfroy/No.8 P1 Dauntless led start to finish, turning the fastest race lap of 92.219 mph - the fast lap of the day, and the weekend. Robert Armington/No.11 FC Van Diemen spun in Turn 3, which dropped him back a few positions. It wasn't long for Armington to catch up and go further. He finished fifth overall, first in class. Nicolas Coe/No.6 FC Swift spun into the Turn 3 tires, dropping him back in the field. Other than that, it was all clean.



Second place finisher, #62 Bruce Brown, coming down the corkscrew



#26 Vasili Stratton gets a tow to the top of the Hill and was released to coast into the paddock

## CLASS WINNERS

### ASR

#26 Vasili Stratton

### P1

#8 John Manfroy  
#62 Bruce Brown

### P2

#13 Kevin Mitz

### FC

#11 Robert Armington  
#27 Daniel Swanbeck  
#14 Paul Marino

### DSR

#66 Robert Christensen  
#188 Andy Juner



John Manfroy made up for sheltering in place for the last three months by taking the overall win and class win in group 7. John's fastest lap was the fastest of the day however it did not match his Saturday's pace which was the fastest lap of the weekend. The Sunday race for group seven saw Saturday's FC winner not participating. Robert Armington loaded up and took off for the June Sprints. Also missing from the Sunday race were the two DSR participants.

John Manfroy did not care who showed up because he had everyone covered this weekend. That's not to say others did not try. Vasili Stratton moved up one spot from his starting position and was doing everything he could to run Manfroy down but on the 18 circuit Vasili dropped out. He must have spun and killed the motor because at the end of the race the San Francisco Region E Crew towed him to the top of the hill and let him coast down to the paddock. While Vasili was coasting he bumped the gear box and fired up the machine. He drove in under power.

Bruce Brown had to second place finishes this weekend and during the first half of the race had his hands full of Vasili and P2 competitor Kevin Mitz. Bruce had a late race surge and closed up to with about eight car lengths of Manfroy finishing only 2.3 seconds behind.

Kevin Mitz was the only P2 competitor but was swinging above his weight during the early part of the race and was matching times with Bruce Brown in the P1 car.

Kevin appeared to have a trouble free weekend finishing both races without any hiccups.

With Armington headed down the highway Daniel Swanbeck got to be top dog in Formula Continental. Swanbeck was able to pull steadily away from second place Paul Marino. Marino and third place FC competitor Scott Vreeland mixed it up for a few laps but as the race wore down and the faster Prototype cars made their way through and the intensity of the fight waned. They both crossed the finish line under no pressure.

Peter West and Tom Hope traded barbs for the first eight laps before Hope lost all hope and fell out. Henry Rozeboom started and moved up four spots to eighth overall earning the hard charger of the race award.

#### CLASS WINNERS

##### ASR

#26 Vasili Stratton

##### P1

#8 John Manfroy  
#62 Bruce Brown

##### P2

#13 Kevin Mitz

##### FC

#27 Daniel Swanbeck  
#14 Paul Marino  
#51 Scott Vreeland



#14 Paul Marino finished second in FC. The overall winner #8 John Manfroy is about to overtake him



#27 Daniel Swanbeck was the winner of the Sunday FC event

This was the first race after the world wide Corona Virus pandemic broke out. It was a very unusual weekend with no social, people wearing masks, and strict no socializing orders in place. The bottom line is we pulled it off and those that did show up were happy to be racing again, even though not in the fashion there normally do. The

next race on the Calendar at Sonoma has been cancelled because Sonoma County did not give us the green light to hold the event. We are hoping to be back at WeatherTech Raceway at Laguna Seca the final weekend of July. Stay tuned as it looks like the United States is bracing for a second round of the Corona Virus outbreak.



# FRESNO CHAPTER GIVES BACK TO THE COMMUNITY



Central California Food Bank CEO Kym Dildine with the Fresno SCCA drivers

On the weekend of June 13th and 14th, after more than three months of no autocross due to COVID-19, the Fresno Chapter was approved to continue the 2020 race season with events 4 & 5. The coronavirus guidelines were in place and each event was limited to 50 drivers but that did not stop the smiling faces underneath each driver's mask. Everyone was happy to be racing again. The race weekend was a special one, not only was it one of the first racing event approved to continue during the COVID period, the Fresno Chapter also donated over \$4,000 to the Central California Food Bank. The CEO from the Central California Food Bank was on site Sunday morning to receive the check. The donation will help provide over 28,000 meals for people in need.



