



VOL. 57 | JULY 2016

The wheel®

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

DOUBLE REGIONAL 5&6 LAGUNA SECA

p. 18

SFR SOLO ROUNDS 5-7

p. 10

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Group 5 cover photo and Jack Baringer Club Ford above by Chuck Koehler

FEATURES	6 Become a Sports Car Racing Official	13 SFR Solo Round 7	25 Driver & Worker of the Weekend
	8 Notes from the Archive	14 Wheelworks	26 Fresno Solo Rounds 4 & 5
	10 SFR Solo Round 5	16 Sacramento Solo Rounds 3 & 4	28 Thunderhill Report
	12 SFR Solo Round 6	18 Double Regional 5 & 6: Laguna Seca, June 2-3	29 Become an SFR Board Member
IN EVERY ISSUE	4 Calendar	30 The Garage: Classified Ads	34 List of Advertisers
			34 Travel Tech

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 shall not be published.

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



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2016

2016 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

JULY

Double Regional 7 & 8

featuring Spec Miata Festival

July 1-3 | Sonoma Raceway

Double Regional 9 & 10

July 22-24 | Laguna Seca

AUGUST

Pre-Reunion

PRO SUPPORT

August 13 - 14 | Laguna Seca

Reunion

PRO SUPPORT

August 18 - 21 | Laguna Seca

SEPTEMBER

"Mazda Road to Indy"

PRO SUPPORT

Sept 9-11 | Laguna Seca

Double Regional 11 & 12

Sept 24-25 | Thunderhill

OCTOBER

Pirelli World Challenge

PRO SUPPORT

October 6-9 | Laguna Seca

Season Finale Double Regional 13 & 14

October 21-22 | Thunderhill

"THUNDER ON THE WEST COURSE"

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August 27 - October 8

Time Trial can count toward your competition license for one of your 3 weekend races

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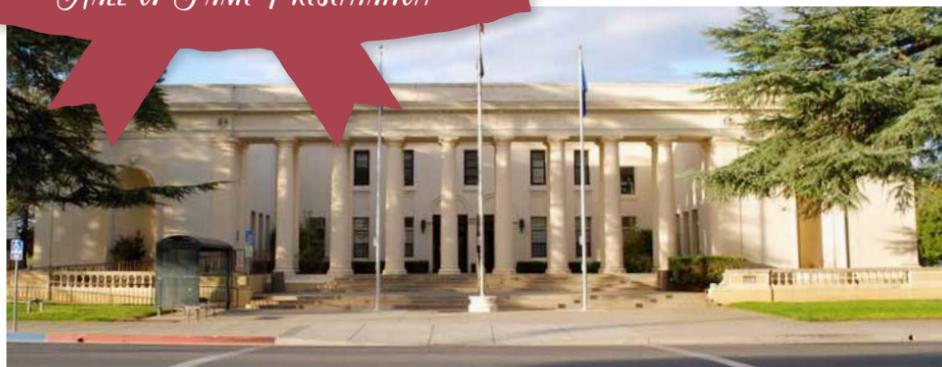
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Contact Dave Deborde: d_deborde@charter.net

Overnight parking Friday night

SATURDAY: TECH 7:30 DRIVER MEETING 8:30

ANNUAL AWARDS BANQUET
&
HALL OF FAME PRESENTATION



WILLOWS MEMORIAL HALL
OCTOBER 22, 2016 AT 6 PM

CALENDAR

SOLO SCHEDULE

2016 Bay Area Autocross Schedule

Tentative as of Jan. 14, 2016

<http://www.sfrautox.com/>

Round 9

July 24 | Marina

Test N Tune

August 6 | Crows Landing

Round 10

August 7 | Crows Landing

Check www.sfrautox.com for dates.

Pre-register on: Motorsportsreg.com

SCCA MEMBERS ONLY

Temporary Memberships available on

Motorsportsreg.com and on-site for additional \$15

NOTE THE NEW PRICE CHANGE IS

TAKING EFFECT: \$40 prereg, \$50 on-site

SCHEDULE FOR ALL DATES

- Tech Inspection for all run groups is on grid
- Course Walk (7:30AM - 8:30AM)
- Mandatory Driver's Meetings (8:45AM)
- Two morning run groups: 1 & 2
- Registration ends at NOON
- First car out in RG3 no earlier than 12:30pm
- Course Walk
- Mandatory Driver's Meeting
- Two afternoon run groups: 3 & 4
- Ladies Classes run with their open classes but are scored separately
- At each event, classes generally run one group later than the previous event

SACRAMENTO 2016 AUTOCROSS SCHEDULE

Round #7

SCCA Sacramento Cup

July 30 | San Joaquin Fairgrounds

Round #8

SCCA

Sacramento Cup

July 31 | San Joaquin Fairgrounds

Round #9

SCCA

Sacramento Cup

August 27 | San Joaquin Fairgrounds

Round #10

SCCA

Sacramento Cup

August 28 | San Joaquin Fairgrounds

Round #11

SCCA Sacramento Cup

September 10 | San Joaquin Fairgrounds

Round #12

SCCA Sacramento Cup

September 11 | San Joaquin Fairgrounds

The "Bill Fleig Memorial"

Enduro Day 1

October 15 | San Joaquin Fairgrounds

The "Bill Fleig Memorial"

Enduro Day 2

October 16 | San Joaquin Fairgrounds

FRESNO SCHEDULE

Event 6 - July 9,

Fresno Fairgrounds

Event 7 - August 6,

Fresno Fairgrounds

Event 8 - October 2,

Buttonwillow Kart Track

Event 9 - November 19,

Fresno Fairgrounds

Event 10 Enduro - November 20,

Fresno Fairgrounds

All events at Fresno Fairgrounds.

Hope to see you there!

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PROXES R888 - street/track
PROXES R1R - street/track
PROXES TQ - DOT Drag Tire

BECOME A SPORTS CAR RACING OFFICIAL!

Are you interested in Sports Car Road Racing? Have you ever watched it on TV and wondered how you could become involved? Wish you had the money to race, but cannot afford it (yet...)? Come out and learn about Road Racing in the Bay Area (& beyond!) by joining us at one of our three Norther California Road Racing Circuits; Sonoma Raceway (aka Infineon & Sears Point), Mazda Raceway at Laguna Seca, and Thunderhill Raceway Park.

THEN COME VISIT US AT MAZDA RACEWAY LAGUNA SECA IN MONTEREY JULY 22ND THROUGH 24TH AND LEARN HOW TO:

Be a Flagger

Be a Fire Marshall

Be a Grid Marshall

Be a Course Marshall

Become a Timing & Scoring Assistant



Although there are many different 'Specialties' involved in conducting a successful race, we can train you and put you to work pretty quickly. Ever seen those Corner Workers/Flaggers who wave the Yellow flags to the Race Drivers? We can train you to do that. Want a little more sedate pace away from the direct Racing Action, but still want to get up close and personal with the Race Drivers? Work the Pre-Grid specialty. Want to get a wee bit closer to the 'Hot' action, but not quite right on the track? Become a Pit Lane Fire Marshall to provide safety to the racers when they come into the Pits. Want to actually get out on the Race Track without spending any money? Become a 'Course Marshall' and help us clean up the track (and sometimes pick up the pieces) after an on-track incident. Want to get in out of the elements but still be part of the team putting on a race? Become part of the Timing & Scoring Crew.

We could use your help from as little as a few hours any day you can help, to an entire day, to an entire weekend.

Thinking about racing yourself? No better way to learn about what's involved in racing than by starting with us! Come out and observe for free. Get to talk to race car drivers and their crews (sometimes they are the same...). Find out what it takes to get on track in a race car. It all starts by coming out to the races.

Be part of our Team!



Hooked your curiosity?

HERE IS SOME MORE INFO ON WHAT WE DO
(AND WHAT YOU CAN DO!)



FLAGGER: Ever wonder how Racers know whether what's just out of their vision is safe or not?! That is the duty of the Flaggers. The Flaggers let the competitors know the condition of the track just up the road from themselves. They do this by displaying a variety of flags; Yellow (Dangerous Incident ahead!), Yellow with Red (oil, debris, coolant or something else on the racing surface that could affect the racecar), Blue with Yellow (another competitor is rapidly approaching you from the rear), Black (you are being a naughty driver, go see a Race Official now!), Red (Stop the race, danger), and White (Emergency Vehicle On-Track, please avoid).

FIRE MARSHALL: These are the folks who help prevent a fire from occurring in the Pit-Lane, or if one should occur, keep it from becoming a conflagration. Whenever a racecar comes into the Pit-Lane, the Fire Marshalls monitor the racecar to make sure nothing ignites. The Fire Marshalls also help keep wandering civilians from getting in harms' way.

GRID MARSHALL: Grid Workers are the SCCA individuals responsible for putting the racecars in order before they get out onto the track, and for keeping them in position on the Grid until it is safe for the cars to proceed onto the track. Just imagine what could happen if excitable racers were allowed to just decide amongst themselves how and when they want to enter the racetrack! For this reason,

and a host of others, Grid Workers are a valuable and essential Squad for race weekends. Here are some quotes from some of our SCCA Grid Workers;

EVER WONDER WHAT IT TAKES TO GET THEM LAID OUT LIKE THIS?

BECOME A GRID WORKER...



"WE PUT THE CARS IN THE CORRECT ORDER TO GET THEM OUT ON TRACK,"

"YOU CAN SEE THE CARS. YOU CAN TOUCH THE CARS. YOU CAN TALK TO THE DRIVERS. AND THE CARS WILL RUMBLE YOUR VERY SOUL AS THEY START UP NEXT TO YOU ON THE GRID."

COURSE MARSHALL: Sometimes racecars get into accidents. Who would have thought that possible. Most times, they can limp back to the Pits, or park it somewhere safely out of the way of the race. Other times, they leave debris or slippery fluids on the track. That's when the Course Marshalls jump into action, picking up parts that have come off of shiny racecars and getting the grip restored for racecars by getting rid of those pesky liquids.

TIMING & SCORING TEAM: Ever wonder what it would be like if all the racers wanted to start at the front of the field? Well, with the help of the Timing & Scoring Team, we don't need to worry about that. The great folks who make up the Timing & Scoring specialty time all of the competitors during Qualifying Sessions, in order to help the Grid Workers set the Grid before those hyperactive racers get out on track before their races. During the races themselves, the Timing & Scoring Crew help keep track of what position each racer is actually in. Believe it or not, once that Green Flag drops at the beginning of a race, things can get a bit chaotic, and these people really show their mettle.

Each and every one of these people are absolutely essential to the San Francisco Region of the Sports Car Club of America conducting races.

**Come play with us.
Ready to Learn More?
Contact Us!**

For more information please contact Rod Simmons at rodney.simmons.portal@gmail.com or Sherry Grantz at office@sfrscca.org. We will gladly answer your questions and supply you with more info than you'll know what to do with...

(if we don't get back to you right away, please, oh please be patient, especially on the weekends. We are all 'Club' members. And we'd like you to be a member of our Club too...)

NOTES

from the *Archive*



Neil Vanni leads Dave Stolen at Sears RDC Endure - Nov. 6, 1977

THE "Z" CARS BY GARY HORSTKORTA



FAR Performance Z post at finish of race.

Sometimes when a manufacturer gives a specific car model a somewhat sedate or non-aggressive name, it doesn't reflect what the car is capable of on the road or track. Take for example the Nissan Fairlady a name which sounds better suited for a nice, comfortable four door sedan which was the designation in Japan of a car that would cause a sensation when it was shown to the world in 1969. When introduced to the U.S. market in 1970 it carried a different designation (as an export model), the Datsun 240Z, a car which would become very popular for the street and a staple in SCCA road racing for several decades.

Upon it's debut in the U.S. potential buyers flocked to Datsun showrooms to grab a look at this stylish new two door sports car. It came standard with a 2.4 liter, inline, six-cylinder engine with twin SU carbs putting out 151 horsepower; a four speed manual

transmission; disc brakes up front and drums on the rear. The Z had a top speed of 125 mph, weighted 2355 pounds all for a very reasonable \$3500. It wouldn't be long before the first 240Zs would make their way to SFR grids.

From the archive material, it appears that Walt Maas, sponsored by the Bay Area Datsun Dealers in 1971 was the first to run a 240Z in SFR races in C Production and went on to win the regional championship in the class. The Z was a popular car in C Production with several other drivers racing in that class including Dave Chidester and Mac Flanigan.

After three previous attempts, Maas in his Z won his class at the 1974 National Runoffs in Atlanta. Maas' Z was sponsored by FAR Performance, one of the first local race shops to actively race the car and offer a variety of after-market performance parts for purchase.

As the 240Z evolved into the later 260Z then the 280Z, the list of drivers racing the Datsun continued to grow. In 1977 in C Production, ten of the top thirteen drivers earning regional points were driving Z's including Joel Anderson, Gary Kerch, Dave Stohlman, Ed O'Sullivan, George Kord, Maurice Oetzen, Mike Mullinix, Neil Vanni, Joe Leonard and Don Madsen.

