



The wheel[®]

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Competition School
p. 8
SCCA Bylaws Change
p. 28

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The eight female students and the two female instructors. Peter Phung Photo

Cover: Graduating Class of 2024, Peter Phung Photo Top Photo. Bottom Photo; Peter Phung leads a group of Students. Tod Bice 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.

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CALENDAR

FRESNO AUTOCROSS CHAPTER SCHEDULE

Event 4 & 5, **March 23-24**

Event 8, **June 8**

Event 10 & 11, **September 7-8**

All Events held at Fresno Fairgrounds.

Event 6 & 7, **May 25-26**

Event 9, **July 13**

Event 12 & 13 Enduro, **November 9-10**

SAN FRANCISCO REGION'S AUTOCROSS CHAPTER SCHEDULE

Round 3 & 4, **March 16-17**

Round 5 & 6, **May 18-19**

Round 11 & 12, **August 24-25**

All Events are at Crows Landing.

SCCA ProSolo, **April 19-21**

Round 7 & 8, **June 15-16**

Round 13 & 14, **October 5-6**

SCCA National Tour, **April 26-28**

Round 9 & 10, **July 20-21**

Round 15 & 16, **November 2-3**

SCCA SACRAMENTO SOLO II AUTOCROSS CHAPTER SCHEDULE

Round 1 & 2, **March 23-24**

Round 7 & 8, **June 29-30**

Round 13 & 14, **September 28-29**

Events held at Thunderhill Raceway Park

Round 3 & 4, **April 27-28**

Round 9 & 10, **July 27-28**

Enduro Practice & Enduro, **October 19-20**

Round 5 & 6, **May 18-19**

Round 11 & 12, **August 24-25**

RENO REGION SCCA SCHEDULE

Test & Tune 1 & 2, **March 30-31**

Track Event #3 **June 22**

All Track Events: Thunderhill Raceway Park

All Solo & Test & Tune Events: Regional Public

Solo Round 1 & 2, **April 6-7**

Track Event #4, **August 10***

2 Mile West Course, Saturday

Safety Training Center

Track Event #1 & 2, **April 27-28**

Track Event #5 & 6, **September 7-8**

*3 Mile East Course, Friday

Solo Round 3 & 4, **May 4-5**

Track Event #7, **October 19**

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2023 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

MARCH 23-24

REGIONAL 3 & 4 - THUNDERHILL RACEWAY

APRIL 20-21

MAJORS/RESTRICTED REGIONAL - THUNDERHILL RACEWAY

MAY 10-11-12

*IMSA - WEATHERTECH RACEWAY LAGUNA SECA

JUNE 7-8-9

REGIONAL 7 & 8 - WEATHERTECH RACEWAY LAGUNA SECA

JULY 5-6-7

REGIONAL 9 & 10 - WEATHERTECH RACEWAY LAGUNA SECA

JULY 20-23

*INDYCAR - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 10-11

*PRE REUNION - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 14-15-16-17

*REUNION - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 30

TEST DAY TEST DAY - SONOMA RACEWAY

AUGUST 31-SEPTEMBER 1

WESTERN SHOOTOUT - SONOMA RACEWAY

SEPTEMBER 13-15

REGIONAL 13 & 14 - WEATHERTECH RACEWAY LAGUNA SECA

OCTOBER 26-27-28

SEASON FINAL/ENDURO - THUNDERHILL RACEWAY

* = Pro Support

Regional Races 3 & 4

23-24 March 2024

THUNDERHILL
RACEWAY PARK

3 Mile





TRACK EVENT AND TIME TRIAL

All events are at Thunderhill Raceway Park

Bring your street car or track ready racer, it doesn't matter. SCCA wants to get you on the track. Come join us for stress free fun.

- Overnight paddock parking available
- If you completed an SCCA competition licensing school and are working on a full competition license **this Time Trial could count for one race weekend toward a SCCA Full Comp License.**
- Get ample seat time on-track in your car.
- Satisfy your "need for speed". Bring your car and drive for fun in Track Event or compete for fast lap in Time Attack.

TRACK EVENT (TE): Concentrates 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. **Novice Driver coach and classroom instruction included ~ NO EXTRA CHARGE.**

TIME ATTACK (TT): Timed competition where drivers compete against the clock for fastest lap time. This is not wheel-to-wheel competition for position. Passing allowed with point by anywhere.

2024 SCHEDULE

April 27-28 RENO SCCA Time Trial/Track Event #1&2 Hosted by Reno Region SCCA
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am
Go to: <http://www.renoscca.motorsportreg.com> for details and registration.

***June 22** RENO SCCA Time Trial/Track Event #3 Hosted by Reno Region SCCA
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am
Go to: <http://www.renoscca.motorsportreg.com> for details and registration.

August 10 RENO SCCA Time Trial/Track Event #4 Hosted by Reno Region SCCA
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am
Go to: <http://www.renoscca.motorsportreg.com> for details and registration

September 7-8 RENO SCCA Time Trial/Track Event #5-6 Hosted by Reno Region SCCA
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am
Go to: <http://www.renoscca.motorsportreg.com> for details and registration

October 19 RENO SCCA Time Trial/Track Event #7 Hosted by Reno Region SCCA
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am
Go to: <http://www.renoscca.motorsportreg.com> for details and registration

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2024 COMPETITION LICENSING SCHOOL

The 2024 version of the San Francisco Region of Sports Car Club of America Competition Licensing School got underway on Friday, February 2. With 54 students signed up, all with varying degrees of experience and with questionable weather over the weekend, the School was definitely going to be an event to be remembered.

For most people, Competition Licensing School is their first exposure to Sports Car Club of America. Like any new experience, the unknown creates a sense of nervousness and anxiety. For those that were renting cars from shops, that nervousness and anxiety is quelled because of the experienced people working for the shops. But for those who are first time drivers and are bringing their own cars, there is a lot of items that need to be handled before the car ever goes on the track. The first hurdle of the day is getting through registration.