Monty Pack in his 2018 Porsche GT3

Events 4 & 5 came at a perfect time with temperatures in the low to mid 80's. Temperatures usually hit triple digits around that time of the year in the Central Valley. Event chairs, "The Cadiente Family" designed a smooth and free flowing course for the weekend. All drivers were divided into 2 groups and 6 runs each.

On Saturday, drivers from as far south as Bakersfield and as far north as San Francisco made the trip to the Central Valley to put their driving skills to the test. By the end of the day, top honors went to Ben Martinez in his CM 1984 Van Diemen RF84 with a 36.738. Monty Pack in his SS 2018 Porsche GT3 took second with a 37.93, third went to Jake Obniski in his EM 2017 Exocet with a 38.106, fourth was Douglas Hargrove in his FM 1983 R&D Special with a 39.022 and fifth went to Paul Newton in the CS 2016 Mazda MX-5 with a 39.393. Sixth went to Darrell Moskowitz in his DSP 1994 Honda Prelude, seventh was Jake Harris in his STU 2011 Subaru STI, followed by William Marlow in his STS 1990 Honda CRX, Yang Moua in his SMF 1989 Honda Civic and Sam Johns in his SSP 2001 BMW M3 rounded out the top ten.

All the way from the Bay Area, Monty Pack took top PAX of the day in his beautiful 2018 Porsche GT3 followed by Paul Newton and Rob Krider rounded out the podium positions. Fourth went to Josh

Cadiente, fifth was William Marlow, Ben Martinez, Gary Fazekas, Keith Bullock, Michael Gardner and Jake Harris rounded out the top ten.

Street Class saw 2 drivers in AS, Keith Bullock took the win over Jay Srivatsan. Brad Dawson bested Jacqueline Vazquez in DS. Top spot in ES went to Richard Cadiente, followed by Gary Lieb and Dennis Feasel. FS saw four drivers, Gary Fazekas took the win over Chris Rodriguez, Tyler Bandy and Corky Schroeder. Rob Krider took the top spot from Frachiseur Shelton in HS and Brett Sliakis in CS ran unopposed.

A few drivers in CAM Class came to flex their muscle. Michael Gardner took the win in CAMC over Leon Weinroth. Gary McDaniel took the top spot over Philip Roberson and Brenda Johns in CAMS and James West ran CAMT unopposed.

In Street Modified competition, Yang Moua took the win over Ulises Miguel Garzon. Christian Mesina, took the top spot over Jerry Kell in SM.

Ricardo Quinonez took the win over Dennis Quilantang in SSC. Jake Obniski took the top spot from co-driver Kelly Prior in EM. Sam Johns also took the top spot from co-driver Karl Johns in SSP. Monty Pack came out on top over Kevin Jones in SS. With the event being limited to 50 drivers, there were a lot of drivers competing by themselves within their own respected class. German Pulido(STX), Kyle Matsumura(STU), William Marlow(STS), Christian Dunn(SSM), Bob Bullock(HCR), Mas Vang(FSP), Pamela Schroeder(FSL), Chris Donnelly(FP), Douglas Hargrove(FM), Darrell Moskowitz(DSP), Rebecca West(DSL), Louis Lira(CP) and Ben Martinez(CM) all ran unopposed.

In Index competition, Paul Newton led the pack over Josh Cadiente followed by Jake Harris and Audrey Tan. Frank Simmons took the top spot over Javier Sanchez, Lance Kampffenkel and Roberto Taguibao in novice class.



Douglas Hargrove in his 1983 R&D Special



*Darrell Moskowitz in his 1994 Honda Prelude*

Sunday saw the return of the beautiful 2018 Porsche GT3 from Saturday driven by Monty Pack, this time around taking top time of the day with a 38.763, second went to Jimmy Au-Yeung in his STU 2006 Mitsubishi Lancer Evo with a 38.834, third was Douglas Hargrove in his FM 1983 R&D Special with a 38.983, fourth belong to Gregory McNair in his BM 1972 Crossle Super V with a 39.738 and fifth went to Eileen Blando in the STU 2006 Mitsubishi Lancer Evo with a 39.746. Sixth went to Gary Ratliff in his EM 1969 Volkswagen Beetle, seventh was Paul Newton in the CS 2016 Mazda MX-5, followed by Jonathan Cadiente in the STH 2017 Honda Civic, Michael Gardner in his CAMC 2016 Ford Mustang GT350, and Louis Lira in his CP 1964 Chevrolet Spyder rounded out the top ten.