In 1978, Frank Leary won the C Production class at the Runoffs beating one P. L. Newman (Bob Sharp Datsun) to the checkered flag. Nineteen of the twenty-three cars on the grid for that race were Z's. In addition, fifteen of the twenty-three cars in Showroom Stock A were Z's with D.J. Fazkas of Indianapolis winning and Raymond Kong of Sunnyvale, CA finishing in seventh. To have thirty-four of their cars in the Runoff field must have made the Datsun factory boys mighty proud.

The Z continued to win in 1979 with Michael Mullinix and Glenn Klimak finishing one-two in the Pacific Coast Championship but in 1980, competition from the Triumph TR8 and Mazda RX7 pushed the Z down to fourth in the NorPac Division standings. However, a Z driven by Bill Doyle won the Pacific Coast Championships and Dave Vanek won Showroom Stock A. While the dominant performances in C production had waned somewhat, Z cars would continue to garner their share of the glory in SFR for several years to come.

You can still see many of these same cars beginning to appear in more vintage races as they approach forty plus years in age yet are becoming recognized for their place in SFR and SCCA racing history.



Frank Leary at Laguna National - June 25, 1978



Devendorf leads Leary - IMSA 2.5 July 30 1978

We race, you win.




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- Delrin Offset Suspension Bushings (240Z, 510, Porsche 911)
- Spoilers and Spooks (240Z, 510, Porsche 911, 914)
- Handling Spring Kit (240Z) Sway Bars (240Z, 510)
- Louvered Hood Lids (240Z) Oil Cooler Kits (240Z, 510)
- 2 + 2 Back Seat (240Z) Exhaust Systems (240Z, 510)
- Fender Flares (240Z, 510, 1200)



Join the Maas Movement



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46

FAR Performance ad in early 1970 race program



Scott McHugh showing the sporty side of his '13 Accord.

SFR AUTOX ROUND 5

JUNE 5TH, 2016, MARINA AIRPORT

BY RYAN PANLILIO PHOTOGRAPHY BY ALVIN CHENG



John Paulsen navigates the Marina course in his '09 Beril.

Round 5 of SCCA's San Francisco Region Autocross was back at Marina on June 5.

Steven Smith, in a 2002 Corvette Z06, barely squeaked by Dusty Perryman, in a 2008 Saturn Sky Redline, for the top spot in A-Stock. Mike McHugh, in a 2005 Corvette, rounded out the top three. Colleena McHugh, in a '05 Corvette, ran uncontested in A-Stock Ladies.

B-Stock saw Tony Rodriguez, take first-place in his '04 Honda S2000, over Andy Echenique in his '06 Honda S2000. Ryan Cirillo took the last podium finish in his '14 Subaru WRX Sti. Youmna Zalzal ran uncontested in BSL in her '04 Honda S2000.

Mark Lewis took the top spot in CS in his '16 Mazda Miata. He was followed closely by Jonathan Stroud in a '13 Scion FRS, with Fred Campbell rounding out the top three in his '99 BMW M3.



Justin Tsang in a '13 BRZ, good for third place in STX.



Christopher Smith on his way to second place in GS in his '13 Focus ST.

First place in ES went to Craig Boyle in his '91 Miata. Ed Burghardt just barely eeked out second place from Dennis Hubbard by 0.03 seconds. Burghardt was in his '00 Miata, and Hubbard in his '03 Miata. Soyun Lee ran uncontested in ESL in her '00 Miata.

Michael Do Couto, in his '10 BMW M3, took first place in FS. Gary Fazekas took second in his '12 Mustang and John Lawrence rounded out the top three in his '15 Chevy Camaro SS.

It was a battle of Ford Focus STs in GS, with Howard Yang taking first in his '16. Christopher Smith took second in his '13 and Alvin Cheng taking third in his '15.

Rob Luis took first place in HS in his '11 Mini Hardtop. Luis was closely followed by Scott McHugh in his '13 Honda Accord, with Russ Bowlus taking the last podium position in his '15 Fiesta ST.

Tosh Yumae, in a '14 Porsche GT3, took the top spot in SS. Boris Elpiner, in a '16 Porsche GT4, was close behind in second place, and Michael Salo, in a '06 Lotus Elise, took third.

Rocco Carlini barely edged out John Paulsen for first place in JB. Carlini was in his '00 Birel Kart, Paulsen in his '09 Beril Kart.

Giovani Sumano and Larry Albarran both ran uncontested in their classes. Sumano, in his '06 Mustang in CAMC, and Albarran, in his '68 Camaro, in CAMT.

Howard Wolf outdrove co-driver Dwayne Komush to take first place in DP in their '82 Toyota Starlet. Gregory Fotiades took third in his '94 Miata.

Deanna Caraballo ran uncontested in DPL in a '82 Starlet.

Arvin Silvestre, in a '99 Porsche 911, took first place in ASP over Richard Rossmassler, driving a '09 Nissan 370Z.

Just 0.13 seconds separated first place finisher Trevor Ridgley, driving a '04 Porsche GT3, over Wayne Overbeck, in his Ford Fiesta in OSP. Jeff Eikenberry ran uncontested in SSP in his '15 Corvette.

Steven Goldine ran uncontested in AM in his '01 Caterham Superlight-RV. Larry Sharp, driving a '00 LeGrand Mark 25 Dragon, took first-place in BM over co-driver Dave Dunwoodie.

Ben Martinez took first place in CM in his Van Diemen. Chris Warner finished second in his '91 Swift FB91. Gregory McNair ran uncontested in DM in his '68 Dune Buggy.

EM saw Bill Charron take first place in his '72 Porsche 914 over Steve Petro in his '61 Dune Buggy. Josh Savage ran uncontested in SM in his '06 Mitsubishi Evo.

Praneil Prasad, in his '00 Honda S2000, took first place in STR. Todd Winstanley, in his '08 S2000, took second, with James Laeno close behind in third in his '13 Miata.

Manuel Ruiz took first place in STS in his '90 Miata. Randy Krider broke up the all-Miata party by taking second in his '89 Honda Civic Si. Steven Bradford rounded up the top three in his '91 Miata. Seajae Jennings ran uncontested in STSL in a '96 Miata.

Jimmy Au-Yeung, in a '06 Lancer Evo, took first in STU. Hal Dorton came in second in his '03 BMW M3 and Juven Lat took the last podium spot in his '92 M3.

It was an all-Subaru BRZ podium in STX, with Mark Tsang in first place in his '13 BRZ. Karlton Lew took second in his '14 BRZ, and Justin Tsang in third in a '13 BRZ.

Warren Chuong took first in N Class in his '14 WRX. Bryan Olivias took second in his '94 Mazda RX-7.

Robert Cassidy, in a '00 Boxster S, took first in NS, with Gurinder Taunque, in a IS-F, close behind in second. Ronald Patterson rounded out the top three in his '13 Mustang.

Isaac Acks took first place in T2 over Tyler Colgett. Acks was in his '06 Lancer Evo and Colgett in his '08 Honda Fit.

Justin Moore wrestled his '05 WRX Sti to the top spot in X, with Monty Pack in second in his '14 Porsche GT3.

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- Testing and development of car and driver
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- Trackside Support

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29121 Arnold Drive
Sonoma 707-996-1112





Eric Williams on his way to first place in his Corolla FX16.

SFR AUTOX ROUND 6

JUNE 11TH, 2016, CROW'S LANDING

BY RYAN PANLILIO PHOTOGRAPHY BY ALVIN CHENG

Round 5 of SCCA's San Francisco Region Autocross was back at Marina on June 5.

Steven Smith, in a 2002 Corvette Z06, barely squeaked by Dusty Perryman, in a 2008 Saturn Sky Redline, for the top spot in A-Stock. Mike McHugh, in a 2005 Corvette, rounded out the top three. Colleen McHugh, in a '05 Corvette, ran uncontested in A-Stock Ladies.

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SFR AUTOX ROUND 7

JUNE 12TH, 2016,
CROW'S LANDING

BY RYAN PANLILIO

Round 7 was held on Sunday, June 12, 2016, at Crow's Landing, part of the long autocross weekend for the SFR Region of the SCCA.

It was an all-Corvette show in AS as Ken Mollenauer just barely beat Mary Pozzi for first place. Rory Marin rounded out the top three.

Tony Rodriguez handily took first place in BS in a Honda S2000. Ryan Cirillo came in second in his WRX Sti, and Bryan Nemy took third in his VW Golf R. Youmna Zalzal ran uncontested in BSL in a Honda S2000.

Jonathan Stroud, in a FRS, finished in first-place in CS. He was followed by Mark Lewis, in a Miata, with Richard Lee rounding out the top three in his BRZ.

Mazda Miata was the name of the game in ES, with Craig Boyle taking the top spot in his drop-top. He was followed by Chris Kannan for second, and Dennis Hubbard in the last podium position. Pam Kannan was the sole competitor in ESL.

Sean O'Boyle, in a BMW M3, took first place in FS. Richard Cones, O'Boyles' co-driver, came in second, with Michael DoCouto right on his heels, also in a M3.

Christopher Smith ran uncontested in GS in his Ford Focus ST.

Another one-make class, Russ Bowlus took first place in HS in his Ford Fiesta ST. He was followed by Ed Runnion, with Dan Pellow rounding out the top three.

Scott King finished in first place in SS in his Porsche GT3. Joey Jarosz, in a Corvette Z06, came in second, and Bruce Cambern, in another Porsche GT3, finished third.

Rich Rossmassler ran uncontested in ASP in his Nissan 370Z.

Eric Williams, in a FX16, finished first in FSP. Chris Gibson, in a VW Rabbit, came in a close second.

Tom Smiley once again got the best of Wayne Overbeck in OSP. Smiley was in his Lotus 7, and Overbeck in his Fiesta.

Steve Lau, in a Porsche GT3 R3, took the top spot in SSP. Mitch Faundes

Continues on page 17



Rich Rossmassler takes first place in ASP in his 370Z.



Frank Stagnaro takes second place in a Shelby GT350 in CP.



Round 6. Andy McKee pilots his RX7 into first place in XP.



Round 6. Smoke spews out of Justin Moore's STi in X-class.

INSERT FOOT

WHEELWORKS BY BLAKE TATUM

America sure has changed. We used to be a fun loving country that was very accepting. We took your tired and poor and melted them into our pot. We would joke with each other, make fun of each other, and enjoy each other's company. Having a laugh at the water cooler, telling a joke at a meeting, making fun of each other was part of life.

America sure has changed. We used to be a fun loving country that was very accepting. We took your tired and poor and melted them into our pot. We would joke with each other, make fun of each other, and enjoy each other's company. Having a laugh at the water cooler, telling a joke at a meeting, making fun of each other was part of life. Boy, have things changed. Cracking a joke in the work place could get you fired. Saying something that might offend a third party is a no-no. Saying something and having it twisted to another meaning is a fact of life. There are protected classes, there are politically sensitive subjects, and there are gender and sexual preference land mines. Today's world has gotten complicated. Social media does not help. Tweets, Posts, Snap Chats, have all seen the demise of prominent people. We have gotten so politically correct it is a wonder that we get anything done.

TV personalities, government officials, CEOs are forced to resign from their jobs just because they might have said something that offends some group. We have musical groups, sports organizations, and companies threatening states that don't recognize same sex marriage, that don't have gender neutral bathrooms, that want to fly a flag that represents their history. We have gone from tolerance to intolerance.

What brought about this rant was a newspaper article I read about a guy named Ed. Ed wanted

to open a brewery supply store in Galt, California. Ed has a sense of humor and is calling his new business Special Ed's. Naturally this offended people because Special Ed is short for Special Education and Special Education is the program designed for mentally handicapped/ challenged people. Ed had a Facebook page and had to shut it down because he received death threats over his proposed new business. People were not complaining about him selling brewery supplies, they just did not have tolerance for the name of his business. Based solely on this name people wanted to kill Ed. What ever happened to sticks and stones?

Because we are progressive thinkers, because we are Northern California, and because we are San Francisco Region I think we should do some self examining. I think it is time for the old white guy dominated group of SCCA to get up to speed.

Let's start with our name, Sports Car Club of America. If I am an owner of a real sports car, say an MG, Triumph, or Austin Healey, I would be offended that we are calling ourselves a sports car club. Anytime a Toyota Tercel or a Dodge Neon is considered a sports car that is offensive and we should consider how the owners of the real sports car would feel if they are lumped into a group with them. So I say our name should be Socially Correct Car Aficionados.

While we are at it I think Formula Vee should not be called a racecar. I know real racecar owners, the guys with Formula Mazda's, are offended when people lump the skinny-tired, 60 HP formula car into the same category as their sexy, wide-tired, winged machines. Formula Vee will just be known as Gasoline Aspirated Soapbox Derby (GASD) cars.

