



VOL. 59 | NOVEMBER 2018

# The wheel®

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

## SFR Regional Races 13 & 14

p. 18

## SFR SOLO ROUND 12 & 13

p. 10

## MOTORSPORT RADIOS

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NOVEMBER 2018

On the Cover: The leaders in group two head down to the west track. Photo by Ron Cabral.  
Above: Grid Control Phil Glendon defending the area from the army of flies. Photo by Ron Cabral.

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

## SAN FRANCISCO REGION SCCA

### REGION OFFICE

#### MAILING ADDRESS

PO Box 308, Willows, CA 95988

#### LOCATION

5250 Hwy 162, Willows, CA 95988

530 934 4455

530 934 7275 fax

[office@sfrscca.org](mailto:office@sfrscca.org)

### BOARD OF DIRECTORS

**BARBARA MCCLELLAN** Regional Executive  
[barbaramcclellan@aol.com](mailto:barbaramcclellan@aol.com)

**BLAKE TATUM** Secretary  
[wheel@sfrscca.org](mailto:wheel@sfrscca.org)

**TIM SULLIVAN** Treasurer, Director  
[Timbo0724@msn.com](mailto:Timbo0724@msn.com)

**R.J. GORDY** Director  
Competition Director  
[rjgoldstar@sbcglobal.net](mailto:rjgoldstar@sbcglobal.net)

**SETH REID** Director

**ROGER EAGLETON** Director  
[roger@gofivestarp.com](mailto:roger@gofivestarp.com)

**DAVID VODDEN**, Director  
[dvodden@thunderhill.com](mailto:dvodden@thunderhill.com)

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**PUBLISHER:** THE WHEEL PUBLICATIONS

Editor **BLAKE TATUM** [wheel@sfrscca.org](mailto:wheel@sfrscca.org)

Art Direction & Design **JULIE LEFRANCOIS**  
[julielefrancois.com](mailto:julielefrancois.com)

**CONTRIBUTING WRITERS** Lynne Huntting, Gary Horstkorta, Barbara McClellan, Davey Drouin, James Chartres, David Vodden, Ryan Panlilio, Bruce Richardson

**CONTRIBUTING PHOTOGRAPHERS & ARTISTS**  
Ron Cabral, Ric Quinonez

**POSTMASTER**, Please send address changes to:

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

# CALENDAR

## NATIONAL SCCA RALLY

November 17-18  
California Dreamin' and Golden  
West Rallies  
Start/end in Fairfield

For more info: Event calendar on  
www.sfrscca.org  
or jessica.toney@gmail.com

## 2018 FRESNO CHAPTER SOLO SCHEDULE

Event 11 - November 10  
Event 12 - November 11

All events at the Fresno Fairgrounds.

For more information, visit our website: www.fresnoscca.com

## SATURDAY, DECEMBER 29



## FREE TRACK TIME AT THUNDERHILL

All SCCA members can take advantage of a FREE – all-day test day at Thunderhill Park on Saturday, December 29th. This annual dividend to the members of the Club has been taking place for decades and represents close to \$400,000 in value over the years when compared to the retail version of the free-days.

Gates open at 7AM Saturday with the first session set for 9AM. The day ends at 4:30PM. There is no camping prior to Saturday's free-day and gates will close at 7PM that same day.

All race-prepared vehicles are welcome as are all recognized licenses. Pas-

sengers will not be allowed in cars on track. Test groupings will depend on the mixture of car classes.

Calling in advance to sign up will help make the test-groupings the best they can be. Call Geoff Pitts at 530-934-5588 Ext 105.

SCCA volunteers are encouraged to participate in the event in their customary disciplines. Contact Shannon Ell to sign up to join the free-day value. 530-934-5588 Ext. 101.

## TRAVEL TECH

Travel Tech is a volunteer, in shop/ at home tech inspection service for pre-race and purchase inspection of race cars, including newly built cars. Travel Tech Scrutineers are:

### TELEPHONE HOURS:

6 pm–9 pm Mon. through Fri., and 10 am to 6 pm Sat. & Sun.

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**Phil Munoz**  
Santa Cruz Area,  
831-297-2457

**Tom Turner**  
San Ramon Area,  
925-389-6181  
**Jason Hohmann**  
Patterson - Central Valley  
209-620-0559

### RATES

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

# 2019

## 2019 SFR/SCCA RACE SCHEDULE

### JANUARY 13-14

SONOMA MAJORS – SONOMA RACEWAY

### FEBRUARY 15-17

DRIVERS SCHOOL – THUNDERHILL

### MARCH 16-17

DOUBLE REGIONAL 1-2 – THUNDERHILL

### MARCH 28 -31

CALIFORNIA 8. WEATHERTECH RACEWAY LAGUNA SECA\*\*

### APRIL 6-7

DOUBLE REGIONAL 3-4 WEATHERTECH RACEWAY LAGUNA SECA

### APRIL 13-14

TIME TRIALS. THUNDERHILL. (WITH RENO)

### MAY 3-5

TRANSAM. WEATHERTECH RACEWAY LAGUNA SECA\*\*

### MAY 9-12

FERRARI CHALLENGE. WEATHERTECH RACEWAY LAGUNA SECA (LIMITED SUPPORT)\*\*

### MAY 11-12

REGIONAL 5-6. THUNDERHILL

### JUNE 1-2

DOUBLE REGIONAL 7-8 WEATHERTECH RACEWAY LAGUNA SECA

### JULY 6-7

DOUBLE REGIONAL 9-10 SONOMA

### JULY 25 – 28

HOOSIER SUPER TOUR WEATHERTECH RACEWAY LAGUNA SECA + TEST DAY

### AUGUST 10-11

PRE-REUNION. WEATHERTECH RACEWAY LAGUNA SECA\*\*

### AUGUST 15-18

REUNION. WEATHERTECH RACEWAY LAGUNA SECA\*\*

### AUGUST 31-SEPT 1

DOUBLE REGIONAL 11-12 WEATHERTECH RACEWAY LAGUNA SECA

### SEPTEMBER 12-15

IMSA. WEATHERTECH RACEWAY LAGUNA SECA\*\*

### SEPTEMBER 19- 22

INDY CAR. WEATHERTECH RACEWAY LAGUNA SECA.\*\*

### OCTOBER 25-27

TRIPLE REGIONAL 13-14-15 DOUBLE POINTS/5 MILE MCCARTHY RACE THUNDERHILL

\*\* Denotes Pro Race Support for Volunteers

Double points for all three races at Season Finale

BY BARBARA MCCLELLAN

## The election is over. Did you vote?

I am not talking about the National mid-term election, I'm talking about our SFR Region election. Only 300 plus folks in this Jumbo Region did. While I was running unopposed, there were seven candidates for the three open positions on the Board of Directors. Normally I'm a pretty optimistic person, but I have to admit that I'm a bit disappointed. Your Region Board makes major scheduling and financial decisions that effect your racing and solo activities. Your input is essential and we listen to you. Your votes and emails are important to us. Please keep the latter coming and next year let more voices be heard when it comes time to vote.

Congratulations to Blake Tatum and David Vodden on their re-election and to Seth Reid on his election to the BoD. I look forward to working with them and the rest of the Board this coming year. I have personally and now am publicly thanking Clint DeWitt for his many years of service to the Region and to Cecil Barbee, Yehia Eissa and Jeff Olinger for stepping up and running for the Board. I look forward to their continued ideas and input.

On a very positive note I want to say that I was so proud of our Region support that our officials and drivers gave to the National Runoffs. Do you know that we had six National champions and a total of 21 SFR drivers stood on the podium during the three days of racing. There's an article elsewhere in The Wheel about all the racing. I think I heard that about 25% of the drivers were from SFR. And everywhere you looked there were Region officials doing their duties. Several were specialty Chiefs. I'd like to quote Costa Dunias, Runoffs Chief Steward, in an email he sent to his leadership team. First he described the wonderful job that was done by all and then he talked about the hardships that were faced, including fog delays, power outages, and short staffing of turns. Yet everything came together to make for a great Runoffs. To quote Costa, "I appreciate all of you and your teams making our Club proud and showing the professionalism of the organization. Please share the kudos with your team." I hope you consider this my sharing with you.

This year ahead will be a challenging one. We have a schedule which starts in January with a Sunday/Monday Majors race at Sonoma. Why so early and why Sunday/Monday? We wanted to expand our Majors program to all three of our tracks and we're part way there. The January 13-14 date was the only time available for both Sonoma and the Region. Saturday the 12th is devoted to the John Cardinale Annual Walk in the morning but drivers can start loading in that afternoon. We know we won't have as many entries as our last Majors there but a drivers survey said you would come. We know it's going to be very difficult to staff the course in many of our specialties but we're hoping that the support will be forthcoming. There won't be a Majors race at Thunderhill this year because there was a conflict with other West Coast Majors on the date we wanted (would have caused back to back to back racing on three consecutive weekends). But we do have a Super Tour Majors in July at Laguna and we and National are quite excited about that. Next year we hope to have a Majors at all three tracks. While we've tried to limit the number of three day weekends based on both driver and worker surveys, it remains a constant challenge to recruit and retain Race Officials. We've had several weekends where we have had to hire additional non-SCCA workers. This is not really fair to our volunteers. We may have to start reimbursement of some expenses which has the potential to increase entry fees. Just know we're reaching out on social media in hopes of attracting more volunteers. We're open to any ideas.

I need to end my column on a sad note. On Sunday October 14 which

was the second test day of the Runoffs, we learned that one of our own flaggers lost his life at Laguna Seca. Rich Reins was doing what he loved best when the accident occurred. He had planned to work on a turn at the Runoffs. I've known Rich for many years. I watched him race and saw a great Turn Marshal flag and teach many new flaggers. A fund for his family has been set up through the nonprofit Laguna Seca Raceway Fund for those who wish to donate. Rich will be missed. RIP my friend.

Til next time. Your RE. Barbara



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WHEELWORKS BY BLAKE TATUM

Well the runoffs are completed, and although my personal performance was nothing to brag about I have to say that Sports car racing on the West Coast is in a general state of afterglow. What is afterglow? According to Webster's: a pleasant effect or feeling that lingers after something is done, experienced, or achieved.

I say this because for all the complaining I do about the qualification procedures for the Runoffs I have to say the Runoffs themselves are truly amazing. Where else do you get 700 of the top amateur racecar drivers in the USA all gathered at one track?

Having the Runoffs on the West Coast has done nothing but infuse energy into sports car racing scene. We have people like Huffaker Racing showing up with a stable of MG, Sprites, and Minis. We have the race shops like ProDrive running multiple cars, and we have people who have not raced much over the last few seasons excited about being at the track again.