Sunday saw the same driver on top of the PAX leader board, Monty Pack took top honors again, followed by Jimmy Au-Yeung and Paul Newton rounded out the podium positions. Fourth went to Rob Krider, fifth was Eileen Blando, Jonathan Cadiente, William Marlow, Michael Gardner, Andrew Padua and Keith Bullock rounded out the top ten.

In Street Class competition, Keith Bullock took the win over Jay Srivatsan in AS. Richard Cadiente took the top spot over Dennis Feasel and Gary Lieb in ES. FS saw two drivers with Chris Rodriguez edging out Gary Fazekas in FS. Rob Krider walked away with the completion in HS over Christian Dunn and Frachiseur Shelton.

In CAM Class action, Michael Gardner took the win in CAMC over Leon Weinroth. Gary McDaniel took the top spot over Dan Bratten in CAMS and James West ran CAMT unopposed.

Street Touring saw 2 drivers with German Pulido coming out on top over Arthur Cha in STX.

In Street Modified competition, Yang Moua took the win over Ulises Miguel Garzon. Christian Mesina, took to top spot over Jerry Kell and Roberto Morales in SM.

Monty Pack in SS took the win over Kevin Jones. Sunday again saw most of the competition running unopposed due to the 50 drivers limit. Gregory McNair(BM), Louis Lira(CP), Brad Dawson(DS), Darrell Moskowitz(DSP), Gary Ratliff(EM), Douglas Hargrove(FM), Chris Donnelly(FP), Mas Vang(FSP), Bob Bullock(HCR) and William Marlow(STS) all ran unopposed.

Things heated up in Index competition with eight drivers. Jimmy Au-Yeung had what it took to take the top position followed by

Paul Newton and Eileen Blando. The rest of the field was Jonathan Cadiente, Andrew Padua, Josh Cadiente, Jake Harris and Audrey Tan.

Novice class competition also saw eight drivers. The top two positions were separated by two-tenths of a second with Kelsey Stoltenberg taking the win over Frank Simmons and Jordan Aguilar for the podium



*Jimmy Au-Yeung in his 2006 Mitsubishi Lancer Evo*

positions. Lance Kampfhenkel, Tom Sorenson, Denise Huffman, Kat Mansfield and Derrick Gonzales rounded out the rest of the field.

With the success that the Fresno Chapter had over the weekend during COVID, the club will be looking forward to finishing the remaining season strong. With the weather heating up, so is the competition. See you at the next event!



*Arthur Cha in his Subaru BRZ*

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# NOTES from the ARCHIVE - Friendly Competition



*John von Neumann's Ferrari being refueled at Buchanan Field in 1956*

I'm sure we have all had moments in our lives when we have looked forward to an event or circumstance with anticipation and excitement. Imagine yourself back in the early days of amateur sports car road racing when the sport was so new and fresh there was very little coverage of the races in the newspapers or magazines. Most spectators were perhaps attending these events for the very first time not really knowing what to expect. The car names such as Jaguar, Porsche, MG, Jowett, Allard, etc., certainly were a mystery to most of the public.

The sports car scene began to change with the formation of car clubs and their related activities which had a very social overtone to them and were enjoyed by both men and women. Those individuals looking for something more demanding than a gymkhana, rally or club tour became the entrants and organizers of road racing events. Many sports car newsletter sprang up to help report on and popularize the sport which began to reach potential competitors certainly helping to bring both entrants and spectators to those early race.

For car owners and drivers there were very few events to enter in the early years since finding racing venues was somewhat difficult due to the sport being so new. Other than oval tracks, there were no purpose built race tracks in the west so the next best thing were airfields, both abandon (like Cotati) and active airports (Buchanan, Stockton, Madera, Moffett Field, Stead AFB, Minter Field,



*Bob Oker in an AC at Stockton in 1957*

Paramount Ranch, Santa Barbara, Bakersfield. Drivers such as Sterling Edwards, Al Coppel, James Orr, Jim and Marion Lowe and Lou Brero, were among those who traveled away from Northern California seeking to extend their racing seasons. Al Coppel traveled all the way to Watkins Glen with his trusty MG Special to compete on the streets of the that famous street circuit. The Lowes, Jim Orr, Lou Brero and Harry Banta were among the drivers who traveled all the way to the East Coast to compete in the year-end Bahamas Speed Week.