Speaking of Formula Vee, the word slow needs to be taken out of the racing vocabulary. While we are at it we need to look at the word retard when we talk about the timing system of our cars. These two words would probably get the same group that did not like Special Ed's screaming foul and they might want to do us bodily harm.

We will certainly need to find a new name for the famed corkscrew at Laguna Seca. Corkscrew has a direct reference to wine and although this is "wine and cheese" racing, the thought of racecars and spirits being enjoyed at the limits is in direct contrast to sober driving associations.

No longer should we call the place where we come in for service during the race, "the pits". The word pits sound like a deep hole in which there is no escape. Being in a pit is certainly not a place where anyone would want to be so why should we make our paying customers spend any part of their weekend in such an offensive sounding locale.

Grid is another name that comes to mind. Everyone wants to be on the grid. If you are off the grid you are excluded. We don't want to exclude anybody and we do not have enough room to make the whole place the grid so I suggest we call the grid the queue.

However, probably the first place where we need a change is registration. Registration is synonymous with lots of negative things like registering for the draft, registering because you are an alien, or registering because you violated the law. As far as I am concerned, registration might offend someone, therefore we need to change it to Sign Me Up.

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As you can see all of these suggestions are pretty ridiculous. As Americans we need to lighten up. We need to be more accepting. We need to laugh at each other. Although I agree it is not OK to call people retards or make fun of someone in a hurtful manner, we should not read too much into things people say. Let's take things in the context they are meant. If someone is being witty and making a play on words, let's take it as that! Let's not look for ways to make it offensive.

Where I came from if your friends were not making fun of you, they did not like you. Let's go through life with a smile and not be worried about possible hidden meanings.

In case you have forgotten, we are the country of free speech! We have had many a young man and woman die defending that freedom. So let's enjoy it and embrace it. We all just need to chill out.

SFR Auto X Round 7, Continues from page 15

was nipping at Lau's heels in second in his Audi R8. Jeff Glorioso finished third in his Corvette Z06. Tara Shapawal ran uncontested in SSPL in a Porsche GT3 RS.

John Paulsen, in a Birel, was uncontested in JB.

Steven Goldine ran uncontested in AM. Goldine was driving a Caterham.

Matt Ellam beat co-driver Tom Ellam for top spot in BM in their Cheetah. Dave Dunwoodie, in a LeGrand, rounded out the top three.

Mark Mervich, finished in first place in CM over co-driver Steve Hulbert in their Van Diemen.

Dave Henry ran uncontested in DM in his Caterham.

Jesus Villarreal, in his Lotus Europa, finished first in EM. He was followed by Bill Charron, driving a Porsche 914-4. Sean Thomas, also in a Porsche 914, finished third.

Frank Chung handily took first place in SM in his Toyota Supra. Michael Helm came in second in his MR2.

Bruce Fasnacht ran uncontested in BSPV in his Corvette.

CAMC saw Shawn Boone take first place in his Trans Am. Jake Obinski was a close second in his Mustang, with Nathan Reid coming in third in his GTO. Kelly Prior ran uncontested in CAMCL in a Mustang.

Another all-Corvette class, Joel Villarreal took first place in CAMS. Sean Breeze came in second, with Mike Wood rounding out the top three. Ingrid Ansell was uncontested in her Corvette in CAMSL.

Michael Erickson topped the field in CAMT in his Chevelle. He was quickly followed by Mark Owen in his Camaro. Todd Lilly finished third

in his GTO.

Johnathan Stewart snatched first place in CP from co-driver Frank Stagnaro in their Shelby GT350. Alan Petter rounded out the top three in his Mustang.

Ron Baker, in a Miata, took first place in DP. Alex Koutmos, also in a Miata, finished in second.

Troy Jennings bested John Fabela for first place in STP, both driving Ford Mustangs. Kimberly Jennings ran uncontested in STPL in her Mustang.

Praneil Prasad, in his Honda S2000, took first place in STR over Jeff Slater in his Miata.

STS saw Randy Krider, in a Civic Si, top the field full of Miatas. Manny Ruiz and Gary Tran filled the rest of the podium spots, both in Miatas.

Hal and Diane Dorton were the only competitors in STU, with Hal taking first in their BMW M3.

Blaine Sparling, driving a FRS, finished in first place in STX. He was quickly followed by Glen Anderson in a RX8, with Joe Shortes rounding out the top three in his Mini JCW.

Any McKee took first place over co-driver Teresa Neidel-McKee in XP in their Mazda RX-7.

Isaac Acks, in his Lancer Evo IX, finished in first place in T2. Victor Harris, in a Impreza, finished second, and Tyler Colgett came in third in his Honda Fit.

Alex Muresan easily took first in X-class in his Porsche GT3. He was followed by Monty Pack, also in a Porsche GT3. Chris Cox, in a Mustang, finished in third for the last podium position.

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SACRAMENTO SOLO 3 & 4

BY **MIKE DROUIN** PHOTOGRAPHY BY **DAVEY DROUIN**

Hardy few brave stormy weather.



Usually the best way to start an argument with anyone who auto X's is to bring up the subject of PAX. In this case I think it settles the argument "who was the best driver." Tom Smiley was #1 pax on Saturday running 53.808 in his brand new SS corvette Z06. Then backed it up again on Sunday with #1 pax in SS and ran the family lotus seven in a FOSP, fun run to the #2 pax.

No matter how you slice it, his driving ability set the pace on a pretty impressive groups of drivers. In case you wonder.....the lotus had the faster time.

STS was filled with Mazda Miatas. Nathan Gabriel drove his number 135 1993. Miata to the win on his third and only clean run 57.579. Brian Michaels saved his best for last. He pushed his 2009 Audi A3 Quattro to a 59.704 for the win in STX. STR went to Derek Hui in his 2001 Honda S2000, 59.844.

In STU it was Juven G Lat running a 56.585 in his 1997 BMW M3. Jeff Thompson drove his 2008 Mustang 59.107 taking first in STP. Gale Smiley led the way with a 55.447 in SSL. Marie Lindbergh

won ASL 61.536. The ever competitive BSL win went to Penny Hubbard 58.491.

The changes in elevation at Mather field that go pretty much unnoticed in most classes create an interesting challenge for the kart classes. Debbie Owen took her F125 shifter kart to the win in KML 57.875. KM was won by Steve Slinkard 53.116. Always fast Marcus McAff won JA with a time of 57.629. Ethan Vahle took the win in JB 77.184. Spoiler for Saturday had to be Josh Gracia beating the field of Miatas with his Datsun 510 taking the win in DP with a very respectable 54.938

Sacramento Police Activity League was the benefactor from Saturday's event.

I did not mention that the Mather course ran south to north. The pit was at the extreme south end and the very long course extended to the very limit



Another year and still unchallenged for top time of the day: Bob Weisickle's Austin Healey.



Solo version of marking your territory



John DeAngelis's 2005 A Street Chevrolet Corvette

of the north side. If you have run Mather before this is reverse of the normal set up. I think the Sunday course was probably one of the better I have seen at Mather. It was fast, fun and challenging without one of those "that corner just did not work" a lot of courses have. Competitive times were just under the one minute mark for most cars. Car count was down a little from the 131 on Saturday to 110.

Craig Boyle drove his 2006 Miata to a .046 margin of victory in ES running a 64.238 to Dennis Hubbards 64.284 in his 2002 Miata. That was not the closest contested group STF was won by a .031 margin. D'John Keith ran a 68.928 in his VW golf beating Chis Tableros Acura integra 68.959. D'John pulled off the win on his fourth and final run.

Mark Heinrich lost his camaro and is driving a 1991 corvette, the short time off did not seem to have much effect on his driving ability. He took the win in very competitive BS field running 62.785.

In one of the biggest fields of the day A STREET Rory Marin won in a 02 corvette 60.289. Second went to Brad Fleig, 02 corvette Z06 61.100. Third

was Josh Hawhing in 2007 Porsche 911, 62.928. Forth John DeAngelis 2005 corvette 63.770. Fifth Roger Fellows Z06 corvette 68.419.

Gale Smiley had the fast time in SSL running a 62.300. Debbie Owen piloted her F125 kart to a 62.887 for the win in KML. Donora Wichmann ran a 63.077 for the win in FSPL driving a 1987 Toyota FX16. Both Saturday and Sunday, flat out fast.....Bob Weisickle was the man to catch and nobody did Next events five and six are at Stockton Fairgrounds.

Let me part by saying thanks to John Kelly for all he did to promote autox in SFR. I ran an AP lotus Europa against him in his lotus seven, for a number of years never did beat him, he was a very competitive guy and a heck of a driver.

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CHUCK KOEHLER
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Group six heads into turn two

DOUBLE REGIONAL 5 & 6, JUNE 3-5, LAGUNA SECA

BY **STEVE JAROCH** PHOTOGRAPHY BY **CHUCK KOEHLER**

The Region provided a Thursday Test Day prior to the three-day event. The weekend included 156 entries and Friday just about started with the usual Monterey summer fog delay, but the morning went off on time, despite the threat. Joining us for the weekend were approximately 28 racers from Competent Motorsport's Pirelli GT3 Cup Trophy USA. All Porsches, all the time. Friday was all practice and qualifying sessions.



Large field of exotic wings and things takes on the Mazda Raceway Circuit

I want to thank all the drivers, crew members, and family that come over to the evening "Socials" to mingle with the San Francisco Region volunteer workers each night after checkered flag. It means a lot to them after long days doing their individual specialties. They start their days long before the first green flag and end their days long after the final checker. I would remind our guests, once again, that the dinners that are put on by Social Chief, Malinda Jaroch and her crew are for the SCCA volunteer workers. On the other hand, the special appetizers & liquid refreshments are ALWAYS open to ALL.

RACE 1, GROUP 7 SMT, SSM, SM

Saturday morning started with 33 cars taking the green flag in the 13 lap, 25-minute contest. Monterey resident, Tim Auger, #07, led flag to flag in his SMT, for the overall win by 5 seconds over SSM winner, Joe Rombi, #48,

out of Pebble Beach. A whisker separated the #48 and Los Gatos resident, Cole Gibson, #53, who finished 2nd in SSM and 3rd overall. Point three seconds behind was Roland Kamber, #90, from Campbell, finishing 2nd in SMT. Fierce battling up front left the SM of Tommy McCarthy, Mountain View, #23, taking the top honors in class, while finishing 5th overall, .6 seconds behind the #90.

On the opening lap, the #48 had side-to-side body contact with the #90, while Leeson Grant, #03, took her Danville based Miata to the back paddock. Lap 2 had Jeff Wilcox, #26, Oakland, go off in T10, driver's left in the gravel, bringing out the double yellows, as well as the Safety Car, while Joe Kalinowski would retire the #58, Walnut



Miatas at Mazda Raceway



#72 Tao Takaoka



#9 Bob Negrón, #09 Scott Huffaker

Creek machine. Once the #26 was back on course it was back to green flag racing. Lap 7 had the San Francisco based novice, Brendan Hermalyn, #16, put his Miata in the gravel trap at T5. Again bringing out the Safety Car. After 10 laps, Mark Means, Meadow Vista, #45, would go off at T2, but considered "safe" by the corner workers.

RACE 1, GROUP 6 SRF, SRF3

Twenty-nine cars, would make up the field for the second race of the morning. On lap 4 of the 14-lap event, San Diego resident, Vince Balch, #12, found the T11 gravel trap, driver's right, which brought out the Safety Car. He would retire due to dragging his belly pan. Missing his braking point in T11, San Jose based Jeffrey Cook, #32, put the nose of his SRF, up under the #5 of Brandon Lewis, San Francisco, sending him airborne! The posted video was graphic, to say the least. But in the process, the #32 managed to set a new track record of 1:41.72, but much body repair would have to be completed prior to race #2. On lap 11, Minden, Nevada, novice, Andy Hettrich, #1, lost it driver's left, early entrance, and was hard into the wall, driver's right in T11.

Checkered flag came out a little early for pole-setter, Umberto Milletti, #34, out of Hillsborough, as he had a 2.312 second margin of victory over the #40, Laguna Beach resident, Jonathon Allen. In the process, the #34 set a new track record of 1:38.985! Rough & Ready's Bill Jordan, #7, would finish 3rd overall and 3rd in SRF3. Ed Railton, Lafayette, #01, would handily, have his way in SFR Gen2 over 2nd place class winner, Michael Boyle, #53, based out of Santa Clara. Both would finish 13th and 14th overall.