A tour of the paddock is a virtual who's who of sports car racing. The teams show up with their large transporters, the pit stalls are staffed with mechanics going over every detail of the car, the activity is buzzing from sunup to sundown. The Runoffs brought the people out of the woodwork. People I have not seen in several years, people that I have raced against checking up on the current scene.

Let's start from the very beginning, the moment I arrived with my racecar trailer. As I pulled up to the gates of Sonoma Raceway I was greeted by a volunteer who asked me if I had registered yet; he then directed me to the registration office where I was greeted by another volunteer who triaged my needs. I was directed to the proper table and within minutes I had all of my credentials.

From there I went back to my trailer and told the attendant where my pit stall was. I was then given a golf cart ride to the location so that I could scout out the best way to drive in and get the trailer parked.

Since I had a reserved spot it meant that I did not have to arrive several days early and it meant no stress for the drive over to the track. We unloaded the trailer and were able to relax for a little bit before we put the finishing touches on the cars. As I surveyed those around me I found that SCCA did a great job of surrounding me with most of my competitors. The good thing about that is your competitors end up being your best source of parts and tools. Beside these are the people that we end up going out to dinner with and socializing with. So far I am into my Runoffs experience about two hours and everything is going really good.

The next big hurdle was going to tech. Well to my surprise a current log book and an annual tech equaled a tech sticker. The tech sticker even had my phone number and pit stall location. I was directed over to the contingency table and stocked up with the needed stickers just in case I was in the hunt for the big money.

On the first day of qualifying I checked the schedule and saw that we were going to be the seventh group out. Figuring out the time frame we were going to be out just before lunch. Sure enough just like planned our group went out before lunch.

SCCA even did something un-SCCA like. They actually developed an app especially for the Runoffs that had everything you need to know about the event. In addition they would text the participants when their session was coming up and would text things like fog delays, or the need for a portable generator because the power went out.

Speaking of electricity, it did go out and of course it set the entire day behind. The app played a key role in letting everyone know what was going on. In addition the PA system repeated the information so the all of the competitors were aware of their particular track time. I have to tell you, this SCCA outfit was looking pretty good at this point.

Naturally at the Runoffs the SCCA tech crew is very proactive. They pull a selected number of cars into impound at the end of each session. Somehow I escaped the impound tent, but when one of my buddies had a dirty gas test it got me concerned. Even though SCCA told us to drain all the old gas out of the tank prior to running I did not do it. My friend did not drain his out either and he had the same gas in his tank that I did. So I was concerned. I went over to the tent and asked if I could get my fuel tested. I was directed right over to table where they had a system in place to voluntarily get your fuel tested. I took a sample bottle and submitted a few ounces of my fuel, this totally reminded me of a drug test, only this was for the racecar. A very short time later I found out that I was legal and no further action on my part was required. Very simple and painless.

By the time race day came around I was unusually nervous. I wanted to get down to the trailer and make sure everything was OK. As I was preparing for my race, there were three races before mine. The worst part about being down in the paddock was I could not see the races that were in progress. What made it even worse was the professional announce team that was covering the action. They could call a race. They knew about the cars on the track and they knew about the drivers, they did not just focus on the leaders, but were describing all the action on the track. They described the race as though the audience was listening on the radio. To make matters worse the announcing was doing nothing for my nerves!

Needless to say my racing experience was cut short after seven laps. Although I qualified 13th, I fell back severely at the start (too timid). Had I finished with the group I was running with a top ten was possible.

What were my takeaways from the Runoffs? First off make sure you have plenty of points going into the event. The first session is gridded based on the number of points you have accumulated. Qualifying with the minimum requirement means that you start the first session further back. It is easier to run fast when you are up with the fast guys. Be ready the minute you go on the track, you never know if your session will be cut short or black flagged. Make sure you do the test session before the event. No matter how well prepared you are racecars have a tendency to fall apart sitting still, and you need to make sure the car is ready to go. Go for it at the beginning of the session, most of the fast laps were established on the second or third lap.

It has been three weeks since I came home from the Runoffs. As I have had time to look over the results I see six National Champions came out of the San Francisco Region and nine came out of the other West Coast Regions. Not a bad representation for the fellas on the West Coast. With over fifty percent of the victories and podiums in just about every class, it is no wonder the racers on the West Coast are experiencing an afterglow, and to their credit the lasting effect was certainly helped by the SCCA and their professional operation of the event.

# GET A FULL SCHOLARSHIP TO 2019 DRIVERS' SCHOOL



The scholarship committee is now accepting applications for the 2019 Drivers School scholarship. Applications must be received by 12/31/2018.

To apply, submit a write up identifying who the applicant is, how the person participates in SFR SCCA events and what is expected to be learned by experiencing Drivers School.

The region arranges for a car to be used. The scholarship winner will be

responsible to the car owner for any damage to the car. Driver gear is borrowed.

Send your write up to: [marcy.crawford@comcast.net](mailto:marcy.crawford@comcast.net)

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# SAC SOLO: SACRAMENTO ENDURO

BY DAVEY DROVIN

(How do you make an autocross more fun? Make the runs extremely long.)

Well the final event of the year has come and gone. I unfortunately had family obligation and didn't make it. I had no less than seven different people contact me via text, email or phone calls to tell me how I missed the best event of the year. Since it was the Enduro you even got a trophy if you won your class.

## CLASS WINNERS WERE

SS Derek Hui  
AS Mark Heinrichs  
BS Steve Martegani  
CS Maurice Velandia  
DS Mark Scroggs  
ES Kevin Quach  
FS Ray Bareiss  
GS Chris Estrada  
GSL Pamela Kannan  
HS Bill Tubbs  
STS Michael Gleaton  
STX Vincent Evoniuk  
STR Charles Meyer  
SSR EJ Fontaine  
SSRL Susan Fontaine  
CAMC Steve Howe  
CAMT Curtis Tyler  
CAMS Kenneth Allen Mitchell  
CAMSL Penny Hubbard  
XP Eric Smiley

BP Tom Smiley  
DP Troy Dewell  
EP Eric West  
SM Robert Custodio  
SML Nicole Custodio  
SSM Doug Hubbard  
BM David Winterburn  
JA Luke French

Well now it can be said the season is done for the year. Big thanks goes out to all of the Sacramento board members for putting on another great season and finding us places to enjoy the hobby that we love so much. The awards banquet will be November 3rd.

**Annual Competition Licensing School**  
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2019 Entry fees:

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\$1250 February 11-14

The three-day school consists of on-track training with instruction by nationally licensed drivers, practice starts and races, and personal download sessions to discuss your driving sessions. On completing the school, students receive an SCCA Novice Permit or a Full Competition License which allows them to enter SCCA Regional Road Racing events anywhere in the US.



Andy McKee, in a '93 Mazda RX7, took first place in XP.

## SFR SOLO II PIGGY BACKS ON AAS RACE FOR ROUND 12

BY RYAN PANLILIO PHOTOS BY RIC QUINONEZ

Round 12 and 13 of the SFR Region's Solo II races were hosted by the American Auto-X Series, with points counting toward the SCCA's series. Round 12 was held on Sept. 29, 2018, at Crows Landing, with Round 13 held the following day.

Craig Boyle led in AS in a 2004 Corvette over Joe Shortes, who was in a '02 Corvette. Alan Booth rounded out the top three in a '10 Porsche Boxster S.

Tony Rodriguez took the top spot in BS over co-driver Justin Moore. Rodriguez and Moore shared seat time in a '06 Cayman.

Mazda MX5s filled the podium in CS, with Andrew Kessel taking the top spot in a '16 model. Maurice Velandia came in second, also in a '16 model, while Arvind Govindaraj took third, also in a '16 model.

The DS class saw Jeff Eikenberry take first place in a Camaro. Fred Campbell took second in a '99 BMW M3, while Howard Wong took third in a '18 BMW 230i.

Alex Kang led a trio of Toyota MR-Ses in ES in a '03 model. Kang was followed by Ryan Cirillo, also in a '03 MR-S. Vernon Head rounded out the top three in a '01 model.

Zach Heidepriem handily took first place in FS in a '11 BMW M3. Gary Fazekas took second in a '18 Ford Mustang, while his co-driver Alan Hamilton took third.

Yongzhe Wen led the battle of hot hatches with a first place finish in GS in a '13 Ford Focus ST. Al Andersen came in second in a '16 VW GTI, with

Matt Falcone coming in third in a '16 VW GTI.

Brandon Crosby easily took first place over co-driver Steven Robinson in HS. Crosby and Robinson were in a '17 Nissan Altima.

Jeff Glorioso finished in first place in SS in a '17 Chevrolet Corvette. He was followed by Monty Pack in a '18 Porsche GT3, while Al Patterson rounded out third in a '17 Dodge Viper.

Erika McKee ran uncontested in JA in an Emmick Viper, while her sister, Alana McKee also ran uncontested in JB, also in an Emmick Viper.

Manny Pretti took first place in BSPV in a Corvette. He was followed by John Alvarez in a '65 Corvette, while Jim Barnes rounded out the top three in a '68 Corvette. Sharon Alvarez ran uncontested in BSPVL in a '65 Corvette.

Karlton Lew led a trio of Corvettes in CAM class in a '06 Z06 Corvette (-S). Lew was followed by Brian Hobaugh in a '03 Corvette (-S), and Sean Breeze finished third in a '89 Corvette (-S). Chris Cox came in fourth in a '15 Ford GT350R (-C), while Todd Lilly finished fifth in a '66 Pontiac GTO (-T). Stacie Naumann finished in first place in CAML in a '66 Pontiac GTO (-T), while Ingrid Ansell finished second in a '72 Corvette (-S).

Jeff Reitmeir took the top spot in SSC in a '13 Scion FRS. Nipping at



Cliff Fong ran away in first place in STS in a 1989 Honda Civic CRX.



Carole Zepeda ran uncontested in STUL in a 2017 Ford Focus RS.

Reitmeir's heels was Ric Quinonez in second, also in a '13 FRS, while Bill Charron took third in a '15 Subaru BRZ.

Lanny Bowden was uncontested in SSR in a '16 Corvette.

John Fabela the all-Mustang STP podium in a '15 Mustang. Tyson McPerson came in second in a '14 Mustang, while Leon Weinroth finished third, also in a '14 Mustang.

The STR class was an all-droptop affair, with Praneil Prasad taking first place in a '07 Honda S2000. He was followed by Mark Lewis in a '16 Miata. Todd Winstanley rounded out the top three in a '08 Honda S2000.