The San Francisco Region Registration Crew is very experienced and well staffed. Even with a line of 15 to 20 people, the line goes by quickly. After registration, drivers need to make sure their car passes tech inspection, and all their drivers gear meets the requirements. This all has to be done within the first hour of the day. Once everyone is registered and cars have gone through tech, the first meeting of the day is with the group leaders. And in the case of Drivers



John Withers,
Randy Jones Photo

Jeremy Delrosario,
Randy Jones Photo



Craig Montague,
Randy Jones Photo

Evan Fekete, Randy
Jones Photo



Anna Cecchi,
Randy Jones Photo



Caleb Hamm,
Randy Jones
Photo



John Taylor, Randy
Jones Photo



Ekatrina Martynova,
Randy Jones Photo



Harrison Paull,
Randy Jones Photo



Julian Pearl,
Randy Jones
Photo

School, there are three groups. Two groups are for closed-wheeled cars, a.k.a. tin tops; and the third group is for sports racers and formula cars. Because the schedule for the school is so compacted, the student has very little time to pay attention to the car. Therefore the student needs to have at least one, preferably two crew members, who can make sure the car is ready to go for each session.

The Friday morning meetings are all about figuring out the racing line and making sure the students know the meaning of the flags. Once the first classroom session is over, the students and instructors get in street cars and drive the 1.9 mile

Thunderhill Raceway track. The purpose of driving the track in street cars is so the instructors can show the students the proper racing line.

Knowing the racing line is fundamental to graduating from the school.

When the group leaders feel, the students have a firm grasp of the racing line, they then transition to lead and follow sessions. A lead and follow session is where the instructor leads a group of three to four students and shows them the line at a reduced speed in the racing cars. The instructor will lead for a couple laps. The students will follow; and the instructor eventually points each student by so the instructor can follow the student and make sure he or she has a grasp of where you're supposed

Competition Licensing School continues

to be on the race track.

After each 20 minute track session, the students and instructors meet for more classroom discussion to debrief the session. As the weekend progresses, the instructors introduce the students to situations that will happen while on the race track. For example, they will have a yellow flag situation and explain to the students, the rules regarding yellow flags. Such as a waving yellow flag means an incident is currently going on in the approaching corner on the track; as opposed to a standing yellow flag, which means something is off the track. In each case, the driver must be aware and adjust speed accordingly. Another situation that the students must learn is a black flag all. During a black flag all, every driver on the course needs to pull into the pit lane and line up behind the car ahead of him. During a black flag all, the driver will remain in the car, and will remain in the pit lane. When issue that caused the black flag is cleared up, the session will resume. Another less common situation that the drivers must be exposed to is a red flag situation. During the weekend the instructors will inform the track crew to display a red flag. The purpose is to teach the new drivers what to do in such a situation a red flag is displayed. They are used when there is a dangerous situation on the race track that needs immediate attention, and the responding Worker crews need to have a track free of moving vehicles. It is counterintuitive for most race car drivers to

Curtis Zhi,
Randy Jones
Photo



Jose Chavez,
Randy Jones
Photo



Kevan Chu,
Randy Jones
Photo



Jeffrey Rinkoff,
Randy Jones Photo



Max
Gokhman,
Randy Jones
Photo

Zhanna Kussainova,
Randy Jones Photo



stop immediately on a race track. They have a tendency to drive towards the pit lane when there's a problem on the track. But in a red flag situation, it is imperative that all drivers pull over and stop immediately. The red flag situation is practiced at Drivers School until everybody gets it right.



Joseph Golden,
Randy Jones Photo

Once the prerequisite drivers situations are presented to the students, they start working on developing their speed while maintaining the racing line. The latter half of Saturday is spent working lines and working on building up speed. By the time Sunday arrives each group gets three 15-minute races so they can experience actual wheel to wheel racing.

David Savage,
Randy Jones Photo



After demonstrating a knowledge of the rules, a knowledge of track procedures, and understanding of the racing line, and the ability to race at an acceptable pace, the student graduates from the Licensing School.



Guillermo
Rivera Jr.,
Randy Jones
Photo

This year's driver, School had four scholarship students. The San Francisco Region of the SCCA awards scholarships to volunteers who have demonstrated a commitment to the club, and also have demonstrated an interest in getting behind the wheel. This year four people received the scholarship. They were Julianna, Brava, Ekatrina Martynova, Aditya Nair, and George Taylor.

Connor Golden,
Randy Jones Photo



Martynova and Taylor drove SRFs in Group 3. Brava and Nair drove Miatas in Group 1.

This year also featured

Competition Licensing School continues

eight female students, which is the largest number of female students we have ever had. In addition, we had three female instructors, Susanne Cobos, Lynne Griffiths, and Caitlyn Singler. It is nice to see such a large contingent of young ladies taking an interest in automobile racing.

The San Francisco Region of the SCCA is known for its high-quality Competition, Licensing School. It all starts with the head instructor Jonathan Becker. He has a proven program and a staff of instructors who are interested in making sure the students graduate and the graduating students are safe to race with. Group leaders included Becker, Michael Smith, Jeff Lederman, and Ben French. Every year we get new instructors who want to pay it forward because of their experience at driver school. Last year's Rookie of the Year Matthew Singler, and Sealed Spec Miata Regional Champion, Daniel Kulas are recent graduates of SFR's Drivers School. They volunteered this year because of the great experience they had and wanted to share their experience with the new students.

I did say the event was going to be one that will be remembered. The weather was questionable all weekend. By Sunday morning the threat of monsoon-like conditions was very real. It was decided that the day would be cut short because just getting home was shaping up to be quite a challenge. It turned out to be the



Kristina Johnson,
Randy Jones Photo



Nick Vaughn,
Randy Jones Photo



Aaron Romero,
Randy Jones Photo



Lora Baggott,
Randy Jones Photo



Marc David,
Randy Jones Photo



Mark Berardi,
Randy Jones Photo

right decision, as the graduating ceremonies were wrapping up the skied opened up and dropped buckets of water and hail on the track.

A special shout out to all of the volunteers who braved the weather conditions to make the event a success. Wind, cold, sleet, or rain could not keep the SCCA volunteers from carrying out their assignments. In addition to the weather, the Emergency crew had several vehicle rescues which required wading through the mud and muck to get a driver back on the racing surface.

Even though no one earns a trophy in Competition Licensing School, all 54 graduates leave with a memory that lasts a lifetime. All the instructors leave with the knowledge that they helped shape the future of the club. All the volunteers leave with a sense of accomplishment, in that no matter the conditions they prevailed to see the conclusion of another successful School.