RACE 1, GROUP 5

AS, ITS, ITA, ITB, ITC, ITX, ITR, FP, HP, GTL, STL, STU, SMG, E30, B-Spec, T3

Pole-setter, Sean Wheeler, San Jose, SMG, #06, led flag to flag for the overall win in dominating fashion, to the tune of a 55.124 second margin of victory over fellow SMG and San Jose driver, Clark Nunes, #79. The 24-car field completed 15



#7 Bill Jordan SRF3



#71 Rod Rice FB

laps and when all was said and done, Monterey's Tim Auger, #07, would take the spoils in STL, finishing 3rd overall and 22.7 seconds ahead of the Danville based STL, #77, of Wilson Powell, who finished 4th overall. Sixth, seventh, and eighth positions went to the winners in ITS, Tao Takaoka, #72, from El Cerrito, Tupper Hull, #50, out of Sacramento, in ITA, and San Francisco resident, Alan Gjedsted, #14, in ITX. Only 5.2 seconds between the three of them at the checkered flag! The only AS was the Salinas based #49 of Terry McHenry, and the only GTL was the #95 of Patrick Casey, who hails from Kailua, Hawaii.

There were the usual off and ons, as well as spun and continued calls throughout the event. During lap 11, Tim Sullivan, #56, pulled his Danville based Miata off mechanical, left apex of T2.

RACE 1, GROUP 3

ITE, GT1, 2, 3, PC, GTA, SP, EP, N3, NL, SS, T1, 2, 4, E46

Prior to the green flag, Anthony D'Alessandro, #29, West Lake Village based T2 Mustang, went back paddock, as did the #09, EP, 260Z of Scott Graf, down from Toledo, Oregon. On lap 4, the T11 gravel trap captured the #24 of Scotts Valley's



#46 John Fabijanac, along with #99 West, and #97 Funk



#13 Jason Godfrey and #2 Michael Zuieback



Jim Devenport 2012 Norma



#99 Peter West and #97 Connor Funk



#8 John Yeatmen and #57 Scott McPherson



#82 Brad Dressen, #14 Alan Gjedsted, #92 Brandon Miller

Rick Cameron, as the double yellows came out and the Safety Car was deployed. In the process of trying to retrieve the car, both tow points gave way. During that caution, Ted Hill, #84, from Pleasant Hill, pulled off at T11, after only completing 6 of the 14 lap race.

Out of the 13 cars which took the "green", 8 wound up with class victories and full points. Jim Walsh, #96, PC, was the overall race winner and



#24 Rick Cameron Scotts Valley

calls Woodinville, Washington home. Coming in 2nd, 3.601 seconds behind, was GT1 winner, Rob Davis, #95, Sonora based Camaro. Third overall was the fastest GT2 of Ken Muth, #14, out of Snohomish, Washington. The time differential between the #95 and the #14 was a mere .2 seconds! First in ITE and 5th overall was the #3, while the top T2 was the #79 of Clark Nunes, San Jose, who finished 7th. Cupertino's David Witkowski, #77, claimed the win in GT3, finishing 8th. The lone NL was the #7 of Bill Okell, down from Victoria, British Columbia, Canada, and the only EP to finish the race was the Royal Oaks driver of the #56, Matthew Insley.

RACE 1, GROUP 2

FA, FM, FB, FS, P1, P2, FE, S2, DSR, ASR

David Roberts, #53, spun his Northridge based P2 in T11 coming out of the pre-grid to line up behind the Pace Car. On the opening lap in T8, driver's right exit, Rod Rice, FB, #71, from Austin, Texas, was sideways, when the #38 of Jim Mali, went off and on, evasive, in his Morgan Hill based FA, and the #57, P1, of Corona del Mar resident, Scott McPherson, slid into the #71. This brought out a Safety Car situation, as one third of the course was blocked. Both would drive away but the #71 was done for the race. After completing 3 laps, T11 had the Gardnerville, Nevada DSR of Robert Christensen, #66, mix it up with New-castle's John Yeatman in his #8, FE, bringing out the double yellows yet again. Seems the #8 tried an inside pass that the #66 did not see, causing the contact. Both would retire. After completing 8 laps, Aliso Viejo resident, Allan Sveta, would retire his #5, FE.

It's never a fair fight when Jim Devenport brings his Modesto based P1, #23, Norma to a race. Margin of victory was 11.974 seconds over the 2nd place finisher and FA winner, Sonoma's Jake Parsons, #00. Way back in 11th was the winner in FE, Brandon Aleckson, #83, who calls Campbell home. P2 full points went to Aaron Bailey, #1, from Shasta Lake City, while the only

FS was the #91 of Robin Riner, who hails from Walnut Creek. The sole DSR to finish the race was Andy Juner, #88, out of San Carlos, while the only FB, completing 12 of the 14 laps, was the #71.

RACE 1, GROUP 4

FF, CF, FV, FST, F5, FC, FFTS Saturday afternoon had 22 cars start the 17 lap race. After completing only 2 laps, San Rafael's Paul Rodler, would retire his #45 FC. On lap 11, Bob Negron, #9, would pull his Morgan Hill based FC off driver's left at T6. Michael Bernstein, #12, lost some cowling off his San Ramon FF in T5.

Pole-setter, Timothy de Silva, #3, FC, up from Rancho Palos Verdes, had it go all his way throughout the entire race, holding off the charging #18, FC, of Tom Hope, also up from the south land, specifically, Downey. Margin of victory was 11.411, and in the process, the #3 set a new track record of 1:26.881! Pescadero is home for Guy Tolomeo, #36, who won top honors in FF, 11.4 seconds ahead of fellow FF driver, Manuel Leonardo, #52, from San Francisco. In the CF ranks was San Jose's Richard McClosky, #6, bringing home the bacon over the #75, CF of Alan Dezzani, who calls Santa Clara home. That race was decided by 5.4 seconds, but it was close the entire race.

RACE 1, GROUP 1

Competent Motorsports Pirelli GT3 Cup Trophy USA.

It was now time for the all Porsche showdown, as the series consists of five classes. The Diamond class race Model 991 GT3 Cup cars, the Platinum & Platinum Masters race Model 997.2 GT3 Cup cars, while the Silver & Silver Masters run in Cayman GT4 Cup cars.

Twenty-five cars took the "green" for their 40-minute race. Seven minutes into the event, Steve Goldman, #1, made an unscheduled pit stop. Five minutes later he would be back on course. T3 then saw some action when the #00 of Sean McAlister, had body contact with the #66 of Patrice Gautier. T2 had the #88 of John Krieg, spin and continue, while the #00 paid a visit to the pit lane. The #33 of Russell Ward, pulled off, driver's right exit, with a mechanical issue but was considered safe in T11. T8 had Jason Godfrey, #13, slide



#49 Terry McHenry, #97 Gregory Huff, #7 Nathaniel Ng

off & on. T11 reported the Ray Shahi, #65, passed the #96 of Jim Walsh, under a waving yellow flag. T2 had the #96 S/C, while Mike Sullivan, #83, had an O/O in T5. Patrick Laughlin, #23, had his S/C in T4, while Rob Tachovsky also had a S/C.

When the checkered flag flew, 27 laps were completed and Dino Crescentini, #34, TRG sponsored machine, was the overall winner, as well as the winner in the Diamond class. Margin of victory was a mere .6 seconds over fellow Diamond class driver, David Calvert-Jones, #46, with sponsorship by Competition Motorsports. Phil Fogg Jr., #5, had it go all his way in the Platinum class, in his Truspeed Autosport car, finishing 5th overall, 26.6 seconds ahead of his nearest competitor in class who finished in 8th overall. Platinum Masters winner was 10th place finisher, Ray Shahi, #65, who is sponsored by Sterling Collision LLC/Newport Porsche. Winner in the Silver class was Kevin Woods, #94, sponsored by BRRacing, 7.8 seconds ahead of fellow Silver class driver, Carl Toffelmire, #62, sponsored by Pacific Porsche/Competition Motorsports. The #83 of Mike Sullivan, was victorious in the Silver Masters class, in his LA Car Guy/ Competition Motorsports machine, 14 seconds ahead of the #44, Competition Motorsports sponsored car of Chris Vivolo.



#06 Sean Wheeler, #03 Leeson Grant, #29 Anthony D'Alessandro



#83 Steven Cento, #86 David Kay, #11 Hank Raymond



FC aka Group 4 Storms into turn two

The only Porsche that did not make the races during the weekend was Craig Lyons, #3, who put his TRG sponsored Silver Master machine into the tire wall in T4, driver's right, during the earlier qualifying session.

RACE 2, GROUP 6B

SRF, SRF3

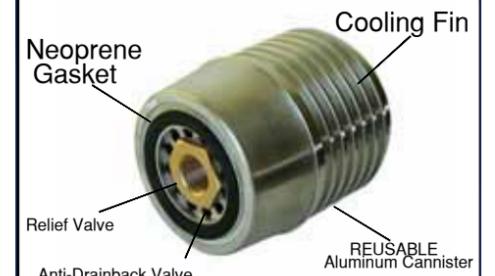
Sixteen Gen3 cars and thirteen Gen2 cars would make up the field for the 18 lap event. Umberto Milletti, #34, Bulldog Motorsports & InsideView, seems to be unstoppable this season, as he continues to set the pole positions, win his races, and setting new track records at every Group 6 races he attends. (Umberto, ever think of moving to Group 2 for a challenge?) This race was no different, as he grabbed the pole, won the race, and set a new track record of 1:38.861! Margin of victory over Jonathon Allen, #40, Off Constantly Racing, was 5.985 seconds. A distant 25.6 seconds behind the #40, was fellow Gen3 driver, Mike Smith, #64, M&L Racing. Celebrating his FIRST win in Gen2 was the #53 of Michael Boyle, HSE.com, Donata Realty. He was picked by the Emergency Crew as the Honorably Mentioned Driver of the Weekend! He had a 9.2 second advantage over Gen2 driver Hank Raymond, #11, TahoeAutoRepair.com, who finished 14th overall. A really good race was back in the mid-pack as the #88 battled the #1 of novice Andy Hettrick, RIDL. Ltd. In the end 2.3 seconds separated the two Gen3's. They finished 16th & 17th, Andy ahead of Court.

Now for the thrills and chills which happened prior to the finish. On the opening lap in T2, Robert Kullas, #79, Brian Kullas Racing, had his O/O, while T3 had multiple cars off, as the #83 of Steven Cento, AccelRace Tek, SCCA Workers!, had an O/O, and cars #7, Bill Jordan, #8, Chris Jackson, P.T. On Call, and #86, David Kay, DB Kay



#88 Court Cardinal and #53 Mike Boyle

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Alfa Romeo '58 Spider Veloce	Fiat '70 Dino 2400 Spider
Alfa Romeo '62 Spider	Genie '64 Mk 10B
Alfa Romeo '65 Sprint Speciale	Hagemann '1959 Special
Alfa Romeo '61 SZ	Jaguar '61 XK-E Roadster
Aston Martin '52 DB2 Vantage	Lamborghini '70 Miura P400S
Aston Martin '66 DB6	Lamborghini 1972 Jarama
Brabham '65 BT-14	Lister Jaguar '58 Knobbly
BMW '80 M1	Lancia '55 B20 Aurelia
Bugatti '28 Crosswaite & Gardiner 35B	Lancia '70 Fulvia Fanalone
Corvette '57 Race car	Lola '83 596C
Cisitalia '47 Nuvolari Spider	Lotus '67 Elan S3 racer
Ferrari 250 TR61 Recreation	Maserati '73 Bora
Ferrari '64 GTO Recreation	MB '57 300SL Roadster
Ferrari '66 275 GTB	Porsche '56 356A Super Roadster
Ferrari '66GTC	Porsche '61 356B Roadster
Ferrari '67 330 GTS	Porsche '64 356B Super 90
Ferrari '70 365 GT 2+2	Porsche '69 911 E
Ferrari '71 365 GTB/4C	Porsche '87 930 Turbo
	Sunbeam '67 Tiger Mk II

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& Associates, all were involved. It was observed by T8 that the #7 had nose damage. T2 had the #88 of Court Cardinal, Casino Fandango/Sierra Gold Seafood/Battle Born Autobody, put his nose into the tail of the #49 of Bob J. Hall, Linda, CSR Performance. Both continued. T11 reported the #64 had an O/O at the exit of T10. The #88 made a pit stop then went back on course. Just past half way, the #32 of Jeffrey Cook, AccelRace Tek, had side-to-side body contact with the #01 of Ed Railton, Cook Motorsports, which sent the #01 hard into the wall, driver's right at the exit of T3. He exited the car on his own. T5 had the #2 of Lee Douglas, LADCO Pipe & Piling/East Anglia, spin off, driver's left, in a hazardous area, and he too, exited his car. T6 had the #03 of Andrew Cook, AccelRace Tek, O/O.