Cliff Fong handily took first place in STS in a '89 Honda CRX. He was followed by Benny Ng, also in a '89 CRX. Matt Ouellette finished third in a '90 Miata.

Hal Dorton, in a BMW M3, finished in first place in STU. Paul Tibbals came in second in a '06 WRX Sti. Carole Zepeda ran alone in STUL in a '17 Focus RS.

Mack and Justin Tsang continued their lead in STX, finishing 1-2 in their BRZ. Erik Acks took third in a '13 BRZ. Katherine Flater was the lone female in STXL in a '13 FRS.

Steven Goldine took the top spot in Modifieds in a '03 Caterham Superlight (D-). Jesus Villarreal was a distant second in a Lotus Europa (E-), while Ben Nguyen was a distant third in a '16 Exocet (E-). Douglas Hargrove, in a '72 R&D Special (F-), finished in fifth place.

Andy McKee led in P class in a '93 Mazda RX7 (X-). He was followed co-driver Teresa Neidel-McKee in second, while Johnathan Stewart rounded out the top three in a '65 Shelby GT350 (C-). Ron Baker came in seventh in a '94 Miata (D-).

Isaac Acks, in a '06 Mitsubishi Evo, took the top spot in SM. Jake Obniski came in second, also in a '06 Evo. Jason Rodriguez came in third in a '03 Evo, while Paul Pluguez took fourth in a '94 Nissan Sentra (SMF).

Vince Russell led the SP category in a Mazda Miata (C-). Eric Williams came in second in a '87 Toyota Corolla FX16 (F-), while Micah McElravy took third in a '91 Miata (C-). Bryan Nelson took fifth place in a '07 Lotus



Ben Nguyen took third in Modifieds in a '16 Exocet.



Isaac Acks took first place in SM in a '06 Lancer Evolution.

Exige (S-), while Darrell Moskowitz finished sixth in a '94 Honda Prelude (D-). Danial Stalcup finished in eighth place in a '15 Cadillac CTS (E-). Renee Russell finished in first place in SPL in a '90 Miata, while Donora Wichman took second in a '87 Corolla FX16.

Round 14 of the SFR Solo II series will be held at Crows Landing on Oct. 13, 2018. Round 15 will be held at Oct. 27 in Marina.

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Monty Pack took first place in SS in a 2018 Porsche GT3.



Yongzhe Weng does a little three-wheel action in GS in a 2013 Ford Focus ST.



Artem Rakhov finished in third place in AS in a 2008 Corvette.

## ROUND 13 PART OF LONG SOLO II ACTION WITH AAS

BY RYAN PANLILIO PHOTOS BY RIC QUINONEZ

Round 13 was Day 2 of a long weekend of Solo II action held in junction and hosted by the American Auto-X Series that took place in Marina on Sept. 30, 2018.

Ed Runion led a trio of Toyobaru twins in SSC in a '16 Scion FRS. He was closely followed by Ric Quinonez in a '13 FRS, while Dennis Quilantang took third in a '13 Subaru BRZ.

The all-Mustang STP class was led by John Fabela in a '15 model. He was followed by Tyson McPerson in a '14 model, while Leon Weinroth took third, also in a '14 model.

James Laeno, in a '09 Mazda MX-5, took first place in STR. Todd Winstanley, in a '08 Honda S2000, finished second.

Eileen Blando took the top spot in STS in a '90 Miata, while Brenna Comacchio came in second in a '91 Miata.

Brian Heitkotter finished in first place in STU over co-driver Jimmy Au-Yeung. Heitkotter and Au-Yeung split seat time in a '06 Mitsubishi Lancer Evo. Ahren Renner took third place in a '07 Nissan 350Z, while Carole Zepeda was uncontested in STUL in a '17 Ford Focus RS.

Mack and Justin Tsang continued their march at the top of STX with a 1-2 finish. The Tsangs led in their BRZ. Erik Acks took third place in a '13 BRZ. Katherine Flater ran uncontested in STXL in a '13 FRS.

Ben Martinez led the M class in a '84 Van Diemen (C-). He was followed by Steven Goldine in a '03 Caterham Superlight (D-) in second place, while Jesus Villarreal finished in third in a Lotus Europa (E-). John Machado came in seventh in a '79 R&D Special (F-).

Andy McKee and co-driver Teresa Neidel-McKee finished 1-2 in P class in their '93 Mazda RX7 (X-). Johnathan Steward rounded out the top three finishers in a '65 Shelby GT350 (C-).

Paul Pluguez was uncontested in SM class in a '94 Nissan Sentra (F-).

Steve Lau took the top spot in SP in a '11 Porsche GT3 RS (S-). Micah McElravy came in second in a '91 Miata, (C-), while Eric Williams finished third in a '87 Corolla FX16 (F-). Darrel Moskowitz, in a '94 Honda Prelude (D-), finished in seventh place while Danial Stalcup came in eighth in a '15 Cadillac CTS (E-). Tara Shapowal came in first place in SPL in a '11 Porsche GT3 RS (S-), while Renee Russell came in second in a '90

Miata (C-). Donora Wichman rounded out the top three in a '87 Corolla FX16 (F-).

Erika and Alana McKee both ran uncontested in their respective classes. Erika in JA, Alana in JB, both driving an Emmick Viper cart.

Joel Villarreal, in a '69 Corvette, took the top spot in BSPV, while John Alvarez came in a distant second in a '65 Corvette. Sharon Alvarez was the lone driver in BSPVL in a '65 Corvette.

Chris Cox came in first in the CAM category in a '15 Shelby GT350R (C-). Brian Hobaugh finished in second in a '03 Corvette (-S), while Todd Lilly rounded out the top three in a '66 Pontiac GTO (-T). Stacie Naumann took first place in CAML in a '66 Pontiac GTO (-T), while Ingrid Ansell came in second in a '72 Corvette.

The all-Corvette AS class was led by Craig Boyle in a '04 model. He was followed by Joe Shortes in a '02 model, while Artem Rakhov took the last



Fred Campbell, in a 1999 BMW M3 finished third in DS.

podium spot in a '08 model.

Tony Rodriguez just barely eeked out first place in BS over co-driver Justin Moore in their shared '06 Porsche Cayman.

Andrew Kessel, in a '16 MX5, took first place in CS. He was followed by Maurice Velandia, also in a '16 MX5, while David Peterson finished in third place in a '16 model.

Howard Yang, piloting a '18 Chevrolet Camaro, took the top spot in DS. Jeff Eikenberry, also in a '18 Camaro, came in second. Fred Campbell, in a '99 BMW M3, rounded out the top three.

Alex Kang finished in first place in ES in a '03 Toyota MR-S. Vernon Head, in a '01 MR-S, came in second, while Ryan Cirillo took third in a '03 MR-S.

In another all-Mustang podium, the FS class was led by Gary Fazekas in a '18 model. He was followed by Alan Hamilton, also in a '18 model, while Greg Back took third in a '14 model.

Chris Kannan let the hot-hatch GS class in a '16 Focus ST. Yongzhe Wen came in second in a '13 Focus ST, and Al Anderson rounded out the top three in a '16 VW GTI. Pam Kannan was uncontested in GSL in a '16 Focus ST.

The HS class saw an all-Nissan Altima podium, with Alberto Fait taking the top spot. He was followed by Raymond Chase, while co-driver Lori Chase came in third. All were driving a '17 Altima.

Monty Pack led the SS class on Sunday in a '18 Porsche GT3. Takeshi Yoshida came in second in a '15 Corvette, while Al Patterson rounded out the top three in a '17 Dodge Viper.

Round 14 of the SFR Solo II series will be held at Crows Landing on Oct. 13, 2018. Round 15 will be held at Oct. 27 in Marina.

## FULL BODY CONTACT

BY BRUCE RICHARDSON PHOTO BY RON CABRAL

### SpecRacer Enterprises & CSR News

**NEW KEVLARSPRUNG HUB CLUTCH DISC** –The new SCCA-E Kevlar SRF3 Sprung Hub Clutch Discs are now in full production and they are working great. The clutch disk material is different and is a big improvement. The new clutch doesn't grab like the old one and the new material makes it easier to get the car rolling from a start. The clutch also includes torsional springs that reduce the harmonic stresses that are passed on to the transaxle. This reduction of harmonic stress should increase the life of the transaxle. It should also eliminate the stripping out of the splines and the stress fracturing of the spring steel support plate in the clutch disk.

If you are thinking of pulling your motor this winter it would be a good idea to upgrade to the new clutch.

**NEW BEAD SEAT** – The new bead seat insert is now available. AccelRaceTek installed this new seat in one of its customers cars and it gives a great fit. This new seat will allow almost anyone to fit into a SpecRacer with comfort.

Installation of the new seat does require the purchase of foam beads, epoxy, and a vacuum bag. A bead seat kit can be purchased from Pegasus Racing. Also, note that a vacuum pump is needed to pull a vacuum while the epoxy cures.



**ECU UPDATE**– The newest PE ECU's have an updated data chip. V50 or newer firmware must be used for the latest ECUs to log data. Older ECU's will log data on the newer firmware. New ECU's will not log data on the old Firmware V37. There is no performance change on new firmware.

## THE OTHER MOSS

BY GARY HORSTKORTA



SFR Archive – Al Moss Collection

Bill Pollack in a Cadillac Allard on the pole for 1951 Golden Gate Park



Al Coppel's pit crew wearing coveralls with Coppel's book title, Stockton 1953

Usually when someone mentions the name Moss in a racing context, the first full name that comes to mind is Stirling Moss. Generally accepted as one of the greatest all-around drivers of his era, Moss raced everything from Formula 500, sports cars, Grand Prix cars and even set many land speed records at Bonneville.

However, the Moss I am writing about is The Other Moss (title of his autobiography), Al Moss, best known as the founder of the very successful Moss Motors, the British sports car parts and accessory company in Southern California. While this initially may seem as a bit off the normal subject matter for my column, it has a special significance that relates directly to our Archive. Before explaining the connection, here is a little background.

Moss was born in Cleveland, Ohio in 1927 but in 1933 the family moved to Southern California. After graduating from high school in 1945, he attended Los Angeles City College then became an apprentice mechanic in a repair shop. In 1948 at the age of 21, he opened his own repair shop under the name Moss Motors which specialized in MGs and other foreign cars. That

same year, Moss bought a new MG-TC just as sports cars were being introduced into the West Coast. This is the same year that local San Francisco entrepreneur, Kjell Qvale began his long relationship with British Cars.