Eric Fürstenberg,
Randy Jones Photo



Kelly McCarty,
Randy Jones Photo



Russell Scott,
Randy Jones Photo



Chen Chen,
Randy Jones Photo

Competition Licensing School continues

Michael Sutton
Randy Jones Photo



Steven Kiratsous,
Randy Jones Photo



Jeevan Bawa,
Randy Jones Photo



Sheriff Demetri,
Randy Jones Photo



David Tabor,
Randy Jones Photo



Griffen Potrock,
Randy Jones Photo



Miya Rosenthal,
Randy Jones Photo



Greg Cecchi,
Randy Jones Photo



William Wallis,
Randy Jones Photo



Aditya Nair,
Randy Jones Photo



Competition Licensing School continues



Juliana Brava,
Randy Jones Photo

James Matson,
Randy Jones Photo



Chris Krull,
Randy Jones Photo

Jason Simms,
Randy Jones Photo



Andre Marconett,
Randy Jones Photo



Richard Fekete,
Randy Jones
Photo



Bob Schoutese,
Randy Jones Photo



Nate Spitz,
Randy Jones Photo



Yunni Zhai,
Randy Jones Photo

Competition Licensing School continues



Vincent Davis,
Randy Jones Photo



Driver instructor directs
student drivers.
Tod Bice Photo



Aditya Nair leading into turn 1 Friday. Tod Bice Photo



Group 2 students practicing restarts. Tod Bice Photo



Students learn track by following an accomplished racer. Tod Bice Photo

Competition Licensing School continues



Pace car leads the field prior to the start of the race. Tod Bice Photo



Through the mud and muck the ECrew pulls Ekatrina Martynova back onto the track. Randy Jones Photo



The splitter gets the students lined up for the start of one of the Sunday races. Randy Jones Photo



The starters looking over the field. Notice the winter clothing. Randy Jones Photo



Carol Deborde greets the students at Registration. Randy Jones Photo



Standing Yellow flag. Randy Jones Photo



The Ecrew rescues Julianna Brava. Which is ironic sine she has been on the opposite end of that rope. Randy Jones Photo



A waving yellow flag situation that the students had to recognize and drive through under control. Notice the volunteers wearing heavy coats, knit caps, and gloves! Randy Jones Photo.



The tech team bundled up and ready

WeatherTech Raceway Great Family Entertainment

Are you a fan of fast cars? Maybe modern sportscar racing is your thing. Maybe the drivers that tackle the famed Indianapolis Motor Speedway are your idols. Maybe you remember looking through the snow fencing and seeing Porsches, Corvettes, and homemade specials blast by on a race track.

Whatever gets your blood racing is available at WeatherTech Raceway at Laguna Seca. Some sports are better to watch on TV, like football. Auto racing has to be experienced live. TV does not capture the speed, it has to be seen live. Live auto racing stimulates all the senses. The sight, the sound, the smell, and the feel of the cars vibrating the ground can only be experienced by attending a race. Going to a professional race at WeatherTech Raceway is an experience that encompasses the whole day if not the whole weekend.

Parking is easy and free! No need to buy seats because you are encouraged to walk around. Do not worry about getting your steps in because if you do it right 10,000 steps will be in the bag by noon. Bring an ice chest, set up a basecamp and roam around the facility.

Walk up to the famous Corkscrew, see cars fall down five flights of stairs in seconds. See who can brake the latest at Turn 11. Listen and watch to see who brakes and lifts out of the throttle for Turn 6. WeatherTech Raceway offers so many viewing angles.

Do you like looking at the cars up close? Are you interested in seeing what is underneath the bodywork? Go into the paddock and see the inner working of the crews and the cars.

You get to do all of this for the price of admission. You do not need luxury seats, you do not need to spend a month's salary to sit in nose bleed seats. During the race there are no breaks for television commercials. The only break is between races, which happens to be a good time to go back to your basecamp and enjoy a sandwich and a beverage.

If bringing an ice chest is not your thing, the track offers plenty of options to satisfy everyone in your group.

So go to the WeatherTech Laguna Seca website and check out the schedule. IMSA, IndyCar, and Historic Car racing is on the calendar.

<https://www.co.monterey.ca.us/government/government-links/weathertech-raceway/ticket-information>

Laguna Seca Speed Tour May 3-5 (TransAm)

Motul Course de Monterey May 10-12 (IMSA)

Ferrari Racing Days May 17-19 (everything Ferrari)

Firestone Grand Prix of Monterey June 21-23 (IndyCar)

MotoAmerica Superbike Speediest July 12-14 (Motorcycles)

Pre-Reunion and Hill Climb August 10-11 (Historic Cars)

Rolex Monterey Motorsports Reunion August 14-17 (Historic Cars)



Rennsport action 2023, Randy Jones Photo



Close racing at the Monterey Grand Prix, Randy Jones Photo



Indycars exit turn three, Randy Jones Photo



Hybrid Prototypes blasting down the corkscrew, Randy Jones Photo

SPEC Racer Ford Festival Weekend (SCCA SFR Region)

THREE RACE WEEKEND!

The NEWLY REPAVED Sonoma Raceway (Friday 8/30 to Sunday 9/1/24.)

Three Race Weekend, two Races on Saturday 8/31 (one morning, one afternoon). The Saturday afternoon race will be the Festival Race. One race on Sunday 9/1 (afternoon.)

The Festival Race on Saturday afternoon will be for SRF3, SRFH, & SRF only, and will not have regional points awarded.

There will be a team aspect to the Festival Weekend with points awarded for all three races, and a Team Champion crowned on Sunday afternoon (details to follow soon.)

Trophy and Cash Awards for the Overall Top 3 Finishers in the Festival Race on Saturday afternoon (\$1,000 First, \$500 Second, & \$250 Third.)

There will be a Podium Ceremony in Impound directly after the Festival Race.



There will be a Spec Racer Driver, Crew, & Guest Social/Raffle directly after the Festival Podium Ceremony.

There will be a Team Champion Podium Ceremony after the Sunday 9/1 Race.

First Come, First Serve, so Register Early! Enjoy a Great Weekend Event at the Track!!

Register at: [SCCA SFR MOTORSPORTREG.COM](http://SCCA-SFR-MOTORSPORTREG.COM) (Register in Group 6, SRF3, SRFH, or SRF.)

For Any Questions Contact: Joe Briggs, 707-688-7363, joe@briggsconsulting.org

Formula Mazda/Pro Formula Mazda Reunion (SCCA SFR Region)



THREE RACE WEEKEND!