Up from Southern California came a group of racers led by familiar names, including Phil Hill, John von Neumann, Carroll Shelby, Bob Oker, Bob Drake, Roger Barlow, Ken Miles, Jack McAfee and Bill Pollack. All were very active drivers in Northern California events and raced at most of the races on the SFR schedule during the decade of the 1950s. Three events on the West Coast were the main draws and brought the top drivers to compete at Golden Gate Park, Pebble Beach and Santa Barbara. These three events always drew great media coverage both locally and nationally plus they helped sports car racing grow rapidly attraction more spectators, drivers and car manufactures. These were the "glamour events" on the California sports car racing calendar and were not to be missed. Make no mistake, the racing during these early years was spirited and



*Roger Barlow at Pebble Beach in Simca Special - 1952*





*Phil Hill in an Alfa 8C 2900B at Pebble Beach in 1951*

competitive but the camaraderie and associated social gatherings were very important as well. It was a "gentlemen's sport" where sportsmanship was as important as racing and above all else, it was for amateur drivers only.

Besides Phil Hill, another driver who made a name for himself was Bill Pollack. An early member of the Southern California sports car community, Pollack began racing an MG TC in 1949 and continued through 1950. Then in 1951, he arrived at Pebble Beach to drive Tom Carsten's Allard-Cadillac, a powerful hand full of a car on the tight road course through the trees. Pollack, who had a dry sense of humor

remarked about all those pine trees lining the course, "I'm told those are soft pine trees but I can assure you only the first half an inch of those trees are soft!!".

Pollack won that race and backed it up with a victory at Reno, then in 1952 won again at Pebble Beach followed by victories at Golden Gate Park and Madera, all in the Allard-Cadillac. Local racer and owner of The Sports Car Center, Bill Breeze demonstrated the camaraderie of the early days when he offered a ride to Pollack in a Cooper MkVI at Madera in 1952. Pollack accepted and promptly finished 3rd in his class in the race. Pollack raced at Pebble Beach four more times, Golden Gate Park twice more and Buchanan Field once (won in a Corvette) in the following years. He raced variety of cars finishing up his career primarily in Southern California in 1958.

Like many other amateur drivers of the 1950's they chose to end their racing careers at the turn of the decade as teams with transporters began showing up and top drivers being "hired" by car owners to win races. To many this spelled the end of the days when sportsmanship, friendships among drivers and friendly competition were prevalent. Professionalism was taking over ending what they felt were the relaxed and fun atmosphere they had enjoyed while racing.



*Pollack won again at Reno in 1952*



*The Cadillac Allard driven by Bill Pollack to victory at Golden Gate Park in 1952*

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# THUNDERHILL REPORT

BY DAVID VODDEN

Carl Gustafson, known as Willie to his many friends of a shared experience, passed-on recently. He received what seemed like a surprise diagnosis for a series of issues and survived only a month or so beyond that finding. His death had nothing to do with the Corona Virus! Carl was the gate guard and greeter at Thunderhill and an all-around good race grandpa for his talented grandson, Angelo Cornet. They raced together at Red Bluff and Cycle land in outlaw karts for many seasons. I would hear the results of their circle track adventures every Monday morning from the proud grandpa. I hired Angelo one summer to help him out with his racing. He currently works at Elenita's Mexican Restaurant on the main street of Willows. Angelo is off to college in the fall. A great many of you who passed through our gates over the years came to know and enjoy Carl as he smiled and welcomed you back to Thunderhill. He was a racer. RIP Carl!

Because of the impacts of the VIRUS we are constantly jumping to adjust and re-adjust our schedules on all of the Thunderhill Park surfaces. To date we have 250 days spoken for on the 3-mile and 173 on the 2-mile for a total of 423 days of activity on the racetracks. The skid pads add another 199 days of use with the majority of these being on the 8-acre surface [146]. We have another 53 days of use on the smaller pad. This means that my small management crew of Bob Maybell, Geoff Pitts, Schuyler VanBuskirk, Lee Noll, Jim Thompson, Terry Taylor, and myself get to deal with 622 days of activity at 5250 Highway 162 just west of Willows. We would like it to be more but any rental business is fun! We also have team leaders Sean Crandall, and Brian Tharp, who work with Hector Acuna, Stacey Storrs, Francisco Alvarez, Joan Cano, Seth Dunlap, Dave Rhoades along with our flaggers and gate guards who are part-time/on-call to help us make events here the best they can be.