RACE 2, GROUP 5B

AS, ITS, ITA, ITB, ITC, ITX, ITR, FP, HP, GTL, STL, STU, SMG, E30, B-Spec, T3, NL

Twenty-seven cars would make up the field but on the pace lap, Brandon Miller, #92, HatchedApp.com, would stop on track with electrical issues, requiring a tow. The Pace Car would continue to lead the field down the front straight and the clock would be started. As soon as the green flag was shown to the group, the nose of #53, Terry Gibson, Steel Partners, ITA, contacted the tail of Terry McHenry, #49, AS, in T2. Both continued. After 3 laps the #77, STL of Wilson Powell, would go back paddock. Lawrence Murdter, #94, Haag Performance had an O/O in T8, the #53 had a S/C in T6, and the #49 would have his O/O in T5. On lap 10, David Oroshnik, #17, Crazy Catlady Racing would retire. Joel High, #51, Oh My God Racing, had an O/O exiting T6, while novice, Yehia Eissa, #5, Larry Oka Racing, spun, off & on in T8. T4 had Jeff Wilcox, #26, Abbey Normal Racing, O/O.

Second checkered flag of the weekend went to Sean Wheeler, #06, AV8 Supercars, with a 25.89



#34 Umberto Milletti leads a large field of Spec Racer Fords into turn two

margin of victory. Almost a repeat of Saturday's race, second "class" victories for the weekend also went to Tim Auger, #07, Augersmiles.com, Baja Cantina, Invisalign, in STL, Tao Takaoka, #72, Toro Racing/Red Line Oil, in ITS, Tupper Hull, #50, Wonder Inc., in ITA, Bill Okell, #1, Fram, Autolite, Castrol, East Penn, DuPont, JB Auto Parts, in NL, Terry McHenry, #49, in AS, and Patrick Casey, #95, Larry Oka Racing, in GTL. Jeff Francis, #4, Sherwin Williams, started at the rear of the field, not setting a qualifying time, finished 6th overall and claimed the victory in Touring 3, while Gregory Hoff, #97, Larry Oka Racing, was the winner in ITX, finishing 7th.

RACE 2, GROUP 2B

FA FB, FS, P1, P2, FE, FM, S2, DSR

After the Sunday lunch, Group 2B had 20 cars for the 18 lap race. On the opening lap, in T2, Edd Ozard, #32, PacWest Solutions, had an O/O. T11 reported that David Roberts, #53, up from CalClub, was scrubbing tires. After completing 5 laps, John Manfroy, #81, Kevin Mitz Motorsports, Dauntless-Stohr, Jongbloed, Taylor Race Engineering, Hooosier, pulled off, driver's left, against the wall just past Start/Finish. Allan Svela, #5, up from CalClub, was slow in T9. The #81 backed down the re-entry ramp and drove into the back paddock. T2 had Gregory Perrin, #42, American Standard Concrete Pumping, spin, O/O. On lap 8, the #00 of Jake Parsons, had an O/O at the T10 exit, as Graham Rankin, #21, had his in T4. James Dayson, #12, S/C in T6, and Rod Rice, #71, had his in T2. On lap 16, the double yellows came out when the #32 got into the tires in T4 after dropping his tires off driver's left and went, nose first, into the tire barriers on driver's right. The checkered flag went to the Safety Car.

Jim Devenport, #23, Cranbrook Group, Inc., led flag to flag, gaining full points in P1. Only 4.784 seconds behind Jim was the winner in FA, the #00. FB winner was the #71, finishing 4th, while



#24 Chris McMillen and #3 Bruce Richardson



#45 Tom Haaker and #96 Jim Walsh



#69 Lars Mapstead and #3 Dean Fothergill



#83 Brandon Aleckson, #8 John Yeatman, #38 Jim Mali

Brandon Aleckson, #83, Dan's Upholstery, Hoo-sier Tires, was victorious in FE, as well as Andy Juner, #88, Bob's Better Boxes, in DSR. All of the above gained their second checkered flags of the weekend. Congratulations! The #53 was the top P2 entry.

RACE 2, GROUP 3B

ITE, GT1, 2, 3, PC, GTA, SP, EP, N3, NL, SS, T1, 2, 4, E46

Only 11 cars made up the field for the 19 lap event, which would finish with six different class winners, 5 would pick up their second checkered flags of the weekend. Rick Cameron, #24, Winchester Auto Parts, had a number of issues throughout the session. It started with a S/C in T5 on lap3, five minutes later he had an O/O in T11, had a plus three reading with "Sound", made his way to the Pit Lane and finally took his car back paddock. After 9 laps, Scott Graf, #09, Eat Fish, Eat Crab, pulled into the Pit Lane with flames showing, which were quickly extinguished. His race was

done. Robert Brayton, #73, S/C in T5, and Dean Fothergill, #3, Fontaine Metal Products, O/O in T9. After completing 16 laps, Ken Muth, #14, Eat fish, Eat crab, American racer tire, took his car back paddock.

As the checkered flag came out, Rob Davis, #95, RDavisCPA.com, led flag to flag in his GT1 Camaro, going 2 for 2 in the class. Also bagging their 2nd checkered flags of the weekend were the #3 in ITE, who finished 28.231 seconds behind Rob, T2 winner, Clark Nunes, Fastrack Investments, Inc., The Development Company, Premier Properties & Estates in Touring 2, the #14, in GT2, and Matthew Insley, #56, Pasillas Tire Service, in EP. Garnering his first checkered flag of the weekend was PC winner, Lars Mapstead, #69, Legendary Finds.

RACE 2, GROUP 1

Competent Motorsports Pirelli GT3 Cup Trophy USA

The forty-five-minute race had 23 competitors in the five different classes. Jim Walsh, #96 had an S/C in T2. Larry Schnur, #32, had an O/O in T4. T5 was on the receiving end of the right rear bumper cover off of the #5 of Thomas Mayerhofer. Right under the Starter's stand which is just



#61 David Allen, #16 Brendon Hermalyne, #87 James Walker



#56 Tim Sullivan, #1 Brent Hatchett, #43 Frank Russell

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below where we announce from the tower, there was major side to side body contact between the left side of the #94 of Kevin Woods and the right side of the #67 of John Horejsi, causing the #67 to get a little squirrely. T6 saw the #32 S/C and just prior to the halfway mark, Bryce Ward, #57, had an O/O in T2. Patrice Gautier, #66, had an O/O, evasive, in T3, due to the fact the #67 tried to push him off the track, which the #67 received a closed black flag from the Starters. In T2 there was body contact between the left front of the #52 of Robert Todd, and the right rear of Mike Sullivan's #83. T1 report debris on the track as cars tried to avoid it as they crested the hill. The #83 spun off & on at the exit of T3. The #32 made an unscheduled stop in the Pit Lane. With less than 5 minutes remaining, the #88 of John Krieg spun off & on in T5 & also S/C in T6. Just prior to the last lap, trying to avoid the T1 debris, the #83 started to spin as the #34 of Dino Crescentini, started to pass, hitting the #83, which sent both of them spinning off driver's left in T2.

When all was said and done, the #46 of David Calvert-Jones, Competition Motorsports, would take the overall win and 1st in the Diamond class, 1.8 seconds ahead of the second fastest Diamond class car, #34. Phil Fogg, Jr., #5, Truspeed Autosport, continued his winning ways, as he was the Platinum winner, finishing 7th overall. Platinum Masters winner was the #65 of Ray Shahi, Sterling Collision LLC/Newport Porsche, more than a lap ahead of his nearest competitor. In the Silver class, it was Kevin Woods, #94, BR-Racing, eking out the win by only .3 seconds over Sean McAlister's #0, Competition Motorsports.

Twenty-one cars would compete in the 21 lap event as right from the start, James Hakewill, #88, had an O/O in T6. On lap 2, Harindra de Silva, #96, DFR, would have his in T3. Lap 5 saw the #52 of Manuel Leonardo, BigWheels.net, S/C in T6, while T9 reported the #15 of Ray Bill Dormandy, Cecelia Rose Foundation, to be slow through their turn. After making a pit stop he went back out on course. The #52 had another S/C in T4 on lap 9, while the #96 had another O/O in T6. With under 5 minutes remaining, T4 reported that Alan Dezzani, #75, DezzaniDigitalArt.com, was slow as he was heading towards T5, where he pulled off driver's right exit, suffering a mechanical issue. Lap 20 had the #12 of Michael Bernstein, have an O/O in T6.



Group seven goes four wide into turn two!!

Silver Masters winner was Steve Goldman, #1, Competition Motorsports, who completed 28 of the 30 lap event.

RACE 2, GROUP 4B

FF, CF, FV, FST, F5, FC, FFTS

This weekend most of the class winners would go two for two and the second Group 4 race was no different, as Timothy de Silva, #3, DFR, TLP Racing, Harindra de Silva, not only led flag to flag, but bagged his second FC win. Margin of victory was 21.229 seconds. Guy Tolomeo, #36, took his second class win in FF, finishing 14th, while, Richard McClosky, #6, Geezer Racing-PRI Motorsports, took his second victory lap of the weekend in CF.

Twenty-one cars would compete in the 21 lap event as right from the start, James Hakewill, #88, had an O/O in T6. On lap 2, Harindra de Silva, #96, DFR, would have his in T3. Lap 5 saw the #52 of Manuel Leonardo, BigWheels.net, S/C in T6, while T9 reported the #15 of Ray Bill Dormandy, Cecelia Rose Foundation, to be slow through their turn. After making a pit stop he went back out on course. The #52 had another S/C in T4 on lap 9, while the #96 had another O/O in T6. With under 5 minutes remaining, T4 reported that Alan Dezzani, #75, DezzaniDigitalArt.com, was slow as he was heading towards T5, where he pulled off driver's right exit, suffering a mechanical issue. Lap 20 had the #12 of Michael Bernstein, have an O/O in T6.



#07 Tim Auger shows the way for the group five competitors



#39 Steven Grandin



#66 Patrice Gautier



#73 Robert Brayton

RACE 2, GROUP 7B SMT, SSM, SM

Twenty-seven Miatas would make up the grid for their final race of the weekend, which would have 16 laps when the checkered flag came out. Prior to the "green", both Joe Rombi, #48, Flying Meatball, and Tim High, #51, Oh My God Racing, would take their cars to the back paddock. Lap 1 had the #50 of Tupper Hull, Wonder, Inc., have an O/O in T2. On lap 3, again in T2, he put his nose into the tail of the #54 of Brian Cross, causing the #54 to spin. Both continued. After 3 laps, Cole Gibson would retire the Steel Partners, #53. In T4, Brent Hatchet, #1, Red Line Oil/A Tool Shed Equipment Rental, Inc., had an O/O, while over in T6, novice, Dan Azar, #02, Envie Skin & Body, spun, O/O, taped the tires, but continued. Just past half way, novice, Brendan Hermaly, #16, Larry Oka Racing, had an O/O in T8, and after completing 7 laps, Greg Powell, #52, would make a pit stop due to a blown engine in his Blanche Powell sponsored machine. T8A saw action on lap 9, when Kirk Uhrlaub, #84, Cook Motorsports, had an O/O, and the next lap had Doug Alvis, #46, Barley's Travels, Joslin's Martial Arts Roseville, do the same. T2 had the #16, stuck, driver's right, which brought out the double yellows, as well as the Safety Car on lap 13. The green came back out with only 2 minutes remaining as the #92 of Brandon Miller, HatchedApp.com, went off driver's right in T11.

A new set of class winners would make their way down to the Starter's stand for their well-



#7 Bill Okell

deserved checkered flags and victory laps. The overall race winner and top dog in SMT was Roland Kamber, #90, Precision Identity/Larry Oka, with only a .393 second margin of victory over a hard fought battle with the #07 of Tim Auger, Augersmiles.com, Baja Cantina, Invisalign. Coming in 3rd overall was Tommy McCarthy, #23, Du-All Safety, to claim the win in SM. Starting last and making his way throughout the field to finish 5th overall but 1st in SSM was Randy Evans, #7, Oh My God Racing. In doing so, the Emergency Crew picked Randy as their choice for the Driver of the Weekend award.

SPEC RACER FORD FESTIVAL RACE, GROUP 6C SRF, SRF3

The grid for the festival race was determined by the fastest lap in Race 2. Pole-setter Umberto Millett, #34, would clinch his third win of the weekend in SRF3. He managed to hold off a relentless Jonathon Allen, #40, but barely, as the margin of victory was a mere .904 seconds. Michael Boyle,



#96 Jim Walsh and #95 Rob Davis



#91 Rob Riner

#53, held off the charge on Andrew Cook, #03, to bag his second ever class win in SRF Gen2. The time differential between them was only 2.1 seconds.

Twenty-six cars would compete in the 17 lap event. The #34 had an O/O in T4 early on, as did the #11 of Hank Raymond, in T2. On lap 5, Joe Briggs, #9, had an O/O in T2. Lap 9 had Vince Balch, #12, S/C in T11. On the next lap Brandon Lewis, #5, had his O/O in the exit of T10. T2 had the #32 of Jeffrey Cook, stuck way out south in the gravel, as a Hyme joint on the lower control arm broke. The double yellows came out on lap 11 when Robert Kullas, #79, went nose first into the wall hard in T8A. With under 5 minutes remaining it was back to green flag racing. T8 had body contact between the #3 of Bruce Richardson and the #12 which dislodged the nose of the #12.