Moss's shop became a gathering spot for sports car enthusiasts and he was at the center of many initial activities that lead to the organization of the California Sports Car Club which eventually became Cal Club. Car Rallies, "unofficial" races over the mountain roads north of Los Angeles, dirt track competition, economy runs, in short, any activity that involved sports cars, Moss was involved. In 1950 he became the first Allard Distributor on the West Coast then two years later, he added a Roots Group dealership (MG, Austin-Healey, etc). In 1952 he closed his shop to all makes other than MG and moved to Santa Barbara.

During this period, Moss raced his MG at Carrell Speedway, a half-mile dirt oval near L.A.; raced a Hillman Minx at the first road race at Palm Springs; entered his Allard at the first Pebble Beach race (driven by Michael Graham). In February 1951, Moss entered his Allard at Carrell Speedway and finished third in a trophy dash won by new kid, Phil Hill. In the main event he took the lead at the green flag but flipped the Allard several times due to the rutted, muddy track. He survived but decided racing was not in his best interest.

Moss focused on his MG repair business, becoming the first authorized MG Service Dealer which allowed him to buy parts at a discount, do warranty work and receive factory service bulletins. He was also a Cal Club official serving as Race Judge and Chief Judge through 1957 and kept close ties with the racing community for years to come.

Realizing there was a good business selling parts for MGs, Moss bought 48 tons of "obsolete" parts from Standard Triumph in England and with this transaction changed his business from service to selling parts for British Cars. He sold his service shop in 1963 and went into the parts business full-time. If you've ever owned a British Sports car than you no doubt received a Moss Motors catalog and bought lots of parts as a result as I did.

OK, so what does all this have to do with the SF Region Archive? In 2012, Al Moss passed away leaving behind a wonderful collection of memorabilia from his 64-year involvement with sports cars. Part of his collection included hundreds of black/white photos and hundreds more of 35 mm color slides going as far back as 1948. With the help of the SF Region Board, we were able to acquire this historic photo collection to add to our Archive. This is a major coup for our Region to have this historical collection as part of our Archive to be enjoyed for years to come.

Having reviewed the material, there are many wonderful, high qual-



Al Torres waves the green flag at Madera Airport in 1952



Al Moss in his new MG-TC in 1948

ity photos from local races including Golden Gate Park, Pebble Beach, Madera Airport, Stockton Airport and Buchanan Field.

There are also many photos of other races where SF Region drivers competed including Paramount Ranch, Santa Barbara, Torrey Pines, Palm Springs and others. The photos you see here are just a small sample of the wonderful Moss photos, many more you will see in future columns.



Starter Al Torres gives drivers the two minute sign at Stockton 1952

# SCCA REPRESENTED AT THE SACRAMENTO AUTO SHOW

BY DAVID VODDEN

The SCCA Road Racing and Sacramento Solo groups had a major presence at the Sacramento Auto show in October starting on Thursday, October 19 with set up. Volunteers staffed the booth all the way through Sunday at 6 pm when the booths were dismantled and returned to storage awaiting the next big SCCA joint-membership, volunteer and race driving promotional opportunity. David Vodden of Thunderhill was primarily responsible for organizing this joint effort.



# RED CANDLE IN MEMORY OF: RON GRABLE (1940-2018)

BY GARY HORSTKORTA

One of the San Francisco Region's most successful racers, Ron Grable, passed away on October 30, 2018. Ron was college educated as an engineer and accepted a job with Westinghouse which required a move to the East Coast from his home in Southern California. He continued sports car racing, a hobby he first took up in Arizona after college, using his daily driver, a Porsche 356. Racing on tracks in the Northeast, he did well enough in E Production to qualify for the Road Race of Champions in 1964 at Riverside where he finished second in class.

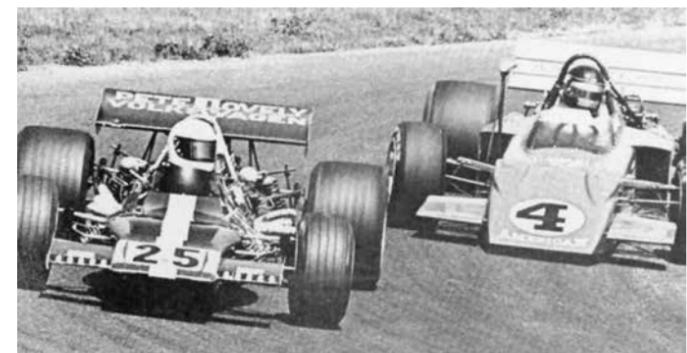


Grable in his A Sedan Championship car

In 1966 Grable accepted a job with Fairchild Semiconductor and move to the San Francisco Bay Area. He switched from his Porsche to a fully sponsored Dodge Dart which he took to second place in the Region and followed with a win at the ARRC to become National A Sedan Champion.

This was really just the beginning of his racing career which included drives in Winston West stock cars; Formula A National Champion; the AMC Javelin factory Trans Am team; the Tasman Series in New Zealand/Australia where he helped to introduce the Formula 5000 cars to that series: Formula 5000 L&M Championship Series; Questor Grand prix for F1 and F5000 cars; and Can Am in a Chevy/Lola.

He contracted with John Greenwood to drive the Greenwood Corvettes for the 12 Hours of Sebring, the 24 Hours of Daytona, and the 24 Hours of Le Mans. After a couple of years managing restaurant he resumed racing in vintage events for the next three years in several different cars. During this period Grable was technical editor for Motor Trend magazine which lead to the opportunity to resume his professional racing career. He accepted a ride in an IMSA GTU Mazda RX-7 for the Daytona 24 Hours followed by two full season with teammates Jim Busby and Rick Knoop also in the IMSA Series.



Grable in No. 4 ASD Formula 5000 L & M Championship Series Car

From 1985 through 1988, Grable raced a Morrison-Cook Corvette in the SCCA Playboy Endurance Series, winning the team and drivers championship in 1986. He retired from racing at the end of the 1988 season but remained involved in the automotive and motorcycle industries as a freelance writer for several magazines. Having enjoyed competition for most of his life, he took up flying which resulted in the purchase of a Pitts Special Aerobatic plane he used for air shows and cross-country air races. In retirement he lived in Prescott, Arizona with his wife until his passing.

No question Grable was a Renaissance Man - educated, competitive, multi-talented, determined and successful at whatever he undertook.



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#29 Igor Gandzjuk leads #77 Wilson Powell onto the five mile track.

## REGIONALS 13 & 14 2018

BY LYNNE HUNTING PHOTOS BY RON CABRAL

The SFR Season Finale was a three-day three race weekend and celebration at Thunderhill Raceway Park over the Labor Day holidays. It was SFR's Double Regional 13 & 14 with double points on the 3-mile track, and the Spec Miata Festival and a fun race on the 5-mile course. Saturday night was the dinner and Party for all honoring Tom McCarthy and celebrating the 25th Thunderhill Anniversary and the 70th SFR Anniversary. All that packed into just three days.

It was a big undertaking. The weather was hot. The flies were everywhere. The fields were small and the Volunteer Worker Crews even smaller. But everyone worked together to make it happen. It's becoming the new norm. Sunday, track workers supplemented the corner workers on the 5-mile course. Saturday and Sunday SCCA members could drive their cars around the track.

The Saturday night celebratory festivities were enjoyed by a large crowd in the Roger Eandi Club House. Dinner filled the room and the patio, with an ongoing slide show put together by the McCarthy family showing many

photos of Tom, his family and Thunderhill. Son Terry McCarthy and RE Barbara McClellan emceed the program, which including celebrating the two anniversaries and Tom McCarthy. A lineup of Tom's friends and supporters recalled fond memories. A mockup of the commissioned bronze plaque of Tom was unveiled, and when finished it will hang in the Club House.

The program was followed by a drawing for lots of goodies and dancing to live music.

Many track records were set over the weekend. Not surprisingly, the

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#89 Ron Patrick leads a large group of Miata's through the esses

majority of those came on Sunday on the 5-mile course being run for the first time - 27 to be exact. Friday two records were set and another one set on Saturday, all on the 3-mile course.

### REGIONAL RACES ONE

#### GROUP 2 DSR, FA, FB, FE, FE2, FM, FS, P1, P2, S2

This was the first race of the day, mid-afternoon and hot. There were 21 entries, 11 qualified, and 14 raced. Bruce Brown/No.62 P1 Stohr passed Pole sitter Edd Ozard/No.32 FA Swift DB4 for the lead on Lap 5 of the 13-lap race to take the win overall and in P1. His Margin of Victory was 1:08.006. Brown was second overall but won his FA class and turned the fastest race



#14 Alex Kwan finished third in Sunday's race. Here he leads #66 Brandon Lewis and #45 Thomas Burt onto the West Course.

lap of 98.821 mph. Northwest Region driver, Thomas Burt/No.45 FE2 SCCA Enterprises set a new track record of 1:49.106. Other class winners were: P2-Chuck Bona/No.42 Stohr, who started in the back to finish Fourth overall; S2-Edward Guenther/No.12 Swift, from AZ; DB-5; FM-Steven Rooks/No.57 Star Mazda. Arax Assadourian/No. 21 FB Stohr was the top Novice in the race.

#### GROUP 3 EP, E46, GT1, GT2, GT3, GTA, ITE, N3/L, PC, SP, T1, T2, T3

Thirteen classes, 27 entries, 20 qualified, and 21 raced. Kristofer Olson/No.49 T1 Acura was the man. He won from the pole, leading all ten laps,

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and turned the fastest race lap of 91.984, which was also a new T1 track record of 1:52.167. His Margin of victory ahead of runner-up, Joe Montana was 19.959 seconds.

Tim Lynn/No.46 Chevy didn't qualify, started at the back of the field and finished third overall - first in GT2 - a steep and rapid charge through the field to gain 17 positions.

GT3 driver, Jose Rodriguez/No.59 Mazda RX-7 spun off Turn 5 and had to be towed, bringing out the Safety Car. He was credited with a class win.

Darrell Anderson/No.50 T1 Mustang qualified and ran second until he ran afoul of the sound meter and retired.

**CLASS WINNERS WERE:** GT1-Joe Montana/No.88 Ford Fusion; T2-Beau Borders/No.76 Ford Mustang; T3-Mike Haag/No.55 Mazda RX-8; and EP-Wilson Powell/No.77 Miata.