The NEWLY REPAVED Sonoma Raceway (Friday 8/30 to Sunday 9/1/24)

Three Race Weekend, one Race on Saturday 8/31 (afternoon). Two Races on Sunday 9/1 (one morning, one afternoon). The Sunday morning race will be the Reunion Race.

The Reunion Race on Sunday morning will be for FM/PFM only, and will not have regional points awarded.

Trophy and Cash Awards for the top 3 finishers (FM & PFM) in the Reunion Race on Sunday morning (\$500 First, \$250 Second, & \$100 Third.)

There will be a Podium Ceremony in impound directly after the Reunion Race.

There will be a FM/ PFM Driver, Crew, & Guest Social/Raffle directly after the Saturday afternoon race.

First Come, First Serve, so Register Early! Enjoy a Great Weekend Event at the Track!!

Register at: [SCCA SFR MOTORSPORTREG.COM](http://SCCA-SFR-MOTORSPORTREG.COM) (Register in Group 1, FM for Formula Mazda & FA3 for Pro Formula Mazda.)

For Any Questions Contact: Joe Briggs, 707-688-7363, joe@briggsconsulting.org

Preview 2024 FFTS (Formula Ford the Series) Season

By Eric Little

Who will win in 2024? Championships and race wins are up for grabs. What are we likely to see in the 2024 season of Formula F The Series?

The Overall Championship

It would be hard to argue against another championship for either Chuck Horn or Stewart Paterson. In its five years of operation, Stewart is a three-time FFTS champion (2021 - 2023) with Chuck taking the other two (2019 - 2020.) If you are a stats fan, you would clearly pick one of these two. A great fight between the two is anticipated, with them representing many things in FFTS that are different, but both equally competitive. While both drivers will be running the venerable Swift DB6, Stewart will opt for Ford power and the bias ply Hoosier tire. Chuck will continue with the Honda, but rumors swirl about his tire choice. In prior seasons, Chuck was on the radial Hoosier. Will we see radials or the cantilever bias ply tire on Chuck's number 54 car? The other difference is the two represent the opposite ends of the state with Chuck scoring points for the NorCal side of the championship, while Stewart cannot get too much further south.

Those two aside, there are others that should not be counted out. Chief among them is Denny Renfrow. In 2023 Denny had a commanding lead with two races to go. Had his schedule coincided with more FFTS races, Denny likely would have become the third different champion. While you may have seen that Denny is selling his Swift DB6, he is keeping the Honda powered Piper. If Denny makes all of the FFTS races, he will certainly be in the hunt.

The next driver to keep an eye on is Kinnon Marshall. Rumor is that his work obligations conflict significantly less with the FFTS schedule this year. If Kinnon makes most or all of the rounds and the car remains reliable, Kinnon will be at the front and earning points.

No one should count out Andy Paterson either. 2023 was a year he might like to forget with reliability problems being his enemy. The car has been gone over and early season testing looks good for him.

The dark horse mention goes to Ricky Simpson. In his first season with FFTS Ricky showed speed, winning a round, and placing well several times. If they can hit the setup and be competitive on Saturday and Sunday, and if Ricky can keep the nerves down against more experienced racers, he could play a role in the championship.

Race Wins

Everyone that was in the list above. Why? Because each of them has won FFTS races before. The next name that has to come to mind is Ted Guenther. Ted won at Laguna in 2023 and was fast enough to make it a double. Look for Ted to come back and when he does, expect him to be fast.

Ricky Simpson is not the only driver in the Simpson clan that is quick. Robert showed great pace at the closing race at Buttonwillow. With a season under his belt, it stands to reason that he could be a contender for the checker. And the Simpsons are not done. It is our understanding that they will be a three-car team in 2024, bringing another

Simpson to the series with them.

The next consideration is the "specialists." While a very busy work schedule kept him away in 2023, we hear that Doug Learned Jr. is having a new Piper built. It is not clear if they will run the entire season, but it would be reasonable to expect them to be at Laguna. Doug is always fast at Laguna, having won there in 2022 with FFTS. Will the new pavement reduce his advantage? Will a year off slow him down? Will the new car smell make him even faster? If you want to know, show up to Laguna this year and find out. Just up the road is Sears Point where you have to consider Jon Brandstad for a win. He has done it before and always runs quickly there. This is another track that is getting new pavement, so the local advantage may not be as strong. Then again, it might.

Manufacturer

The battle of Ford v. Honda has raged for five seasons. In 2022 Ford took the honors, but in 2023, Honda placed themselves atop the field. What is different in 2024? It looks like everyone will have the same power plant as the year prior. However, with the Simpsons adding a third car, that is likely to put one more Ford in the back of a DB1 that may be quick. Plus, the SoCal field is predominantly Ford powered, and that set of drivers have a tendency to complete more races in the FFTS season. Yes, gauntlet thrown NorCal.

NorCal v. SoCal

This has also been a hotly contested championship. Having won in 2022, SoCal allowed this championship to be wrested away in 2023. Similar to the Manufacturer battle, 2024 will have an additional SoCal driver from the Simpson stable. And since we all know that the SoCal drivers go to every race while the NorCal drivers only show up for Laguna, advantage SoCal. Oops I did it again.... And then quoted Brittany Spears. Excuse me while I palm slap my forehead hard enough to get a concussion.

That is your preview of 2024.... What? I forgot someone? Oh yeah, that goon in the orange and blue number 5. Well, that guy will be seeing an abbreviated schedule in 2024 which is not conducive to winning races and championships. So, forget everything I said about the SoCal drivers showing up for everything. Go get your cars ready. Only 42 days until the kick-off to the 2024 FFTS Championship Season.



Help Wanted

As everyone knows, the SCCA is a volunteer organization. All the people that you see working our events are volunteers. They all spend their own money to get to the track and stay in the nearby hotels. The cost of doing so can cost several thousands of dollars.

A long time ago a fund was started to help offset some of those expenses for our volunteers. The fund is called the Worker Appreciation Fund or WAP. This fund is driven solely by drivers giving back to the volunteers. These drivers realize that without the Workers we would not have our races. There are several drivers that donate generously every race they enter.

But the WAP fund currently is under funded and needs a boost.