The only novice winner for the weekend was: Group 5. Yehia Eissa, #88, ITX, from Saratoga.

I would like to thank all the Competent Motorsports Pirelli GT3 Cup Trophy USA competitors and officials for joining us for a great weekend of racing and look forward to them joining us at our next Double Regional #7 & #8 that will be at Sonoma Raceway, July 1st through 3rd.

See you there!



#32 Edd Ozard, #21 Graham Rankin, #15 John Shine

DRIVER AND WORKER OF THE WEEKEND AWARDS

JUNE 3-5 DOUBLE REGIONAL AT THUNDERHILL

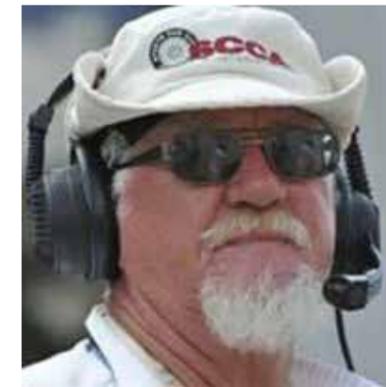
The Driver of the Weekend and Worker of the Weekend Awards are given to an individual or crew who shows outstanding performance in their role during that weekend's event.



Randy Evans DRIVER OF THE WEEKEND

Chosen by The Emergency Crew

The Emergency crew at turn 5 Sunday selected Randy Evans Driver of #7 Group 7, Sealed Spec Miata. He started last on Sunday and picked up 26 places to finish 5th overall and First in class.



Ron Branam WORKER OF THE WEEKEND

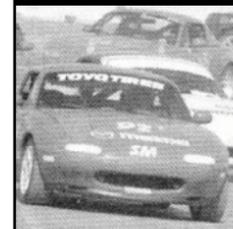
Grid is very pleased to select Ron Branam as Worker of the Weekend for the Laguna 6/2-5 event. Not only did Ron bounce back to join us after missing the Thunderhill event due to a ruinous traffic accident, but he brought along a new person for the Club and spent Thursday and Friday training his recruit on Flags -- and then spent Saturday and Sunday in full Grid mode.

This season, Ron decided he wanted to learn what Grid is all about. He's been a quick learner and has worked very hard at understanding what we do and how we fit into the scheme of things. In return, we loan him back to Flagging on critical days where his expertise is deservedly well appreciated.

Ron is a great asset to both crews and shows the kind of dedication that makes SCCA people so special.

Congratulations, Ron.

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FRESNO AUTOX EVENT 4

SUNDAY, MAY 29, 2016 FRESNO FAIRGROUNDS

BY **AUDREY TAN** PHOTOGRAPHY BY **DANIEL PEREZ**

With the rainy weather long gone, Event 4 brought out 69 competitors.

Tom Kutz ran uncontested in AS in his 2008 Chevy Corvette.

Shawn Dailey took the top spot in BS in his 2001 Porsche Boxster S, over Ryan Zelinski in his 2007 Honda S2000.

Audrey Tan ran uncontested in CS in a 2013 Mazda Miata, aka "Cupcake."

ES had 6 competitors, all in NA Mazda Miatas. Aaron Carter took first place, followed by his son and co-driver, Griffin Carter, in second place. Josh Cadiente took third place, followed by Gary Lieb in fourth. Josh's dad and co-driver, Richard Cadiente, placed fifth, with Max Rover in sixth.

Keith Bullock took the top spot in FS, in his 2014 Ford Mustang, followed by Leon Weinroth in second, in his 2014 Ford Mustang. Bob Bullock, Keith's co-driver, placed third.

Shawn Mims took first place in GS in a 2013 Ford Focus, with Paul Dickey in second in a 2013 Fiat 500 Abarth.

Myron Ybarra ran uncontested in STS in a 1998 Dodge Neon RT, aka "Ted."

Jonathan Cadiente took first place in STX in a borrowed Subaru BRZ. He was followed by Jerry Kell in his 2002 Subaru WRX in second place, Derrick Souza in his 2002 Subaru WRX in third, and Ross Abrina in fourth in a Subaru BRZ.

Brandon Griggs took the top spot in STR in a 2002 Mazda Miata, followed by his co-driver, Robert Carstens in second place, and Ernesto Robles in third in a 1997 Mazda Miata.

First place in STU went to Jimmy Au-Yeung, in his 2006 Mitsubishi Evo, with Andrew Bossler in second place in his 2004 Subaru Impreza WRX STI, and Daniel Cox in third in a 1999 Subaru Impreza.

Trever Dykstra ran uncontested in STP in his 2014 Ford Mustang GT.

Gary McDaniel took first place in his 2001 Chevrolet Corvette Z06, with Peter Gabrielian in second in his 2004 Porsche GT3, and Michael Gardner in third in a 2012 Ford Mustang.

Ming Tang ran uncontested in CSP in his 1992 Mazda Miata.

Colston Reese ran uncontested in DSP in a 1994 Audi A4.

CAMC had two competitors, with Woody Guerra taking top spot in a 1969 Chevrolet Camaro and Gary Eytchison in second in a 1965 Falcon Ranchero.

Mark Owen ran uncontested in CAMT in a 1973 Chevrolet Camaro.

Bruce Cambern ran uncontested in CAMS in his beautiful 1966 Cobra 427.

Alan Petter ran uncontested in CP in a 1990 Ford Mustang.

Dwayne Komush took top spot in DP in his 1970 Ford Escort Mexico. Jim Tikijian placed second in his 1972 MG Midget, with his son and co-driver, Jason Tikijian placing third. David Haas placed fourth in his 1999 Mazda Miata.

Steve Carlson ran uncontested in FP in his 1971 Nissan 240z.

Adam Dominguez took first place in SMF in his 1992 Honda Civic, with Rudy Velasco taking second place in a 1994 Honda Civic EG, and Jonathan Solan placing third in a 2009 Honda Civic Si.

First place in SM went to Kay Ly, in a 2001 Subaru Impreza. George Arreola took second place in a 2014 Subaru WRX. Co-drivers, Ze Moua and Long Moua, took third and fourth respectively, in a 1991 Nissan 240sx.

Ahla Yang ran uncontested in SSM in his 2014 Subaru Impreza WRX.

Abel Ojeda ran uncontested in Novice class in a STX Mazda RX8.

Ladies class had 4 competitors, with Pamela Schroeder taking the top spot in her 2006 Ford Mustang, followed closely by Paige Ybarra taking second place in her 1998 Dodge Neon RT, aka "Ted." Rosalie Schubert placed third in a 2004 Subaru WRX STI, and Jessica Ybarra place fourth in her 2007 Hyundai Elantra.

Index class, the largest group of the day, brought out 8 competitors, with Ric Quinonez narrowly taking first place in his CS 2013 Scion FRS, over



D'Mo Samuth tripping in his '86 Corolla.



Jason Tikijian in his 1972 MG Midget.



Bruce Cambern in his 1966 Cobra 427.

Paul Newton, in his CS 2013 Mazda Miata, by 0.058 seconds. Steven Bradford took third place in his STS 1991 Mazda Miata, James Carothers placed fourth in his STR 2001 Honda S2000, with his co-driver, Tyler Bandy taking fifth place. D'Mo Samuth placed sixth in his FSP 1986 Toyota Corolla, Jensen Tang placed seventh in a CSP 1992 Mazda Miata, and Ron Branam took eighth in a borrowed ES 1994 Miata.

EVENT 4 TOP 10 PAX

1. Jimmy Au-Yeun
2. Ric Quinonez
3. Paul Newton
4. Steven Bradford
5. Mark Owen
6. James Carothers
7. Andrew Bossler
8. Keith Bullock
9. Tyler Bandy
10. Audrey Tan

FRESNO AUTOX EVENT 5

SUNDAY, JUNE 19, 2016 FRESNO FAIRGROUNDS

BY **AUDREY TAN**



Dwayne Komush in his 1970 Ford Escort Mexico

With our infamous central valley hot weather upon us (but it's a dry heat!), we switch to our "summer" schedule with only morning run groups. Even with mid-90's temperatures, Event 5 had 48 competitors and many spectators, out to celebrate Father's Day.

Bruce Cambern ran uncontested in SS in his 2013 Porsche GT3.

Shawn Dailey took the top spot in BS in a 2001 Porsche Boxster S, with Lloyd Willmott taking second place in a 2005 Porsche Boxster S. Ryan Zelinski placed third in his 2007 Honda S2000.

Chris Sullivan ran uncontested in CS in his 2016 Mazda MX5.

Gary Lieb took first place in ES in his 1994 Mazda Miata, with Dennis Feasel taking second place in his 1990 Miata, and Richard Cadiente in third place in his 1990 Miata.

First place in FS went to Gary Fazekas in his 2012 Ford Mustang. Keith Bullock took second place in his 2014 Ford Mustang and Leon Weinroth took third in his 2014 Ford Mustang. Tim Dailey, in his 1979 Mercury Capri, took fourth place.

Sanjay Singh ran uncontested in HS in a Pontiac Grand Am.

Eugene Cole ran uncontested in STS in a 1999 Infiniti G20.

STX was the largest class of the day, with 7 competitors. Jerry Kell took the top spot in his

2002 Subaru WRX, with Jonathan Cadiente close behind in second place in his 2014 Ford Focus ST. Ross Abrina placed third in his Subaru BRZ, followed by Tim Brown in fourth place in a 2013 Scion FRS and Clint Bustamante in fifth in a 2013 Scion FRS. Abel Ojeda placed sixth in his Mazda RX8 and Michael Patton placed seventh in a Nissan 300zx.

Jimmy Au-Yeung took first place in STU in his 2006 Mitsubishi Evo, with James Clenny in second place in his 2004 BMW M3, and Matthew Vu in third place in a 2005 Nissan 350z.

Peter Gabrielian, in his 2004 Porsche GT3 took first place in SSP. Michael Gardner, in his 2012 Ford Mustang took second place, and Gary McDaniel, in his 2001 Chevrolet Corvette Z06, took third.

Ming Tang ran uncontested in CSP in his 1992 Mazda Miata.

Dan Bratten ran uncontested in OSP in his 2006 Chevrolet Corvette.

CAMS saw Ian Cline take top spot in his Chevrolet Corvette Z06, with his father and co-driver,

John Cline, taking second.

DP had another father-son 1-2 finish, with Jason Tikijian taking first over his father and co-driver, Jim Tikijian, in his 1972 MG Midget.

Steve Carlson ran uncontested in FP in his 1971 Nissan 240z.

Richard Jensen placed first in SMF in his 2000 Ford Focus, with Bee Yang taking second place in a 2005 Acura RSX Type S, and German Pulido in third in a 2005 Dodge Neon SRT.

Jose Almeraz took first place in SM over his co-driver, TJ Villarreal, in a 1990 Mazda Miata.

Ahla Yang ran uncontested in SSM in his 2014 Subaru Impreza WRX.

Wilibaldo Cisneros Espinoza ran uncontested in Novice class in a SM 1993 Nissan 240sx.

Index class had three competitors, with Paul Newton taking the top spot in his HS 2013 Mazda 2, with Ric Quinonez in second place in his CS 2013 Scion FRS, and Ron Branam taking third, in a borrowed STX Subaru WRX.

EVENT 5 TOP 10 PAX

1. Jimmy Au-Yeung
2. Gary Fazekas
3. Keith Bullock
4. Paul Newton
5. James Clenny
6. Steve Carlson
7. Trever Dykstra
8. Ric Quinonez
9. Chris Sullivan
10. Dan Bratten

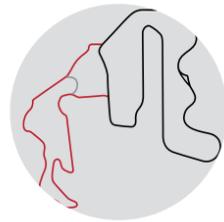
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THUNDERHILL REPORT

BY DAVID VODDEN



It is most inspiring to see how motorsports is moving forward these days. At the top levels in America, the business of racing is ever-changing with new and creative efforts implemented almost weekly to improve the entertainment value of the various offerings for fans, mostly on television, but also in the seats at the various venues.

The development of stadiums that clearly target the upper levels of the community is expanding, copying what has been happening for years in the ball and bat world. The evolution of motorsports as a television medium of value continues to unfold. The impact of internet games and I-

racing and a host of other outlets for what we do, is reaching the big-leagues in our sport. The fact that Formula One has embraced, without reservation or apology, the exclusive world of the rich and famous, sharing champagne and caviar with world leaders and business moguls, is on a steep incline.

The sport and the business of motorsports is changing and is no longer your fathers racing world. NASCAR, Indy Car, World of Outlaws, NHRA, Saturday night motor-sports, motorcycle racing in huge indoor stadiums, 16-year-olds under contract with major race teams, and even sports car racing, is all different than it was not so many years ago. What does it all mean? I don't know, but I feel assured that old, provincial thinking and constant references to "back in the day" are one-way avenues to oblivion.