#### GROUP 4. CF, FC, FF, FST, FV, F5

This was the smallest group of the weekend, with nine entries, and eight qualifiers/racers. It was an all-SFR field. Scott Vreeland/No.51 FC Van Diemen had the pole, led flag to flag, and turned the fastest race lap of 95.960 mph. His Margin of Victory was 9;401 seconds ahead of Paul Rodler/No.68 FC Van Diemen in the 14- lap race. Jeff Jorgenson/No.64 Novakar won F5; and Denny Renfrew/No.11 Piper/Honda won FF.

#### GROUP 5 AS, BS, E30, FP, GTL, ITA, ITB, ITC, ITR, ITS, ITX, SMG, STU, SM5, SSC5

This was the last race of the day on Friday, and the largest field of the day 28 starters from the 34 entries. The top six drivers, all SMG Mustangs, finished where they started, with Clark Nunes/No.79 taking the Checkered Flag ahead of Ken Pedersen/No.39. The MOV was 1.938 seconds. Beau Borders/No.76 finished third and turned the fastest race lap of 84.559 mph.

Tim Sullivan/No.58 SSC5 Corvette and Memet Aytolu/No.46 ITX Miata didn't get off to a good start. They tangled in Turn 5 on the first lap, got stuck and blocked the course. It all sorted out but Sullivan and Aytolu retired.

**CLASS WINNERS WERE:** ITS-Tao Takaoka/No.72 Miata; T4-Scotty B.White from Northwest in No.0 Mustang; ITA-Lawrence Murdter/No.94 Miata; ITX-Brendan Hermalyn/No.90 Miata; ITR-Dave Allen/No.55 Mazda RX-8; BS-Clint dWitt/No.54 Mini Cooper; HP-Donovan Helfrich Sr/No.87 MG Midget, who was also the highest placing Novice in the race.

#### GROUP 6 SRF3 SRF

It was already 69 degrees at 8 am Saturday morning for the start of this race - the only one to have a split start. The six SRFs were in the second group, behind the 18 SRF3s. Bill Jordan/No.7 SRF3 had the pole, but he was passed by new driver, John McIntyre/No.22 SRF3 immediately. This is McIntyre's first season, as he went through this year's Driver's School and was one of only five drivers who went immediately to a Competition License. He raced every race this season and he led flag to flag in this one to take his first victory, pulling away from the pack behind.. McIntyre's Margin of Victory was 1.751 seconds ahead of runner-up veteran open-wheel racer Jim Devenport/No.23 SRF3, who had qualified eighth. Oddly enough, Devenport was running his first SRF3 race and had a big orange N on the side of his car.

The fastest race lap of 86.584 mph was turned by Steve Zadig/No.46 SRF3. He finished eighth in class and overall.



#88 Joe Montana leads #49 Kristopher Olson and #8 Rob Davis. Montana won the GT1 crown for the second year in a row.



2018 T3 Champion Brad Dressen

Mike Smith/No.64 SRF3 gridded fifth, had an uncharacteristic spin in Turn 6 which put him to the back of the field. He recovered and charged right back and finished 12th. The top five in SRF3 were McIntyre, Devenport; Robert Sachs/No.09; Jerry Aplant/No.71; and Bill Booth/No.57. The front back were all battling for position, with nice racing going on between



#50 David Jalen on route to his 2018 FF championship

as they shifted positions.

In the SRF group, Yehia Eissa/No.16 had the pole position and won.

All drivers finished the 13-lap race. McIntyre was the top Rookie, Devenport was the top driver with a N on his car, and James Silva/No.1 SRF3 was the top actual Novice in P22.

#### GROUP 7 SM SMT SSM

This was the second race of Saturday morning, in heating-up weather. The 35-car field was the largest entries. Twenty-seven qualified, 29 started the race, and 28 ran it. Tommy McCarthy/No.23 SM had the pole, Andrew Holifield/No.42 led for the SMT class, and Helmuth Jones/No.63 started first for the SSM class.

McCarthy took off and led every lap to take the win overall and in SM. Marco Gallaher/No.8 SM gave chase and turned the fastest race lap of 80.480 mph, but he got together with Phillip Holifield/No.44 SM and Cole Gibson/No.53 SM in Turn 9. He dirt tracked to Turn 10, made it to the pits and retired on Lap 8. The other two continued on and had podium finishes.

As always this group had lots of close pack racing, up front and mid-pack. McCarthy started lapping the back of the field. By the end of the race, the top drivers had spread out and were a high-speed parade. A couple of SSM drivers, Jones and Ross Lindell/No.11 were having a close battle amidst the pack in which they were running.

Although he claims he's retired/retiring from racing, Dave Vodden/No.95 SM was giving it just one more try. He drove No.95, qualifying 15th, and driving audaciously before retiring on Lap 10 with mechanical problems.

**CLASS WINNERS WERE:** SM-McCarthy; Gibson and Holifield. SMT: Andrew Holifield/No.42; Eric Fulkerson/No.51; and Gregory Smoot/No.22. SSM: Jones; Lindell; and Rob Fuller/No.5.

#### REGIONAL RACES TWO

The fields get smaller as fewer drivers are on course.



#59 Mark Means gets it turned around, however in the Saturday morning race he gained the most positions, starting 25 and finishing 17th

#### GROUP 2 DSR, FA, FB, FE, FE2, FM, FS, P1, P2, S2

This was the first race after lunch on Saturday, for the Second Double Regional - with double points. Ten drivers qualified and raced, and 11 did not. Jim Devenport/No.23 ASR Norma had the pole, the flag to flag win, and fastest lap of 105.282 mph - the fastest lap of the weekend on the 3-mile course. He also set a new track record of 1:38.000 - the only track record in the Second Regional Races. Devenport's Margin of Victory over runner-up Tony Opheim/No.31 FA Ralt RT4 was one lap.

**CLASS WINNERS WERE** FA-Openheim; FE2-Thomas Burt/No.45 SCCA Enterprises; FE-John Yeatman/No.8 Van Diemen; FM-Woody Yerxa/No.7 FM; S2-Edward Guenther/No.12 Swift DB5; and FB-Rod Rice/No.14 Stohr.

#### GROUP 3 EP, E46, GT1, GT2, GT3, GTA, ITE, N3/L, PC, SP, T1, T2, T3

Seventeen of the 27 entries qualified, and 16 raced. Fred Lind/No.07 SP Ford Lightning wasn't at the track Friday. Saturday he had the pole and led four of the 12 laps including the last lap. He turned the fastest race lap of 88.857 mph. His MOV was 1.207 seconds ahead of Joe Montana/No.88 GT1 Ford Fusion. Lind led the first three laps before Montana passed him and led until the last lap. Darrell Anderson/No.50 T1 Mustang gridded second and ran fourth until he pulled off in Turn 8 and retired.

**CLASS WINNERS WERE:** SP-Lind; GT1-Montana; GT2-Tim Lynn/No.46 Chevy; T2-Ken Pedersen/No.39 Mustang; EP-Wilson Powell/No.77 Miata; and T1-Anderson.

#### GROUP 4. CF, FC, FF, FST, FV, F5

This field was down to six cars for Saturday afternoon's race. Scott Vreeland/No.51 FC won again, after starting second. He got the jump on pole sitter Paul Rodler/No.68 FC and led every lap. The race was processional in that, except for Denny Renfrew/No.11 Piper/Honda who didn't

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BMW '60 Isetta 300	Ferrari '58 250 PF Cab Series 1
Chevron '73 B23-73-04	Ferrari '93 512 TR
Devin '59 Buick Special	Ferrari '07 599 GTB 'Fiorano'
Ferrari '90 Testarossa	Ford '32 Roadster Hot Rod
Ferrari '98 F355 Spider	Hispano-Suiza '25 H6B Convertible
Genie '65 Mk.10	Jaguar '64 E-Type Coupe
Jaguar '65 Mk II 3.8	Jaguar '66 C-Type Proteus Recreation
Mercedes-Benz '69 280SL	Lucchini '80 S280
Porsche '58 356A Speedster	Maserati '74 Bora
Porsche '64 356SC coupe	Maserati '71 Ghibli SS 4.9
Porsche '73 911 Carrera RS Coupe	Morgan '68 Plus 8
Porsche '75 911 Carrera	Porsche '63 356B Super 90 Coupe
Porsche '87 962	Porsche '64 356C Sunroof Coupe
Porsche '56 356 A Carrera Coupe	Porsche '89 964 Carrera 4
Porsche '94 964 Speedster	Porsche '08 911 GT2

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qualify and gridded last, the drivers finished where they started.

**CLASS WINNER:** FC-Vreeland; and FF-Renfrew. Vreeland gave his checkered flag to new Flagger, Bert Abrahamzon.

#### GROUP 5 AS, BS, E30, FP, GTL, ITA, ITB, ITC, ITR, ITS, ITX, SMG, STU, SM5, SSC5

Twenty-five drivers of the 32 entries qualified, and 27 raced. with two starting at the back. Front-row starter, Beau Borders/No.76 SMG Mustang got the edge on pole-sitter Ken Pedersen/No.39 SMG Mustang and led every lap to take the win. He also turned the fastest race lap of 84.107 mph. Pedersen came second, 11.813 seconds behind. Running third the entire race was Michael Lowe/No.10 SMG Mustang.

Wilson Powell/No.77 STL Miata gridded fourth but started at the back so he could have more of a challenge. He finished fourth, first in STL.

TAO Takaoka/No.72 Miata came in fifth, first in ITS. The Worker Trans Crew selected him as Driver of the Weekend for his hard drive in Saturday's race, fighting the big bore field with a Miata.

Two Novices ran the race - Ben French/No.84 ITA Mazda RX-7 and Donovan Helfrich/No.87 HP MG Midget. French was the top Novice finisher, by one, in 24th place. Helfrich come in 25th.

**CLASS WINNERS WERE:** SMG-Borders; STL-Powell; ITS-Takaoka; T4-Scott B.White/No.13 Mustang; ITA-Lawrence Murdter/No.94 Miata; ITX-Ross Lindell/No.11 Miata; ITR-Dave Allen/No.55 Mazda RX-8 and BS-Clint dWitt/No.54 Mini Cooper, both who started at the back due to not qualifying; and HP-Helfrich.

#### GROUP 6 SRF3 SRF

This was the second race of the day for this group, which had its first race at 8am. This was another split start race, with 16 SRF3s in front and five SRFs in the second group.

Pole sitter Bill Booth/No.57 SRF3 ran second for the first half of the race, behind front-row starter, Brandon Lewis/No.66 SRF3, before retaking the lead and the win. Lewis was second. Thomas Burt/No.45 SRF3, Jerry Alass/No.71 SRF3 and Bill Jordan/No.7 SRF3 ran third through fifth the full 11 laps.