I know everything is expensive; but our volunteers sacrifice a lot to be at our events. Think of the miserable conditions they endure so you can race your car. Think of the long drives to the track. Think of the early morning wake-ups so they can make the 7:00 am meetings. Think of standing for several hours to make sure you are in the right starting position. Think how grateful you are that they are attending our events.

Now I want you to think about them when you register for the next race. When you get to the section on Motorsportreg that allows you to select an amount to donate to the volunteers, please be generous. The success of your racing season starts with having volunteers at the race track. Please Help Out.



*Volunteers brave all sorts of conditions to make it safe for us to race.
Randy Jones Photo*

Equipment Fund

Last year the SFR Board of Directors initiated an equipment fund to help with the replacement of our equipment that is wearing out. The charge per race was \$25 or \$50 for a double weekend.

Almost immediately the board received push-back from the drivers. The drivers complained that the fee was too much or not necessary. Because the push-back was so intense the Equipment Fund was curtailed.

Fast forward to the end of the year. We have two Tow Trucks. These Tow Trucks are used every weekend we race and are needed to keep

the schedule moving. Tow Vehicle Two was in need of a new motor, new Catalytic Converter, and Transmission. The cost of all repairs is over \$28,000. In addition the Holmatro Jaws of Life tools were stolen out of the vehicle at a cost of \$50,000. Luckily we have \$76,000 in the equipment fund. If that was not in place, we would

have had to either dig into reserves or scrap the tow vehicle.

It costs a lot of money to run the region. It costs a lot of money to make sure you are safe when you are on the track.

Think about the repercussions of not having the safety equipment the next time a fund like this is in place. We all share in the cost of running the club; and we all need to be aware of the important role this equipment plays in keeping us safe.



Tow vehicles are an important part of any SCCA event. But they do need repairs. The equipment fund is designed to make sure they are available to the members. Randy Jones Photo

SCCA National Report

By David Vodden



As your new Area 9 Director on the SCCA National board of directors I hope to inform and educate you all about who, what, where, when and how the big SCCA works with deference to how it works for you.

To begin with Area 9, our area, includes San Francisco Region and Reno. It is part of the Northern

Pacific Region that also includes

Area 13 which is made up of Alaska, Montana, Oregon, Idaho, and Washington. Jeff Zurschmeide is the Area 13 national board director. Jim Rogaski is the Executive Steward again for our area. Kevin Cullen is our area Deputy Exec Steward. Jon Becker is our licensing person with the rest of the officials for Area 9 listed on any event race schedule. These include Jeff Olinger, Gregory Martin, Carol Deborde, Kathie Reisinger, Claire Kelly, Linda Rogaski, Sean Stoker, Suzi Munoz, Cornelia Bell, Marcia Ulise. Sherri Masterson and Randi-Mille Graffy. Many of these people were in these jobs when I joined the Club in 1989, thirty-five years ago.

The SCCA national organization reports that there are 49,878 paid members of the Club in various categories. SCCA started in 1944 when like-minded men banded together to enjoy the newness of sports cars imported mostly from Europe after the war. There are many famous names that come from this period including General Curtis LeMay who allowed sports cars to use Strategic Air Command airports for events in the early going. Our Laguna Seca Raceway was originally part of the Federal military base called Fort Ord. It came into use after highway racing in a Pebble Beach Road race saw actor James Dean die in a crash. San Francisco business leaders were called upon to seek a closed course venue by building the racetrack on the military property. Laguna Seca is Spanish for dry lagoon which is what the geography of the property was classified as when the track was built. These men were closely associated with the San Francisco Region of the SCCA.

The first SCCA sanctioned race was held at Watkins Glenn in 1948, the year I was born. Today there are over 105 regions in the country including Alaska and Hawaii. SFR/SCCA was incorporated on April 15, 1953, according to the corporate seal of our 501 c-4 entity. 1953.

The National SCCA organization provides the basic rules of SCCA competition and membership via various rules and regulations, the most famous of which is the "GCR" General Competition Rule book. Regions are part of the big SCCA through a licensing agreement wherein certain services are provided to the regions in exchange for fees and shared revenues. Sanction fees for events provide event insurance including participant legal liability and general liability as well as a pretty good secondary medical insurance policy for members who may be injured at an event. Non-members at events do not have this

same benefit. Regions also get a share of the membership fees you pay each year to participate in SCCA events. Many people at events these days are receiving benefits without being a member. They do not get member insurance coverage nor access to the monthly publication, now online instead of in print. There are other perks and discounts afforded only card-carrying SCCA members. You cannot race without being a member and having an SCCA race license. The National SCCA gets the licensing revenues. Race event workers are also trained and licensed under the banner of the SCCA.

Regions derive revenue to pay for operations from staging Club events, much like a promoter. Regions, and now the big SCCA, put on events, charge an entry fee and pay all the bills to do the event including track rent. All of this is supposed to produce a profit where the entry fee money collected exceeds the cost of doing the event and the overheads it takes to keep the region going. Other Region income includes a share of SCCA membership fees and, in some regions including San Francisco, revenue from providing race event workers and special equipment to non-SCCA events such as the Historic Vintage races at Laguna Seca. The Club used to provide the same services and equipment to Sonoma Raceway for their special events but that ended long ago. Some Clubs also have sponsorship and merchandise revenues to help, and some receive occasional donations from generous members to fund various portions of events. In our area we have substantial funding input from our for-profit subsidiary, Thunderhill Park. Solo events essentially work the same way and, in fact, many regions of the SCCA do Solo events only and have no road racing contingent. In our case the Fresno, Sacramento and Bay Area solo groups operate their finances separately from the Region. Their financial numbers only appear on the Club financial statements as a few lines and neither their expenses or revenues accrue to the Region.

As you can imagine the operations of the National SCCA organization as well as most regions, have changed over time in part due to competition that only came into serious play in the mid 90's and twenties and, in part to changes in the psychographic profile of those who may seek to enjoy recreational motorsports. In the articles that follow I will endeavor to share the evolution of these changes as well as educate you as to how the big SCCA works today for all its constituents. AS an example, the 2023 SCCA National Convention conducted on Whova, a ZOOM like product, had 1,844 messages, 891 attendees, 528 photos/videos shared, 79 community posts and 99 speakers. When I went to these conventions in the 90s and later, they were all face to face at different locations across the country. I attended in Indianapolis, Boston, Arizona, Reno, Nevada, and Colorado. They were fun.