Financially we had a small profit in May that reduced the red ink year to date to just under \$100k. June income looks good so far as Patrick/Buzarellos/Kendrick [Malia], our CPA firm, wrap up the monthly financial closing process. We have three layers of financial oversight in place here and three sets of eyes that check the numbers to be sure that we are safeguarding the tracks money. This system also makes sure that we have a clear paper trail in order to document what is happening. It really works well and assures us of accurate, CPA level, financial reporting all the time. My hope is that June too will show a net profit and further reduce our net lost year to date. It should be noted that at the end of May in 2019 we had a net profit of \$538,851 making the current delta for us about [\$525,000.] We will be profitable by year end but clearly not as we usually are thanks to a crazy year, we will all long remember because of how it affected us, those close to us and the world.

The Trans Am series will race at Thunderhill Park, July 32 - August 2nd. This is a NASA event and still suffers from the no spectator rule here and everywhere. No other major Club events are pending as the majority of what we do here has become research and development for a plethora of companies, some I have never heard of, that are creating the latest autonomous and other technologies for the cars of the future. The stealth nature of the WEST track that is featured in the new Thunderhill Park yearbook, seems to be attraction that gets these

most interesting and intelligent engineers and scientist to Thunderhill Park.

A group called "TURN 2" have taken over the glass house and office space behind. They are an exceptional group who are looking for more "members". If you have a high-end car and a desire for exceptional VIP experiences with it here and otherwise, send me your contact information and I will pass it along.

We have garages available at various times including the VIP ones on the pits side of the 3-mile. I mention this because the way to get a garage here is to be on Terry's list. Three new garages are being masterminded by Lee Noll who is learning that the way to get things done here is to do them and then ask for forgiveness if anyone complains. It has been months and more and all we are doing is adding three garages to the end of the original ones inside of the 3-mile at Turn 12. Soon there will be more opportunities so if you want a garage here call Terry now and get on the list. 530-934-5588 Ext 102.

The rest of the park remains clean and neat and ready for whatever comes in the gate to use our facility. But first they have to pass a temperature test and then wear a mask. These things are easy and necessary and wise. We do more of course and we do our best to make sure that no one gets ill from being here.

We will not see most of you until the season final in late October so be well, race as much as you can and if you support professional races for the Club at Laguna Seca, have fun

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1991 Spec Miata. Recently completed 1991 Spec Miata. NASA and SCCA logbooks. New or rebuilt parts throughout. 2 races since build. Never damaged or wrecked. Motor is low mileage JDM motor with professionally done head, balanced injectors, new ignition wires, exhaust header cleanup done. GREAT dyno numbers! (sheets available). New Koyo radiator, all new hoses, all new or only lightly used suspension bushings shocks, links. Torsen 4.30 diff. New racing clutch, T/O brg, pressure plate. SMI OP/WT gauges, AFR gauge. Brand new Shroth harness. Very light. No expense spared during the build. Perfect NA car for SMT (SCCA) or SM (NASA). Comes with extra set of wheels/tires & other extras. More pix available. \$11000. Al Gjedsted alangj@comcast.net

1971 Datsun 510 4 Door. SCCA ITC Racer GRP 5. Car won 2015 ITC Champ. Ready to race, good first car. L1600 Robello Engine 40 over. Additional Pictures 4x4xfar88@gmail.com Text 209-613-4813. With spares \$6500



1990 Spec Miata. Very well-sorted 1990 Spec Miata. 2017 SFRSCCA SSM Championship car. Great dyno numbers (no longer sealed) - dyno sheets available. SCCA Logbook. Comes with many extras, including extra set of wheels/Toyo RR's and more. Al Gjedsted alangj@comcast.net 415-694-8519



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1990 Spec Miata. Race motor by Haag Performance, in 2016. Four weekends on motor. In Feb. 2017, complete suspension set up by TFB Performance, at cost of \$2,195: new Bilstein shocks front and rear, new Fat cat kit and 99 top hats; attach sway bars with no pre-load, four wheel alignment (TFB worksheet available). Tech inspection in 2017. GPS track data. Trailer, ramps, and straps go with car. \$7,000. John Myers 916-342-2141. jmyers@pacific.edu 1804



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## ATTENTION

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

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