Several cars didn't complete their first lap. Sushanth Surshku/o. 25 SRF pitting and retired. Separately, a three-car pileup in Turn 15, mostly blocked the course. The Safety Car was dispatched to bunch up the field so the E Crew and Course Marshals could do their work. No drivers were hurt, but the same couldn't be said about their cars. The involved SRF3 drivers were Robert Sachs/No.09, Steve Zadig/No.46, and James Chartres/No.82. It was a dominoes effect, and all retired.

The fast-happening incident was called as an Alert due to its severity and concern for the drivers. The T15 flagger, Krysti Booton left the station to check on the drivers before the E Crew could arrive. The E Crew, who selected the Worker of the Weekend, chose Krysti for her concern for the drivers in need.

The mid-pack had the most racing, with passing and repassing.

Michael Woolley/No.01 won the SRF class, followed by Ken Woolley/No.41 and Kevin O'Connor/No.91.

James Silva/No.1 SRF3 was the top finishing Novice, in P16.

The two top finishing SRF3 drivers from the first race didn't qualify or race - John McIntyre/No.22, the Rookie who won, or runner-up Jim Devenport/No.23, long-time open-wheel racer, who was sporting a N on his car as this was his first time in a SRF3.

#### GROUP 7 SM SMT SSM

This was the second race of the day for the Miata group - two of the four races they would have this weekend. Tommy McCarthy/No.23 SM had the pole in the 27-car field. Six drivers didn't qualify.

While the front runners were able to get through the first lap, several



Pit Marshal Jerry Platsis gives the racers a thumbs up as they enter the track



#07 SP Truck of Fred Lind



#2 S2 of Roger Heyl from Tracy California

mid-pack cars got together in Turn 5. All three continued, but only Bradley Oneto/No.12 was able to continue the race. Joan Linehan/No.96 SMT and Justin Cone/No.47 SMT retired.

A few drivers tested limits - theirs and others ... some more than once. Front row starter, Marco Gallaher/No.8 SM led a lap, before McCarthy regained his lead and ran with it to the Checkered Flag. Gallaher ran second for eight laps, dropped to third and retired.

Behind the front runners, the drivers were mixing up, swapping positions lap by lap.

**CLASS WINNERS:** SM-McCarthy; Phillip Holifield/No.44; and Dave Vodden/No.95. SMT-Andrew Holifield/No.42; Eric Fulkerson/No.51; and

Joseph Kou/No.6. SSM-Helmuth Jones/No.63; Ross LindMil/No.11; and Mark Means/No.59.

#### REGIONAL RACES THREE

These Sunday races were fun races, on the 5-mile course, and not for points. Unlike the race schedule on Friday and Saturday, the race order was not numerical. And the Miata's had two afternoon races - a fun race and their Festival Race at days end. As this was the first time running this course, new track records were set in each group. As the weekend wore on, the fields continued to dwindle in size.

#### GROUP 2 DSR, FA, FB, FE, FE2, FM, FS, P1, P2, S2

Nine of the 21 entries qualified and 11 ran the race, with two starting in the back. Tony Opheim/No.31 FA Ralt T41 has the pole but Jim Devenport/No.23 ASR Norma, who had not qualified, immediately got to the front and stayed there to the Checkered Flag. His Margin of Victory was one lap, ahead of Opheim. Chuck Bona/No.42 P2 Stohr came from the back to finish third. Devenport set the fastest race lap of 108.928 mph, the fastest time of the weekend - on the 5-mile course and on any course that weekend. It was a quiet race with a couple of spins and an off.

**CLASS WINNERS WERE:** ASR-Devenport; FA-Opheim; P2-Bona; FE John Yeatman/No.8 Van Diemen; FS-Robin Riner/No.91 Mazda Formula; FE2-Thomas Burt/No.45 SCA Enterprises FE2; FM-Woody Yerxa/No.7 Mazda Formula; and S2-Edward Guenther/No.12 Swift DB5.

New Track Record (2:33.680) for ASR by Jim Devenport.

New Track Record (2:47.247) for FA by Tony Opheim.

New Track Record (2:55.918) for FS by Robin Riner.

New Track Record (2:56.217) for FE by John Yeatman.

New Track Record (2:54.194) for FE2 by Thomas W Burt.

New Track Record (3:03.131) for S2 by Edward Guenther.

New Track Record (2:49.663) for P2 by Chuck Bona

New Track Record (3:00.300) for FM by Woody Yerxa

#### GROUP 5 AS, BS, E30, FP, GTL, ITA, ITB, ITC, ITR, ITS, ITX, SMG, STU, SM5, SSC5

Beau Borders/No.76 SMG Mustang had the pole and led every lap to take the win. His Margin of Victory was 51.344 seconds ahead of Igor Gandzjuk/No.29 SMG Mustang, who started on the front row. Borders turned the fastest race lap of 85.409 mph. This was one of the larger fields of the day.

Michael Lowe/No.3 SMG Mustang, who qualified third but elected to start at the back quite rapidly made his way back up to third where he finished, after gaining 23 positions. Meanwhile, Wilson Powell/No.77 STL Miata qualified fourth and ran third until he didn't. He pitted on Lap 7 of



#14 Rod Rice rockets to the 2018 championship in FB.



#42 Andrew Holifield Gets two wheels off the ground

the 9-lap race. Behind them the drivers were quite frisky, spinning, overshooting the corners, or just hitting each other.

Ben French/No.84 ITA Miata was the top Novice, of the three in the race, finishing 10th in class, 22nd overall.

**CLASS WINNERS WERE:** SMG-Borders. ITS-Tao Takaoka/No.72 Miata. ITA-Joseph Kou/No.6 Miata; Eric Fulkerson/No.51 Miata; and Doron Dreksler/No.70 Miata. ITX-Ross Lindell/No.11 Miata; T4-Scotty B. White/No.0 Mustang. SSC5-Tim Sullivan/No.58 Corvette. ITR-DaveAllen/No.55 Mazda RX-8. B-Spec-Clint deWitt/No.54 Mini Cooper. STL-Wilson Powell. HP-Donovan Helfrich Sr/No.87 MG Midget.

New Track Record (3:22.087) for STL by Wilson Powell.

New Track Record (3:29.772) for ITA by Lawrence Murdter.

New Track Record (3:31.369) for ITX by Ross Lindell.

New Track Record (3:27.646) for T4 by Scotty B White.

New Track Record (3:33.497) for SSC5 by Tim Sullivan.

New Track Record (3:44.283) for ITR by David Allen.

New Track Record (3:54.354) for B-Spec by Clint DeWitt

New Track Record (3:26.803) for ITS by Tao Takaoka

New Track Record (3:15.997) for SMG by Beau Borders

#### GROUP 7 SPEC MIATA FESTIVAL RACE

The Grid Positions were determined by the fastest race laps in Race 2. Eighteen of the 30-car field ran the race. Phillip Holifield/No.44 SM had the pole and won the race,

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#6 Joseph Kou wraps up the 2018 season with a championship in ITA turning the fastest race lap of 81.821 mph. Andrew Holifield/No.42 SMT started and finished second. The MOV was 34.655 seconds. The drivers were eager, rambunctious, and frisky. It was a lively session. Tommy McCarthy started and finished at the back of the field, lasting two laps before pitting and retiring with mechanical problems.

**CLASS WINNERS WERE:** SM-P. Holifield; Dave Vodden/No.95; and Tommy McCarthy/No.23. SMT-A. Holifield; Eric Fulkerson/No.51; and Mike LaBouff/No.04. M-Helmuth Jones/No.63; Brendan Hermalyn/No.15; and Ross Lindell/No.11.

New Track Record (3:24.594) for SM by Phillip Holifield.  
New Track Record (3:31.530) for SSM by Brendan Hermalyn.  
New Track Record: (3:29.925) for SMT by Andrew Holifield

#### GROUP 4. CF, FC, FF, FST, FV, F5

This really was the smallest field of the weekend, with four cars. They all started and finished in the same position, with no passing. Scott Vreeland/No.51 FC Van Diemen won overall and in class, by a margin of 27.414 seconds. He also had the fastest race lap of 96.879. Denny Renfrew/No.11 Piper/Honda won FF, finishing third.

New Track Record (2:52.792) for FC by G Scott Vreeland.  
New Track Record (3:04.062) for FF by Denny Renfrew.

#### GROUP 3 EP, E46, GT1, GT2, GT3, GTA, ITE, N3/L, PC, SP, T1, T2, T3

Twenty-seven entries dwindled down to ten qualifiers and nine racers. Pole sitter Kristofer Olson/No.49 T1 Acura led flag to flag. Behind him the race was fairly processional, with no drama. Troy Ermish in the No.98 T2 Mustang of Scotty B White ran second until he pulled off in Turn 4 with mechanical problems and retired. Olson's Margin of victory was 2 minutes 39.973 seconds ahead of Beau Borders/No.76 T2 Mustang.

**CLASS WINNERS WERE:** T1-Olson; T2-Beau Borders/No.76 Mustang; GT1-Rob Davis/No.8 Pontiac GTA; GT2-Bryan MacMillan/No.44 Mustang.  
New Track Record (3:12.903) for GT1 by Rob Davis.  
New track record (2:59.113) for T1 by Kristofer Olson  
New track record:(3:12.907) for T2 by Troy Ermish

#### GROUP 6 SRF3 SRF

Twenty of the 24-car field qualified for the race, and 18 ran it. Perry Richardson/No.32 SRF3 and Jim Devenport/No.23 SRF3 started and finished first and second, respectively. Devenport was proud of his big orange N. Richardson turned the fastest race lap of 87.306 mph, and he finished 18.771 seconds ahead of Devenport.



#23 Jim Devenport brings out the Norma prior to his bid for the National Championship



2018 SMT Champion Mike LaBouff spins as #70 Doron Dreksler drives by.



For the second year running Scott Vreeland is the FC Champion.



#58 Tim Sullivan won two championships in 2018, SSC5 and T1.



#76 Beau Borders leads #39 Ken Pederson and #10 Michael Lowe. Lowe ended up being the SMG champion for 2018, Borders was the T2 champion



#72 Tao Takaoka won two Championships in 2018 ITS (pictured) and FA.

Except for Kevin O'Connor/No.91 SRF, the field was fairly well-behaved, with few off-course excursions or spins. O'Connor made up for it with some spirited and creative lines through his travels, earning him a Black

Flag for his unsafe short cuts. He retired.