Confessions of a Cone Slayer

By Rob Krider



License To Drive

Admittedly, I've done some pretty stupid things in cars. Thanks to enough moon cycles on the calendar, and luckily for me, the statute of limitations on prosecution, I'm free to talk about these things now without going to jail. Because, and I want to be very clear about this, I should have certainly skipped

"Go," not collected two hundred dollars and absolutely gone directly to jail. And I'm only referring to the dumb things I did in a car before I was sixteen years old and even had a driver's license. Yes, at just fifteen years old, I was already a menace to society on four wheels.

Of course, like any red-blooded American boy, I blame my dad for all of this. It's not my fault I chose to steal cars and street race when I wasn't even old enough vote. Clearly, it was my dad's fault. "Take responsibility for your actions," you say. Or, "You chose to make bad decisions on your own, don't blame your parents," you might argue. Obviously, you don't understand what my situation was back in the day. You don't know the hardship or the community I grew up in. I HAD NO CHOICE! I was fifteen years old, living in a small suburban town in California and... my dad owned a red 1986 Chevrolet Camaro Z28 IROC-Z with T-tops and he left the keys hanging on a hook near the garage door. This decision was completely out of my hands. There was nothing I could do. Also, my dad made the fatal mistake of having to go to sleep every night thus, leaving the IROC and the keys unattended. What a moron.

Yes, I'm blaming society for my actions. Because that is what we do here in the ole U.S. of A. We blame other people for our problems. And when I was a young teenager, I had a lot of problems. You see, my dad was a race car driver. And his dad was a race car driver too. Which meant that I was destined to be a race car driver. Except for this one simple fact: At fifteen years old I actually wasn't a race car driver. I wasn't anything really. I hadn't driven a car. I was just a dorky kid, failing to fulfill my made-up destiny. And the concept of destiny was really important to me because I grew up watching Star Wars and I saw myself as the race car driving version of Luke Skywalker. I envisioned myself using the Force to win races. But my dad wasn't Anakin Skywalker, he was Jim Krider; so instead of the Force which connects all things in the universe, I was going to have to use the God-given talent to drive cars handed down to me through my father's testicles. Yes, you heard that correctly, we are talking about my father's balls.

Luke had a lightsaber, I had my father's balls. Luke blew up the death star and I... well, I had accomplished nothing. Instead of working my way through the motorsports ladder which would ultimately peak at a pole position at the Indy 500, I was just a short, pimple-faced teenager who had a poster of a Lamborghini Countach on his bedroom wall. I liked cars, but I hadn't actually driven any. I was just a wannabe. As far as my father's balls go, instead of learning how to drive, at this point, all he had taught me was how to clean the wheels on his car. Full disclosure, I was good at it. Those wheels were always shiny.

Since I needed to prove to the world that I would fulfill my destiny and become a race car driver, there was only one thing left to do. Get some seat time. And to do that I needed to wait until my dad fell asleep and then steal the IROC. Like any good performer, I needed an audience. So, one night I had a sleepover at my house with all my friends. We watched Star Wars (again) and waited for my dad to fall asleep. Then we grabbed the keys, snuck outside, rolled the IROC down my sloped driveway and started pushing it along the street at two in the morning. Here is where I need to explain a few details about my cookie cutter, white bread, suburban neighborhood. My next-door neighbor was a police officer and his next-door neighbor was a Fish and Game warden who worked graveyards. As we were suspiciously pushing the car down the street, the game warden spotted us. One of my less than intelligent friends (and that bar was already extremely low) flipped the warden off and told him, "Mind your business pig!" Once we were a few doors down I fired up the IROC and let that sweet V8

exhaust sing. My friends piled into the Camaro and we were off!

I pulled over a block later to take care of the extremely important detail of removing the T-top. We popped in a cassette tape of Living Color's album with the song 'Cult of Personality' on it and cranked it up, punishing my dad's poor Delco 6X9 speakers. We immediately headed down our town's main street looking for a quick drag race. Unbeknownst to us, as we were living our best lives cruising in a red IROC-Z, our neighborhood game warden called the local police to inform them my dad's Camaro had been stolen. As luck would have it, the cop who took the call was my next-door neighbor. A Be-On-The-Lookout for a red Camaro with a Krider Racing license plate frame was issued. How many of these cars do you think were driving around at two in the morning in my small town at this point?

While the cops searched for us, we cruised around town searching for a street race. But what do four boys who don't even have driver's licenses know about street racing? Nothing, except what we learned from watching another George Lucas film, American Graffiti. Regardless of not being able to find a drag race, I wasn't exactly crushing it behind the wheel of the IROC. I assumed that I would just use the talent from my dad's balls to somehow know how to drive the red Camaro like Ayrton Senna, but I found that I was actually pretty unfamiliar with what to do. Regardless, I smashed the gas pedal with reckless abandon and pegged the speedo numerous times. Miraculously, I didn't kill the four of us, especially since at that moment my only driving experience was playing Pole Position at the movie theater arcade and occasionally backing the Camaro out of the garage to wash my dad's wheels. After a couple hours of cruising around in the dark at triple digit speeds, we decided to play it safe and head home before the sun came up.

We pushed the car back into its original parking space in the driveway and then we snuck into the house as quietly as possible to not wake my parents. I saw a blinking light on my answering machine. The message recorded on my micro cassette tape was none other than the local police department. They called my landline phone number instead of my parents' number to inquire about a stolen car. They said they had come to the house but nobody answered the door (wow, my dad is a heavy sleeper!) Insanely, the police actually left a number to call back. Freaking out that my dad would find out I had been driving his Camaro, I called the number and disguised my voice as if I was my father and explained to the cops that my car was in my driveway. The whole thing was just a misunderstanding. The police department said, "Okay, we will clear the call." My friends and I couldn't believe it, we had actually duped the local cops!

We survived the night and didn't get caught. And I would like to tell you that was the last time I ever stole that car, but you know that just isn't the case here. I put more miles on that car during that year while my dad was sleeping than he did when he was awake.

Thank you dad, for leaving the IROC keys on the hook, for being an extremely heavy sleeper and, of course, for the talent handed down through your balls.

Rob Krider is a national champion racer, author of the novel Cadet Blues and host of the Stories and Cocktails podcast.