Consider Laguna Seca Raceway. The chaos that has been going on there for over two years suggests a new tomorrow for the County-owned road course. If your life depended on the past being the future at this old coastal venue you might revisit

the fate of the ticket holders on the Titanic. With International Speedway Corporation soon to be the contracted vendor and SCRAMP required to compete for the job as event organizer, one can only imagine what the future holds. The Sea Otter Classic comes to mind.

Portland International Raceway, another race-track venue owned by a governmental body [The City of Portland], held an open house a few weeks ago where the theme was a future with "fewer large and loud car events". This is quite a change for what was once the scene of Indy Car races and a big motorsports festival named after the "City of Roses". I have already said that Saturday-night race tracks are all but fading because competitive entertainment options for "fans" far exceed the perceived value to all but the families of the local racers. This kind of racing is becoming the same as SCCA where the experience is best described as "pay to play". The Saturday night race tracks have adopted a convoluted program for taking the racers money and then giving some of it back to them in the form of a "purse". It is pay-to-play!

The race track building boom of the 90's where a host of business models from country clubs, to "club tracks" and rich-men building their own sand box, has run its course. As long as 2008 does not return anytime soon, many of these venues will continue using a business model where losses from operations become tax-write offs against other, more lucrative adventures of the owner-operators.

Where does all this leave us? By us I refer to Thunderhill Park. We are good. The demand for what we offer is primal to the male brain. We work on a pay to play business model so there are few, if any, promotor nightmares in our future. We are debt free and so we do not have to make a fortune to have a few dollars left in the end. We are rural so the pressure of land values driving us off the reservation are a long way off. We have two tracks and thirty two garages and a host of ideas for new revenue generation. Most importantly, we have a good reputation in the industry, not only in the road racing segment, but in other segments as well. We have a community surrounding us that knows we do good things and believes that we add value to the area.

There are no guarantees but I think, as the world around us changes, we will gain a competitive advantage when it comes to providing interactive opportunities for what is a growing total population as well as specifically in the areas that we serve. All of this will result in a larger customer base for Thunderhill. But we need to be vigilant and know

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that our business may not work so well if we are not aware of and embracing the revenue generating opportunities of the future. Thunderhill is a business after all. We are owned by a club whose loose-knit structure is the one component of our future that we cannot predict. As long as the committee of the whole, the Club, never comes to believe or, worse yet, to act upon any sense of entitlement that results in the Club running the track, we are safe. Groups with limited experience, varied agendas, limited long-term commitment, and a propensity for short-term thinking, cannot run Thunderhill and succeed over time. I do not see this happening but I do think we need to be cognizant of the inherent conflict between the needs of this business and the needs of the parent company.

This leads to the question of the SFR SCCA Board of Directors and the key position of Regional Executive [RE is the same as CEO]. The Club needs good leadership. It was great leadership in the past that made the SFR SCCA the biggest and the best region in the nation. We were the largest. We led the way in developing new ideas as well as procedures for executing what we had to offer. We had a full-time region manager that conducted the day-to-day business of the Club and "reported to the board" as opposed to responding to the board's involvement in minutia.

To be a board member of the SFR SCCA you need to have a vision of what it will take to be the prominent racing club, solo group, and business development entity in the industry. Well, maybe not the whole industry, but in the world of inter-

DETERMINE THE FUTURE OF THE REGION BECOME AN SFR BOARD MEMBER!

The 2016 Board of Directors election will be in October. If you would like to be a candidate for the Board of Directors, you will need to submit a candidate petition no later than September 1.

Petitions must be signed by 50 current San Francisco Region members. Candidates should make sure those signing the petitions also print their names legibly so the signatures may be validated. Including the member number will also assist in this process. A petition is simply a listing of SFR members with signatures under the proposed candidate's name and office (Board Director or Regional Executive).

Petitions must be delivered to the Region Office no later than September 1 either by mail to PO Box 308, Willows, CA 95988; or fax to 530-934-7275; or email to office@sfrscca.org.

Candidates can submit a statement for the September and October issues of The Wheel and the SFR web page. Statements must be received by August 25 for the September Wheel or September 25 for the October Wheel. They also can be submitted by mail, fax or email (see above).

The Region Board of Directors consists of the Regional Executive and six Directors. Three members of the Board of Directors are elected for two-year terms in even numbered years, and three members are elected in odd-numbered years. To be eligible for Regional Executive, you must be or have been a member of the Board of Directors. Only SFR members may hold elected offices.

active road racing, solo competition, member development and responding to changes and opportunities that come along.

"Back in the day", is not a criteria for success although a respect for where the SFR SCCA was and is today should be a part of creating a dynamic and successful vision of a better future for the SFR/SCCA. You would also need 50 verifiable signatures from current SFR SCCA members on a petition for candidacy and you would need to turn that petition into the SCCA office in Willows by September 1st.

Board member terms are for two years with half of the six-member board elected each year. This means you serve a two year term. Joining the board to solve some perceived inequity of today comes under "special agenda" in my mind. I would discourage running on the basis of a single or narrow mission. The Club needs VISION, leadership and the willingness to tell people, no matter how long they have been here, "no", when doing so is in the best long-term interest of the Club. Taking care of friends, classes of racers, workers, or any micro task, exclusively, is less than what is needed.

Do you think the Club should address its long term future? Do you think that the road racing program is faltering under the impact of competition and the over-used excuse that we are all "getting older"? Are you convinced that today's youth are simply not going to do what we did, ever, and do you feel like they are to blame? If this fits your vision of the Club, but you know with just a few significant changes it can all be changed, than you need to get 50 signatures and run for the Club board. September 1st is the deadline. You can do it. Great people in the past did it and they made a difference. This is not your father's SCCA. There are no guarantees. What the Club needs is a new, creative, imaginative and solid vision plus the leadership to make change happen.

To step to the pinnacle of the SFR SCCA leadership team, to be RE, you have to have served as a board member. Not a bad plan. It is designed to be sure that the top spot has someone who has some level of experience. In the case of Dr. Gary Pitts his SCCA resume is unmatched! The jobs of board member and R.E., however, pay zero. No one can do this stuff forever, especially when there are those who sit on the sidelines and take pot-shots at our leaders because they can. I have experienced this reality for thirty years of 24/7 as an employee helping the Club. But do not despair, get your petition in now or call Dr. Gary Pitts at 530-265-2022 for additional insights on how you can make the best years of the SFR SCCA those that are yet to come. Do it now. Your Club needs you!

Classified Advertising in The Wheel is a service provided to the membership by the SF Region. Ads are free for members. Ad should be 75 words maximum and may include a photo. Ads will run for three months, after which time they shall be removed. They may be resubmitted.

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

FORMULA CARS & SPORTS RACERS

For Sale 1974 Lola T 320 Formula Super Vee, Ground up restoration Everything is new or rebuilt. Beat the Atlantic cars for 1/3 the price \$35,000.00 Ed (415) 883-4824 1512



1988 Formula Mazda for sale standard FM, like new. Very nice, new fuel cell, new tires, new belts, many spares, included TPD 24 foot trailer, very good condition. Mike Bonnington 408-386-9648. or mikebonnington@yahoo.com \$24,999 with trailer 1511

SPEC RACER FORD



Well sorted Gen2 SRF for Sale. All latest upgrades. Maintained by Bulldog Motorsports. Race Tech data acquisition. Spare set of Shelby wheels. \$18,500. Contact Bill @ 408 667 7043 / whbooth@gmail.com 1512



Spec Racer Renault #434 ,Rebello motor, Spare motor and Transaxle, Spare Radiator, Jack stands & Jack, Spare nose & tail, Misc parts, 6 spare aluminum wheels, 6 spare steel wheels, \$8500, Jeff Francis 559-307-5878 1508

FORMULA VEE



1997 Crusader FV. This car was completed in 2000 using all new parts but never raced due to injuring my back. It has been stored in a clean dry place and the last time the engine was started was 2007. It has a Ron Chuck engine and Penske shocks front and back. I used the best parts available at the time. The car is completely disassembled but all the parts are there. Will consider any offer and can send more pictures if necessary. Please contact Ron Coniglio at ronconiglio@gmail.com or call at (559) 567-4056. 1507



1997 Crusader Formula Vee Chasis #0297. PRICE REDUCTION. Need the funds if I'm going to see the track this year. 1 weekend on complete Ron Chuck engine rebuild. RacePak G2x data acquisition. Momo-D wheel. Jet coated exhst, QA1 shocks all around. Must sell price of \$5,000. Email brians42@att.net for pics or info. 1505

SOLO RACER & TRACK CARS



2000 Toyota Turbo Spyder autocross car. Original owner, 80k miles, fresh acrylic paint, Veilside body kit, Sparco racing seats, Turbo (240 hp to the wheels), power controller, Tien coil-overs and sway bars, custom Cosco diff., turbo twist wheels and star specs tires. Set up for autocross racing. 2 time SCCA SFR class champion. Never been in an accident or needed major repair. Will throw in the trailer set up for another \$300. \$14,995 obo. Call, text or email John @ 510.409.8678 john@fabinc.biz 1508



Formula 1980 Red Devil formula 440 Chaparral engine. Nice original car unmolested and never crashed or hit.. This is a very low hour car. Never log booked and has only been used for autocross. This is a 35 year old race car it has some bumps scratches and wear but I bet its one of the best early 440's left \$2500 775-721-1568 1506



Street-legal Palatov D2 An Atom on steroids. California SB100 registered, licensed, insured by StateFarm, smog-exempt for life! 2200 lbs, 480hp! 6,500 miles all street speeds, never tracked. LS376 GM LS3 motor. Race-quality six-speed sequential Quaife transaxle with LSD. All LED lighting. Tablet-based dash with integrated data-and-video acquisition, wireless upload. Alcantara, Momo, Wilwood, Bilstein, ceramic-coated

exhaust and more. It would take over \$100,000 to replace, not including the SB100 registration. \$85,000 925-247-0846 More info: <http://tinyurl.com/palatov4sale> 1506

2000 BMW M Coupe, TRACK CAR. Original owner, low mileage (53K). Street legal. Smogged, and has CA tags valid through April 2017. Excellent condition. Titanium Silver, Imola Red interior. \$25,000. Professionally prepared for track driving. The perfect track day car. It is stiff, light, fast, and bulletproof, yet can be legally driven to the track. Has done 30 track days before being kept in closed storage for the last eight years. Mostly garaged California car. Features and Upgrades: Stock S52 engine, 240 hp, 236 lb.ft. Custom roll-cage and sub-frame reinforcement. Recaro race seats with 6- and 4-point harnesses. Removable Momo steering wheel. Traqmate data acquisition and Chasecam SD video. Bilstein Sport Shocks and H&R springs. Larger diameter anti-roll/sway bars. Front strut brace. Zionville radiator & oil cooler. Additional ducting for front brake cooling. Partially stripped interior. Many extras. https://docs.google.com/document/d/1CeJOr_QL-HOVkEbUe61Mx8qnUAh7buL09F1-Y_kCCbGg/edit?usp=sharing for full details and pictures. bryn.dole@gmail.com, 650-224-5029 1505



2000 ZX2 SR (special edition Ford Escort) 18,000 miles, came in three colors, this is one of 500 in red. SR stands for street racer. Fully adjustable factory suspension. All original except wheels and header (original parts are part of the package). Immaculate condition very rare. drive to the solo event, take home the trophy, and then drive home, all for \$13,000. do not miss this opportunity!!! contact Tim Van Ravenswaay 616-443-3313 1505



Pro-Built EP/DP Miata. Only the best: Penske, Rebello, TC Design, OS Giken 949Racing, E85, Proven D-Prepared & Index Solo winner. Craig 408-460-1201 cnorthc1400@yahoo.com <https://sites.google.com/site/craigsdpmiataforale/> 1410

GT/PRODUCTION RACER



2005 NISSAN 350Z GT-3 or GT-2 Built by Ken Murillo on a Neely/Murillo chassis. 2 Runoffs wins, 3 podiums, 4 poles in GT-3, 1 pole in GT-2. . It is race ready with current annual tech good till May 2017. Hewland trans newly rebuilt, Speedway Mini Stock newly rebuilt. Two KA24DE engines, new spare Speedway Supermax, 3 sets of rims, new cool suit not installed. Contact: John 530-412-0649 jblacksrf17@hotmail.com, \$32,000 1506



For Sale: 1970 SCCA GT1 Corvette. Car runs, handles, and stops as it should. Prep level appears to be from 1980s rule books. SCCA logbook says it ran eighteen races including Nelson Ledges and Road Atlanta in the late 80s. Clear Illinois title numbers match vin tag. Rollbar tech numbers match SCCA log- book. Tires are garage rollers only. Flares will accept up to 12 inch wide rims. Engine is an iron block 355 sbc with a Muncie transmission behind. I am an autoter and not a road racer. I have no more history than the logbook and a few old pictures. Call or text 559 645-2988 with your questions. Car is in Madera, Ca. \$25,000. 1504