Ken Woolley/No.41 SRF3 made it as far as Turn 9 on his first lap before pulling off mechanical. The only Novice in the field, James Silva/No.1 SRF3 qualified in the back but didn't race.

**CLASS WINNERS WERE:** SRF3-Richardson; Devenport; and Alex Kwan/No.14. SRF-Yehia Eissa/No.16; Michael Woolley/No.01; and O'Connor.

New Track Record (3:11.739) for SRF3 by Perry Richardson.



2018 SFR3 Champion #57 Bill Booth puts his head down as he powers by #66 Brandon Lewis.



2018 FM Champion Woody Yerxa

New Track Record (3:20.538) for SRF by Yehia Eissa

#### GROUP 7 SM SMT SSM

Last race of the day, which was the second afternoon race for this group, which had four races in total this weekend. By now the field had dropped to 19 out of 30 entries, although 25 had qualified.

Tommy McCarthy/No.23 SM had the pole and led every lap but the last. In Turn 19 he was passed by Phillip Holifield/No.44 SM, who had raced him from second place for the 9-lap race. The Margin of Victory was 1.955 seconds. Holifield turned the fastest race lap of 81.523 mph.

Eric Fulkerson/No.51 SMT spun in Turn 13 on the first lap, and Ross Lindell/No.11 SSM went evasive. They both fell way back. Fulkerson's recovery was more dramatic, climbing back up to ninth by the finish. Lindell didn't fall as far back, advanced a bit and then finished fifteenth. The race was otherwise fairly calm, as far as Miata races go.

**CLASS WINNERS WERE:** SM-P.Holifield; McCarthy; and Cole Gibson/No.53. SMT-A.Holifield/No.42; Mike LaBouff/No.04; and Gregory Smoot/No.22. SSM-Lindell/No.11; Douglas Alvis/No.46; and David Samuel.  
New Track Record: (3:29.791) for SMT by Andrew Holifield

SFR, one of 16 Jumbo Regions, is the largest region in SCCA with 2758 as of that weekend, and has been so for the past ten+ years.

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# MOTORSPORTS RADIOS: DIGITAL OR ANALOGUE

BY JAMES CHARTRES

In a previous article we discussed installing a radio kit into your helmet. A common question asked by racers is what radios should I buy for my race car? The next question that comes up is what do I need? Inevitably the question becomes Digital versus Analogue radios? In searching for a radio system for the Spec Racer Ford, I decided to learn more by talking to some of the best in business, Shawn Sampson of Sampson Racing Communications. In talking to Shawn, I learned a lot about radio systems and thought I would summarize it here for those looking to upgrade or purchasing their first motorsports radio system.

## WHAT DOES AN AMATEUR RACER NEED?

The basics of a radio system for the car includes a helmet kit, the in car radio system and a crew radio system. Vendors typically sell full packages or the various kits. You can also buy the specific pieces that you need if you already own other pieces of the kit.

## THE HELMET KIT

The driver helmet kit is pretty straight forward consisting of a microphone, Ear Buds or Helmet Speakers, Radio Connector Cable and then the necessary pieces needed to install the kit into your helmet such as washers, rivets, clamps and mini zip ties.

## IN CAR RADIO SYSTEM



The core of the in car radio system is typically a handset for budget racers. High end race cars might have a larger system built into the car. The handset radio is portable and can be moved from car to car, so the racer can take the system with them if they are running in multiple cars or race series. Either way make sure the system is securely mounted so it won't move around while out on track. The most common type of mount is



a roll bar box.

Next up is the harness for the car you want to make sure it connects neatly and easily with the driver. A steering wheel mounted push to talk button is great for the driver. The car mounted antenna can improve communications. If endurance racing you might consider extra batteries or optional power harness integrated into the cars electrical system.

## THE CREW KIT

The crew kit can be pretty straight forward with a hand held radio, rubber ducky antenna and a headset. The simplest headset includes a microphone and ear cups speakers with a push to talk button. You can also get basic headsets without microphones so that other crew members can listen to the radio chatter without everyone talking to the driver. More advanced multi-crew radio systems can also be useful on large tracks with spotters.

## DIGITAL RADIOS VERSUS ANALOGUE

Old style analogue radio systems are starting to be phased out by the next generations of digital radios. Compact 5W digital systems provide better performance and are now more affordable for the amateur or professional racing team.



## ADVANTAGES

The newer digital systems have improved sound quality and eliminate the static commonly heard on older style analogue radios, see the video. The digital systems also have better coverage without the need for repeaters. As an example many teams running the 25 Hours of Thunderhill with analogue systems would have trouble contacting the driver over the hill on the backside of the track in Turns 7 & 8 but with new digital systems teams have reported crisp clear communications with full track coverage. Analogue radio systems are more susceptible to interference especially on a busy race weekend when a lot of radio systems are actively causing RF noise. The digital systems also tend to have better battery life depending on the amount of radio communication. Typical digital hand held systems can last for 6-8 hours. Another advantage of the digital system is that they can not be easily scanned by competing teams due to their encoding.

Video link for radio quality comparison: [https://youtu.be/Qxgau\\_ByoIo](https://youtu.be/Qxgau_ByoIo)

## DISADVANTAGES

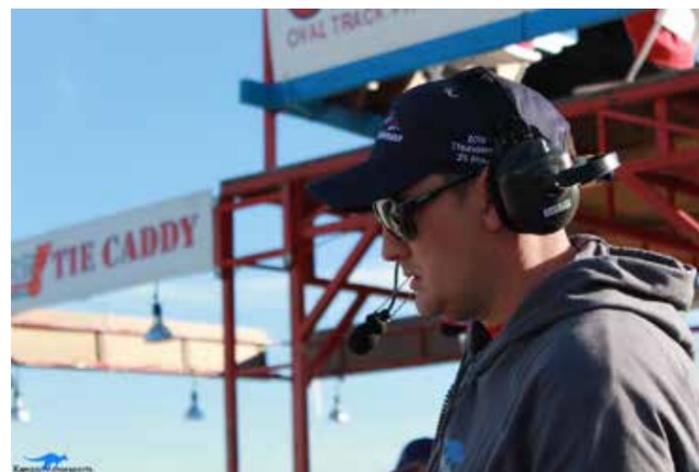
The digital systems are a vast improvement over the old analogue technology but, they do have some disadvantages. They tend to be slightly more expensive than a comparable analogue system but this price difference is reducing. Some racing organizations want to be able to listen into the radio communications requiring them to know each team's frequency and encoding rather than using an analogue radio scanner.

## DIFFERENCE BETWEEN MANUFACTURERS

There are several common manufacturers including Motorola, Uniden, Vertex and Kenwood with even more coming into the market. The difference between the units tends to be features and price point. Some of the cheaper systems tend to have less features, a shorter battery life and reduced warranty but still provide good coverage. It is recommended you talk to your local motorsports radio specialist and they can set you up with a system to suit your needs. They have the experience and knowledge to know what works at race tracks and which brands perform well and are reliable. Typical budget starter systems can be as low as \$600 for the older analogue style and about \$800 for a basic digital system. Higher power levels and multi-crew systems can go up to a couple thousand dollars depending on the level of equipment and number of crew members supported.

## COMMON ISSUES WITH SYSTEM SETUP

Regardless of how good the radio system is, if it is installed incorrectly it will perform poorly. With modern race cars there are lots of electronics and the engines tend to provide their own sources of RF noise. Make sure



the connections are solid and won't come apart even with lots of vibrations and bumps. Avoid having long cable runs with large amounts of looped cables these can act as secondary antennas and result in poor performance. Avoid running the coax cables near larger power sources in the car such as the wiring looms, ignition coils, starter motors and main battery cables. Also Mount the antenna in a high location away from these power sources. A good spot is near the top of the main roll over hoop. One item often overlooked by racers is having radios mounted near these high current devices. Prevent corrosion by taking care of your system and not leaving it exposed in the rain.

## SUMMARY

Digital system performance is much better than the older style analogue radios. You are better off spending the few extra dollars to get something that works. You can start off with a basic kit and upgrade it if needed but buy the best radios you can get and a good helmet kit for the driver. Nothing is worse than having radios but not being able to understand the driver due to wind noise from a microphone or having poor coverage due to a cheap radio. Custom ear buds, improved crew microphones and extra pit headsets can always be added later. Talk to your local motorsports radio provider about your type of racing and budget, they will help you spec out a system that will work for many years to come.

Big thank you to Sean Sampson of SRC for answering lots of questions and providing the advice needed to write this article.

## ABOUT SAMPSON RACING COMMUNICATIONS



SRC is a family owned and operated professional racing radios and communications company. They have a vast knowledge and experience with communications drawn from over 45 years of racing

across 2 generations. Their extensive knowledge enables them to offer communication systems tailored to your specific needs. SRC maintains a massive inventory of racing radios and accessories enabling them to ship your order same day - including International orders!

Sampson Racing Communications has had the privilege of working with drivers and teams in all forms of Motorsports, including NASCAR, IndyCar, Sports Car Racing, Trans-Am, SCCA, NASA, Rally Racing, Drag Racing, Amateur Endurance Racing, Off Road Racing, Power Boat Racing, Motorcycle Racing, UTV, and of course weekend adventures!

## ABOUT THE AUTHOR:

James races a Spec Racer Ford in SCCA on the West Coast. Originally from Australia he moved to the US about 10 years ago for a job as an onsite contractor at NASA. When he is not managing the technical work on Small Spacecraft projects, you can find him brewing beer, tinkering in the garage or racing on the weekends. He operates KangaMotorsports.com, which discusses how to get involved in amateur racing, provides racer tips, maintenance articles for Spec Racer Fords and documents his Datsun 240z project build.

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# THUNDERHILL REPORT

BY DAVID VODDEN

The 2019 Thunderhill Park track schedules are taking form as this is being written. As of November 9- 2018, all weekends are spoken for on all tracks. Our Club is at Thunderhill four [4] weekends next year including three [3] race weekends and the annual school February 15-17. The last race of the SCCA season is back in October at Thunderhill which is great. We missed having the Club here in October in 2017 for the track's official 25th Anniversary!

There is another SCCA event here in April on the 13th and 14th. It is a "Time Trial Program" set for the two-mile track. This is a new event that some feel is like a Solo one was if you remember back that far. In Solo one we actually rented tracks and set up cars to take single laps around the track seeking the best time. This event was a casualty when tracks got too expensive. The new SCCA Time trial event is different in many ways. You should check out. Go to the SCCA National Web page and get the details and then mark down April 13-14 for a new and fun experience with your car. I am hopeful that our Solo communities check this out and find a way to make it part of their 2019 schedule of fun events.