SCCA BYLAWS CHANGE

The Sports Car Club of America® is conducting a vote to approve a change in the Club's Bylaws from February 13-March 14, 2024. All annual members of the SCCA in good standing are encouraged to vote. The proposed change in the Bylaws and the voting process are described in detail below.

The proposed Bylaws change would strengthen term limits on members of the Club who are elected to the National SCCA Board of Directors. Currently, a member in good standing can hold a Director position for two consecutive elected terms before having to step down. However, after being off the Board for a term, the current Bylaws allow that same person to then run for election to the SCCA Board of Directors again at a later date. The Bylaws proposal would limit members' eligibility to serving a maximum of two elected terms total.

In addition, the Bylaws proposal would allow the SCCA Board of Directors the option to appoint a past Board member to fill a Board position that became vacant mid-term, even if said past Board member had served two terms on the Board of Directors. Appointing a past Director would allow the Board to fill the vacancy with someone who could be "up to speed" in the role quickly without creating an incumbent for the next election cycle.

The proposed Bylaws change reads:

Section 3. Terms.

Directors shall be elected from the various Areas in the indicated year and each third year thereafter as follows:

2003 Areas 1, 5, 7, 8 and 13

2004 Areas 2, 6, 10 and 12

2005 Areas 3, 4, 9 and 11

The normal term for Directors shall commence on January 1st following their election and shall terminate on the third succeeding January 1st. No person shall be elected to more than two consecutive terms as a Director whether or not such terms are consecutive; provided, however, that a partial term served by a person appointed to fill a vacancy pursuant to Section 5, below, shall not count against such person's limit of two elected terms.

For most members, voting takes place electronically via the SCCA's Member Account Portal (MAP). The SCCA National Office assumes members are "opted in" to electronic delivery of ballots unless they have specifically "opted out." Those who opted out should have already received physical ballots in the mail.

If you didn't receive a ballot in the mail, here is what you need to do to vote electronically. Visit scca.com and log in by clicking the button immediately to the left of the shopping cart on the top right corner of the page.

pastedGraphic.png

Clicking on the button, should open a menu similar to the one below.

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From the menu, select "Manage Membership". This takes you to the log in page for the MAP similar to the one shown below.

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Once you are logged in to MAP, you will see a screen similar to the one below with a menu of options running across the top of the screen above the words "My Profile".

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Position your cursor on the menu option "Member Resources". A new menu should extend downward. At the bottom of this menu, select "Surveys and Voting". This is where you cast your ballot.

For those voting physical ballots, please remember completed ballots should NOT be returned to the SCCA office. Instead, votes will be tallied by Mize CPAs Inc. A postage paid return envelope is included with the ballot for your convenience.

All ballots must be received by Mize CPAs Inc. by March 14, 2024, at 5 p.m. CT.



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FENDERED RACE CARS



2008 Pro Formula Mazda \$33,500. Brand new until 2019. Twelve races since with multiple wins. Formula Ford money for F1 looks, tech, and driving experience. This PFM was built in 2008, but did not actually race until 2019. It has only 12 races lifetime on it. The car has been professionally maintained by Auto Spa at Sonoma Raceway during its entire racing career, which has included multiple victories in the Formula Car Challenge Series. This PFM also has the optional Momo/Motec steering wheel instead of a traditional dash. The steering wheel has multiple adjustments, including traction control, fuel mixture settings, pit lane speed limiter, and more. The suspension is also cockpit adjustable. The wings, front and rear, are also adjustable. More photos & details here: <https://motorsportsmarket.com/racecars/2008-pro-formula-mazda/>
Jostlund@oneputtbroadcasting.com



1970 BMW 2002 race car with single axel trailer. Last raced 6 years ago at which time it was flipped on its side and sustained some right side body damage; needs paint. Has clear title, current Calif off road registration valid until mid 2024, several course records, 40 plus regional and sprint race victories and SF region champion, with many race "amenities". Call for details, make offer. 650 302-1822 or email thomsle



2000 Carbir CS2 in ACRL trim, \$39,000. Cosworth 2L, Staffs 5-speed, carbon fiber body.
Lots of spares. 2023 SFR P2 champ. Also raced with SVRA.
Ready to go, maintained at Auto Spa Sonoma.
troytinsley@gmail.com



Ready to rent or purchase
'99 Mazda Spec Miata \$13,500
Has a Ron Gayman motor
Has log book
For more info please call Frank Zucchi @ 925-294-5666

2006 Monte Carlo GTA Champ 2014/2015, 9" 355 Jerico 4-speed. If interested, please call Mike Meek (408) 500-1571.

STREET/AUTO-X/TRACK



1959 Austin Healey. This was George Snively's 100-6 which he campaigned until the mid-sixties. (George was the founding father of Snell. Lots of pics and info online.) George heavily modified this Healey when he quit racing in the later sixties. 327 Vette motor, Richmond t10 trans, Ford 9 inch posi, disc brakes, disassembled and updated 15 years ago. Runs & drives excellent - fast. \$50,000. if interested, can send lots of pics. Phone if you like. 530-994-3307 or e-mail bobnruthsav@yahoo.com Robert Savarino



2006 BMW 325i/auto in nice condition mechanically, starts/runs like a Champ! New battery, however it's been mostly sitting for about 2 years, grandma just got too old to drive. It's unregistered, needing smog, we never tried to get it smogged. We start it occasionally and try to keep it covered when it's raining because it has a leak around the windshield. It has some minor body damage. Given all that it's the perfect track car build, too bad the interior is Cherry! Call 408 761 3946

TRAILER/TOW



2020 aluminum enclosed single axle cargo trailer for sale, 8.5' X 12' with a side door & floor liner (approx. 1,500 miles), asking \$7,950.00.

For questions contact Ken Barnes at 530-340-5354.

Have an enclosed Trailer?
Want to Haul two Cars?

Aluminum stacker rack (w/electric 120 V winch), Rack is fully disassembled but is in great condition, Came out of a 46' Pace Shadow GT goose neck trailer.

I believe it was a factory installation and would have cost several thousand dollars when new.