2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX "Wonderbread" Car. Square tube chassis, Lotus link, flat floor, driver's side exhaust, Rebello 2015 Spec KA24 3-Valve motor, 32mm SIR, built NEW for the 2014 Runoffs on a virgin block and crank (all new parts with the absolute latest trick internals, engine and chassis dyno tuned). Completely sorted, 3rd Place finisher at the 2014 Runoffs, 2014 NORPAC Division GT-3 Championship, 1997 NASPORT Championship and current lap record holder at the Thunderhill "new" 5 mile course and previous lap record holder at the Thunderhill 3 mile course. PRICE REDUCED - INQUIRE - Includes 2 motors, 3 sets of wheels, extra carbonfiber body parts, 24' Haulmark enclosed trailer and spares. With 19 years of continuous development and more than \$125,000 invested, this is a winning car! Call or e-mail me for a complete spec sheet and photos. Chuck McKinney (510) 812-1140 chuck@amtmetals.com 1502



T1 2013 Ford Mustang Boss R Fastest T1 Mustang on the West Coast. Ford Factory Built Race Car. New Huffaker Motor with zero hours, New Dry sump system, New fuel cell bladder and pumps, complete Cortex Extreme Suspension with JRI double adjustable shocks. This car has the best of the best! Call for more details. Darrell Anderson, American V8 Supercars 510-928-2423 1502



Spec Mustang/T2 Mustang. New build by American V8 Supercars. Ran two races and a test. Car is ready to win a championship!! This car has the best of the best! We can also build you a car to your spec's or Rent you a Spec Mustang for the season or a race

weekend. Call for more details. Darrell Anderson, American V8 Supercars 510-928-2423 1502



Ford's Boss 302S is special limited edition model built by Ford Racing in conjunction with Watson Engineering as a ready-to-run road racing car and an homage to the original. Basic specs are aimed at Pirelli World Challenge GTS class racing, but also suitable for SCCA and NASA club events. Power is supplied by a 5.0-liter TiVCT engine modified for better cooling along with various ECU settings for 91 and 98-octane fuel. A Tremec T-6060 six-speed manual transmission with integrated cooling pump, 3.73:1 rear end and a Torsen T2R differential help put the power to the road. Brembo four-piston brakes provide stopping power with 14-inch front and 12-inch rear rotors, PFC pads, Ford Racing brake ducts, stainless lines and Ford Racing ABS system. A Recaro HANS ProRacer seat is outfitted in the cockpit along with a Hand window net, Sabelt six-point harness, cockpit rollcage, and onboard fire extinguisher system. Finished in School Bus Yellow, this 302S is #42 and of the 50-unit run and ready to race. \$85,000 Adam Simms 408-438-7129. 1510



#40 SMG 2005 Mustang GT, 5 spd, 3:73 gears, Burgundy & White. New build completed April, 2014. 6 SCCA events total...6 wins, 6 2nds with driver's Darrell Anderson, Tony D'Allesandro, and Mark Drennan. Current T-Hill SMG record holder...1:58.2 (Drennan) set May 16th, 2015. New motor Jan, 2015, (3 events), new Koni front struts June, 2015 (never run). 2 sets wheels, AIM, spares. Beautiful, fast, every conceivable option, pristine condition throughout. Pics on request...50K or B/O...contact Dave Mani, 650-867-0010 1507



Noble M400 GT-1 For Sale or Rent. 110,000.00, Hoover Chan 925-455-1066 HooverC@turbohoses.com 1501

SPEC MIATA

1991 Spec Miata - 1.6 I Mazda race limited slip diff, race wheels and set of street wheels, some suspension and steering spares, \$3000 SCCA and NASA logbooks tandem axel open trailer also available. Eric Hernandez 650 208-3544 threebearracing@netscape.net 1504



1991 Seal Spec Miata For Sale. Chassis up build with all suspension parts new during build. Lots of thought went into this build with too much to list in the ad. Driven for two SFR region seasons and a clean SCCA Logbook. Sale includes a spare engine and transmission. Asking \$14,000 please email for details Graduate.JoshuaFine@gmail.com 1503



1999 Spec Miata - Nearly Race Ready. 1.8L / 5 speed / Torsen, Haag motor with only one break-in weekend, Team Dynamics race wheels w/ RA1s, Upgraded roll cage, Evil Genius exhaust, Kirkey 71300 seat, Advanced Autosports splined quick release, Renmetal ballast weights and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013 Clear CA title with plate n drive it to the track! Extras! Stock wheels w/ new Dunlop Direzzas, Advanced Autosports fuel pressure regulator (2x),

Lightweight tow hitch and ball mount. Fluids, filters, brake pads, restrictor plates, etc. Tim Ryan tim@seventh-circleaudio.com \$17,950 1803

VINTAGE RACER

"1989 Chevrolet Camaro IROC-Z "Players Challenge Series" car is FOR SALE. Raced professionally by Kathryn Teasdale in the Players Challenge and is a legitimate 1LE R7U Camaro. Raced in SCCA and CASC after it became ineligible to compete in Players. 305 cu in w/5 speed transmission, Ford 9". Ready to race with new tires, fresh maintenance, and has some spares that will go with the car. Have all log books for Vintage verification. \$17,500. Mary 831-905-8668 or pozzi-motorsports@gmail.com 1802



1967 Beach MK4B vintage race car chassis #111. New light weight body from original molds, ford 1100cc engine, race prepared head, forged crankshaft, carrillo rods, weber DCOE carbs, dry sump, aluminum flywheel, 5 speed trans, disc brakes, fuel cell, fire system, etc. Complete set of designer blueprints. HMSA log book. \$57K. (805)434-2980 or elva4@sbc-global.net for full history and restoration photos. 1512

IT/ST

Pro-built Honda S2000 track car/STU?? - new paint - F/G top-rear wing Tolle roll cage - helmet fan - 2 Recaro seats - Sparco wheel - Stop Tech brakes - Eibach coilovers - APR frt. nose and splitter - AIM dash W/GPS-OZ wheels - cat drop pipe. Frank Shoemaker (916) 919-5750. \$25,000 OBO 1804

KARTS



TAG Parilla Kart for Sale. 2008 Rocket Kart RK2. 100cc Pirella tag motor. Micron 4 data acquisition. Extra seats. Never raced, very fast \$2500 Blake Tatum 209-403-2452 sfrwheel@gmail.com 1805

STREET CARS



1970 VW convertible. New Bug Performance motor; new fenders, hoods, running boards, and paint. \$6000 Jerry Pacheco 530-367-3899 1512

TRAILER/TOW



26" Sport Trailer, similar in construction to TPD. \$8,000 firm. 2x2 fully boxed steel skeleton frame covered by fully finished wood paneling, covered by smooth side rivet-less aluminum exterior skin. 3500 pound axles. Rear axle just replaced with brand new unit. All tires new within last two years, including spare. Front diamond plate chip protection. Rear carpeted/diamond plate loading ramp with interior locking system and side door with triple dead-bolt locks, so this is one of the most secure rigs on the road. Replaced side door weather seal last season. Black and white checkered linoleum flooring with diamond plate runners and D-ring tie-downs. Full length left side and front cabinetry. Built-in air compressor with front retractable air hose and rear outlet. Internal and external 110v power outlets. Curb side flood lights for wrenching at night. 110v and 12v interior florescent light fixtures, including over work bench. Dual ceiling vents with 12v fans. Rear ramp loading lights. Dual bike racks installed under bench, along with nitrogen bottle holder and 2nd retractable air hose (bottle not included in sale). Full width front workbench, also covered in checkered linoleum. Extra wide 48" side door with flip down Pit Pal tray and storage. Large built-in water and fuel tanks with electric pumps (fuel pump brand new). Front mounted water spigot. New electric tongue jack with remote control. Right front storage compartment for wheel chocks and accessories. Roof-mounted solar panel/charger to keep the house battery topped off at all times. Eric (408) 391-2310. eric@boucherracing.com 1808



FINEST TOW VEHICLE AVAILABLE! 2000 Chev, 3500 LS, extended cab, dually, glasstite shell, alcoa wheels. 7.4L, auto, only 56K original miles w/ new motor (long story). New paint, excellent condition, \$8K firm. 925-683-1283 1804



For Sale Haul Master Utility Trailer. 870 max capacity. 8 in. Wheels. Only used 3 times to haul racing tires like New Tool chest with spare tire, Jack, etc. Call Joel or May. 925.687.8148 1805

Trailer, light and strong. 12' x 5' flat bed on an aluminum frame. long ramps with secure stowage. with a set of Willans tie down straps. \$800. johnhstreets@gmail.com. 650 704 9200 1805

Featherlite Model 3110 open Alum. Trailer - 17'6" - 2014 - Alum Air Dam - Spare tire - 6 ft. pull out ramps. Removable fenders - two 3500 lb torsion axles, etc. \$6000 OBO Frank Shoemaker (916) 919-5750 1804

MISC FOR SALE

Spec Miata Motor Haag Performance 1999 Spec Miata motor with 1 season - no issues - \$2000 OBO. Call Brian Ghidinelli @ 415.568.8927 1807



Set of 4 Porsche alloy wheels (used) and 4 BF Goodrich g-Force R1 tires (like new) - (2) 225/50/16 and (2) 245/45/16 \$1,495 obo. Call, text or email John @ 510.409.8678 john@fabinc.biz 1806

Weber 3 x 45mm DCOE kit for E24 BMW series 630 1977 - 1989, fits other 3.0, 3.3, 3.5 engines, new in the box never mounted, all parts necessary, linkage manifolds hardware etc. Best offer. Contact 831-917-5952 1808

Willows Executive home for sale. best of the best. 3-car garage with loft. large lot. 3- bedrooms, 2,600 sq-ft. with complete remodel walls out-appliances, fixtures, granite counters and all new floors/carpet/tile/wood. Large pool with diving board, balcony patio and more. Quiet area next to two green belts. Located on end of cul-de-sac. \$380k. Will lease \$2k per month with stipulations. Contact David Vodden 530-934-5588 Ext. 101. 1804



Kirkey aluminum race seat #08400 \$75 Sparco fiberglass race seat (worn upholstery) \$100 John 916 454-1115 evenings 1812

Have two trannies for sale one m21 munce fine spline with shifter, one super t10 with out, make offer. also have 5 star fiber glass 4th gen camaro body was run as gt1 make offer. Don at 510 531 6632 disprace1@aol.com 1812

Hobbyists/Light Industrial lathe/mill for sale - Smithy 1324 Granite with 3-axis DRO and a work stand. Plus all additional set up (3 jaw chuck, 4 jaw chuck, complete set of R8 collets, rotary table, vice, etc.), cutting (I have a drawer full of assorted cutting tools), and measurement (2' granite surface table, height gauge, micrometers, etc.) tools. \$7K. Contact Bob at (408)733-0776 or email at bgardner44@earthlink.net. 1507

SHOP/STORAGE SPACE

Garage Space Available at Thunderhill, located along the paddock, near AIM Tires. You would share space with two other cars, one car is unused/storage only, the other is Spec Miata. Garage is furnished with storage rack, fan, table/coffee maker, fridge & tools. Plenty of free space. Will consider track day or race weekend short-term rentals also. If interested, contact Al Gjedsted @ 415-694-8519 or alangj@comcast.net.

Shop Space: Morgan Hill/San Martin. 2400 Square foot shop with outside trailer parking available. Clean shop less than 1 mile from Highway 101. Space available to work on your racecar. Long or short term available. Trailer storage also available. 110/220. Restroom. Rod @ 415-298-3917 or Steel.Blue.Rod@gmail.com

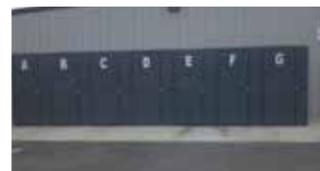
Garage space available at Thunderhill Raceway. 530-934-5588 for more info

RACE CAR STORAGE San Luis Obispo. Shared shop with utilities. \$150 month Near airport. Gary Corsiglia (805)544-0890

STORAGE SPACE: Available for smaller race car, hot rod, vintage. Concord area. Very secure long term deal storage only \$125 per month. John (510) 548-1011

SERVICES

Race Car Fabrication and Dyno Tuning Chassis Fabrication, Fiberglass, Custom Bodywork, Engine Building, Welding and Dyno Tuning. 925-455-1066 Hoover Chan HooverC@TurboHoses.com TurboHoses R&D 1509



All-Weather Storage Lockers - Now @ Thunderhill Park! Finally a solution to having to deal with all your race equipment! Don't bother lugging your gear around or leaving it out in the cold. Rent a 4' X4' X8' Thunderhill locker daily, weekly, monthly, or even yearly to make sure you always have a place to keep your important and valuable items. These lockers are big enough to store almost everything you could need for your time at Thun-

derhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1502

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