Fairly certain it would also work in a similar size Hallmark trailer
Rob Fuller 510 329 2817 (Hayward CA)

2000 TPD 24' Auto Trailer w/options, White Vortech TP3, Triple Axel: \$14,000
Electric winch, tire rack, fuel jug rack, tool chest w/tools, compressor, generator, 2 pop-up tents, 2 heavy weight jacks, tables, ramps, microwave, 2 car covers, nitro. tank, two door wall cabinet, two upper cabinets, LED lights, two vents, spare tire/wheel & bracket, ladder, etc. Located in Portland, OR. Call or text Addie: 831-227-4343

TOOLS/ EQUIPMENT /MISC FOR SALE



Scaling Platform, Kodiak Motorsports, Aluminum, Powder Coated, Scaling Platform with Longacre Electronic Scales. Good for cars with wheelbases from 77 - 100 inches. Has been used for Spec Racer's, Spec Miata's and Formula Mazda. Excellent Condition. \$2,000. Kevin Rogers (916) 217-0947, rogersk@ccc.losrios.edu

FF spec rain tires, purchased 2017 and run one session. Remarkably they are still softer than new dry tires. Price is \$0 but you have to pick them up or ship them.
Mike Bernstein (510) 701-9292 cell

Formula car parts: Single element aluminum rear wing, 42.5" x 23" as seen on 1972 F5000 cars. \$100
new SPD mild steel 4 into 1 merge collector, 2" to 2.5" \$200
4 Revolution 3 piece modular race wheels for Ralt RT-1 supervee, 8"/10", centerlock, peg drive 4 on 3.5" \$600/set
New Hyperco 2.5" ID, 8", 275# chassis springs \$80/pair
Motive Products pressure bleeder \$25
Cosworth BDA ignition wire set, 3 new caps, 2 rotors, Howards ignition crankfire pulley and pickup, 2 Billet BDA distributor bodies and parts. \$100/all • John 916 454 1115



Home/Shop for Sale
Beautiful 1.25 acre property with 2,320 sq. ft. craftsman style home and 1200 sq. ft. race shop with a 600 sq. ft. office/hobby room above for sale in the foothills of the Gold Country, in Pine Grove, CA. Shop is wired for 200 amps single phase, which has been plenty to run a Miller TIG machine, Bridgeport mill and lathe for years. Also a 12x20 single car garage in the back of the property for your kayaks or extra race gear. Wrap around driveway and plenty of extra space to park your RV or tow vehicles. Run your race car business (like I have for over 20 years) from home instead of paying rent!
Just over two hours to Sonoma Raceway and Thunderhill, 3.5 Hours to Laguna Seca, and during the off season, 45 minutes away from Silver Lake for camping, fishing and hiking, one hour from the Kirkwood Ski Resort and 1.5 hours South Lake Tahoe!
Mike Edick mte@volcano.net 209-256-5590
Link to ad: PM me for any questions.
<https://www.redfin.com/CA/Pine-Grove.../home/45628304>

BUSINESS OPPORTUNITIES

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

GET ON THE TRACK

TRACK DAYS AND SKID PAD DAYS AVAILABLE: You can rent Thunderhill Park's 3-mile, 5-mile and 2-mile track for a pittance on most weekdays throughout the race season. WE can make your day a turn-key operation where all you do is secure your friends and customers and have fun. Call 530-934-5588 Ext. 101 and get started in the fun and profitable business of putting on your very own track days.



Need space for car test and tune?
Rent a Skid Pad at Thunderhill:
The skid pads at Thunderhill are available for Vehicle Development, Drifting, Car Control, Autocross and more! Just tell us your idea, and we'll help you make it happen!
Small Pad Rental Fees: (size 540 x 310 feet)
Weekend day; weekday
1-20 cars = \$1500; \$1000
Big Pad Rental Fees: (size 662 x 363 feet)
Weekend day; weekday
Small skid pad - 1-5 cars \$1000; each additional car \$150
Big skid pad - 1-10 cars \$1500; 10+ cars \$3500.
Rates include insurance.



SERVICES

FOOD SERVICE AT THE TRACK FOR YOU!
Look smart and save money and time by having the team at Thunderhill Park provide your race team and group with hot food, cooked to order, drinks and snacks throughout your weekend. It is easy, inexpensive when compared to the time and waste involved in transporting your food stock to the track, and everyone will be impressed. Call Jim Thompson and arrange to have his excellent certified food handlers prepare and serve your weekend needs for food and drink. Jim can be reached on: 530-934-5588 Ext-112 Or by cell @ 530-519-2201.

Haag Performance of Sacramento, a leading West Coast Spec Miata engine and drive train builder, has a limited number of spots available for racers needing storage, engine and drive train services, race prep, transportation and/or track support.
Contact mike@haagperformance.com or call (925) 783-9409. 1808

SPEC MIATA & SPEC E30: TFB Performance's winning alignment service has expanded to include race prep and "arrive and drive" trackside support for SCCA/NASA and HPDE/track days. Rent clean, safe, front-running cars or bring your own. Run your first race or win a championship! Contact Tim Barber at 415.205.2222 or tim@tfbperformance.com.

SHOP/STORAGE SPACE

Trailer/RV storage at Thunderhill Park in Willows

RACE CAR RENTALS



"What are your plans for 2024?"
Miata Race Car Rentals.
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dalvisgt@gmail.com or
Ian at 805-305-0452
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Auto Spa Racing Service - Established in 1991, celebrating 30 years, still located at Sears Point / Sonoma Raceway, continues to provide our customers with full service race car fabrication, restoration and trackside support. We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment, transaxle service or any fabrication project you might have. We can now offer race car storage, long or short term. Call Steve 707 938-8727, auto-spa.com



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

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ATTENTION

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

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


Dedicated to Saving Young Lives

Friends of Thunderhill Foundation is a 501 C-3 charitable/tax-deductible foundation whose mission is to invest in teen driving safety, improved automotive safety, industry education and community outreach primarily through presenting Teen Car Control Clinics that give students real-world, hands-on experience behind the wheel of their own cars. As a motorsports enthusiast, if you engage in making charitable donations to non-profit programs that matter to you, what better program to support than Friends of Thunderhill, dedicated to improving young driver safety. The Foundation's only expenditures have been for the Teen Car Control Clinics. You can easily make a donation to Thunderhill Properties Foundation by mailing a check to PO Box 966, Willows, CA. 95988; or going to the donation website: <https://www.friendsofthunderhill.org/take-action> Donations can be in any amount; \$129 funds one scholarship.

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

WANTED

If you have read this far, you are eligible for a Pace Car ride. Present yourself to Race Admin and sign up for The Dance Card



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