Speaking of Solo, the Sacramento Chapter has found a new home here at Thunderhill scheduling most, if not all, of their events on the really big pad we have here. Our pad is big enough and incredibly smooth and we are so friendly that Gale and Tom and the other fabulous Solo people have embraced Thunderhill and our team looking to grow their solo program here by overcoming silly objections and reaching out to our solo friends in Redding, Chico, Red Bluff and beyond to get them on the tarmac in Sacramento Solo events. We even have a NAPA based Corvette solo group, ala Larry Parks, that has booked an event here. Surely this is a growing use of our Club-owned park.

The NASA 25 Hours will be back in December again, this year and next, adding even more to the status of the property as a credible and outstanding road course. We have the Trans Am Series, via their west-coast efforts, here in the spring.

The 24 Hours of LeMons has become one of our biggest events having started over 200 cars in recent years. They are back. Two-hundred cars on track at one time. Imagine that! Lots of SCCA, marque-club and other Walter Mitty types have taken on the challenge of running LeMons and had a blast in doing so. I think that you should create a team and run the Thunderhill LeMons event in May-2019! Along the same lines we have the "Lucky Dog" program that has

similar characteristics as the LeMons but is also different. The Lucky Dogs have a race here this year on December 8th and 9th. The Shelby Club, CSRG, BMW Club, Hooked on Driving, Golden Gate Porsche Club along with many other track renters that have been coming here for years are already on the schedule and excited to be so. We have a customer who has rented the second Tuesday of every month on the three-mile and we have a customer that has ensconced itself into the big garage on the two-mile track where they expect to rent over sixty days next year.

Switching to two wheels our major motorcycle track customers including Carters at the Track, American Federation of Motorcyclists, Zoom, Zoom and Pacific Track Time, to name a few, fill out our schedule. About 42% of our business on all tracks involves motorcycles. AFM Motorcycle races are about the best spectator show we have four times each year. You have to see it to know.

Topping the list of very special and long-time customers is Stanford University. Teams of PHD students in automotive engineering frequent the track and work various algorithms to make cars autonomous. Unfortunately, Shelly, the original Stanford University autonomous vehicle-Audi, as seen in that famous Star Trek commercial with Leonard Nimoy and the new Spock, has been retired and is sent to Germany where it will find a home in an Audi museum over there. It has Thunderhill Park stickers on it. I hope it gets to run around the Nürburgring.

Next up is our drift world where young people enjoying their automobiles in their unique ways frequent both of our pads and the two-mile track to the tune of 200 times a year. My favorite time at Thunderhill is when both of our pads have drifters or Solo and the two-mile track gas a big 150 car event and the three mile has a huge SCCA event and our food business has a Class Reunion on Friday night and a big Club banquet on Saturday night and everyone buys our gas. Nirvana!

I really want to encourage you to rent Thunderhill Park during the off season in order to have fun, keep your skills sharp and to reward those who support your racing or car or motor-

cycle habit all year long. There are so many ways you can enjoy Thunderhill Park during the winter and all year long. Why not? It is cost effective and hella fun!

Listed below are the SFR/SCCA events here at Thunderhill in 2019. I would like to encourage all SCCA racers and friends to race these weekend events. If you would like to help in this effort call me and consider putting up some kind of contingency or prize or cash to reward those who seriously race here.

What would you think about creating a series of cash and product awards that go to the top three drivers who earn the most SCCA points here in 2019? I would put up \$1,000. What would you like to do? Let's make this big because we can and let's get the Thunderhill SCCA Regional events to the biggest of the season next year. Points would be tallied using the SCCA point system in-tact. All we would do to modify this by adding some bonus points for larger groups so that a driver could not be among the top three if he/she was in a class of three cars and won every time. I will work on this aspect IF you reach out to me to help incentivize racers racing at our track. What say you? Call me at 530-934-5588 Ext. 101 or e-mail me at [dvodden@thunderhill.com](mailto:dvodden@thunderhill.com).

## RACE WITH THE SCCA AT THUNDERHILL IN 2019! [ALL ON 3-MILE COURSE]

MARCH 16 – 17 – Saturday and Sunday – 2-day event with Test Day on Friday

MAY 11- 12 – Saturday and Sunday – 2-day event with Test Day on Friday.

OCTOBER 25-27 – Friday, Saturday and Sunday – Big 3-day event with Test Day on Thursday.

## BONUS TIME TRIAL:

APRIL 13-14 – Saturday and Sunday on 2-mile course- See SCCA National for more information.

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(669) 232-4844

## RACE CAR RENTALS, Con't

Larry Oka Racing Services  
11771 Foothill, Sunol  
925-862-0172  
cel: 925-890-3555

Leshar Motorsports  
[LesharMotorSports.com](http://LesharMotorSports.com)  
MiataRental.com  
831-240-5347

## SERVICES

Exclusivemotorworks.com  
[Info@Exclusivemotorworks.com](mailto:Info@Exclusivemotorworks.com)  
1.844.722.3364

Carbahn Autoworks  
Stephen Freeth  
408-622-1529  
[Carbahnautoworks.com](http://Carbahnautoworks.com)

Frank Valente Real Estate  
[www.FrankValente.com](http://www.FrankValente.com)

Garage Unlimited of Monterey  
831-646-1000  
[garage-unlimited-monterey.com](http://garage-unlimited-monterey.com)

Bavarian Motorsports  
1025 Sinclair Frontage Road  
Milpitas CA  
408-956-1662  
[www.bavarianmotorsport.net](http://www.bavarianmotorsport.net)

Hartzel Automotive  
510 California Avenue  
Sand City  
831-394-6002  
[www.hartzelautomotive.com](http://www.hartzelautomotive.com)

Dr. Art Muncheryan  
The Racer's Dentist  
2411 Ocean Ave. Ste 102  
San Francisco, CA 94127  
(415) 333-5400

Roger Kraus Racing  
2896 Castro Valley Road  
Castro Valley  
510-582-503  
1 800-510-RACE (7223)  
510-886-5605  
[www.rogerkrausracing.com](http://www.rogerkrausracing.com)

AIM Tires  
At Infineon Raceway  
707-938-9193  
[www.AIMTIRE.com](http://www.AIMTIRE.com)

## TRACK EXPERIENCES

Hooked on Driving 925-552-8112  
[www.hookedondriving.com](http://www.hookedondriving.com)

WorldSpeed Motorsports  
[www.worldspeedinc.com](http://www.worldspeedinc.com)  
707-722-3628  
503-720-3290

# RENTAL RACE CARS

**LARRY OKA RACING SERVICES**  
SM, ITX, ITA  
Larry Oka  
Sunol  
925-890-3555  
[Larryokaracing@gmail.com](mailto:Larryokaracing@gmail.com)

**COOK MOTORSPORTS**  
SM, ITA, ITX  
Ian Cook & Ed Railton  
San Ramon  
530-676-1940 805-305-0452  
[iancook@sbcglobal.net](mailto:iancook@sbcglobal.net)

**DAVE HARRIMAN**  
San Jose  
SRF, SRF3  
HSE Racing  
[dave@specracer.com](mailto:dave@specracer.com) (408)507-1531

**BULLDOG MOTORSPORTS**  
FE, SRF3  
Jason Hohmann  
Modesto  
209-857-8181  
[Bulldogmotorpsort@hotmail.com](mailto:Bulldogmotorpsort@hotmail.com)

**CERINI MOTORSPORTS**  
SRF, SRF3  
John Cerini  
Sonoma  
707-938-3979  
[jcm4@pacbell.net](mailto:jcm4@pacbell.net)

**CSR PERFORMANCE**  
SRF  
Rick Heer  
Rescue  
530-672-2629

**DIAMOND FORMULA CARS**  
916-801-9728  
[scott@diamondformulacars.com](mailto:scott@diamondformulacars.com)  
[www.diamondformulacars.com](http://www.diamondformulacars.com)  
Formula First  
ITA Mazda Rx7

**LESHER MOTORSPORTS, INC**  
Ryan Leshar  
SM, SMT, ITA, ITX  
Salinas  
(831) 240-5347  
[info@leshermotorsports.com](mailto:info@leshermotorsports.com)  
[www.MiataRental.com](http://www.MiataRental.com)

**EL DORADO MOTORSPORTS**  
STL, ITE  
Mike Lock  
Cameron Park  
831-801-6803  
[mikeski38@hotmail.com](mailto:mikeski38@hotmail.com)

**GOOD TIMES RACING**  
SM SMT ITA ITX  
Miata's and Acura Integra's  
Ron Carroll Donna Gilo  
530-210-3848 775-781-3385  
[recmotorsports@gmail.com](mailto:recmotorsports@gmail.com)

**ACCELRACTEK LLC**  
SRF, SRF3  
Bruce Richardson  
Los Gatos  
(408) 499-7266  
[www.accelracetek.com](http://www.accelracetek.com)  
[brichardson@accelracetek.com](mailto:brichardson@accelracetek.com)

**PORTER RACING**  
FF, CF, FC  
Neil Porter  
Merced  
209-722-7373  
[neil@porterracing.com](mailto:neil@porterracing.com)

**A+ RACING**  
SM, ITA, ITX  
Al Angulo  
Grass Valley  
530-277-6311 [aracing.org](http://aracing.org)

**AUTO SPA RACING SERVICE**  
707 938-8727  
[auto-spa.com](http://auto-spa.com)

**DIG Motorsports**  
SMG/T2  
Jeremy Cuthbertson  
822 North 13th st.  
San Jose, Ca. 95112  
530-605-5150

**SONOMA VALLEY RACING**  
Spec E30  
Raymond Zanotto  
Sonoma  
707-328-7709  
[info@sonomavalleyracing.com](mailto:info@sonomavalleyracing.com)

**DIETSCH WERKS**  
Lotus Elise, SM, Boxster S  
Vacaville  
707-724-9250  
[dietschwerks.com](http://dietschwerks.com)

**OFF LINE RACING**  
Morgan Hill  
SM, ITA, ITX  
Ali Naimi  
408-679-7143  
[ali@OffLineRacing.com](mailto:ali@OffLineRacing.com)

**TED ARKEN**  
San Jose  
408-286-5060  
DSR  
[Ted47dsr@sbcglobal.net](mailto:Ted47dsr@sbcglobal.net)

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

## OPEN WHEEL AND SPORTS RACERS



Royale RP 18A Formula Supervee, 1972. Former Robert Bosch Gold Cup car 1972-74. Eligible CSRG, VARA, HMSA etc. Tub monocoque/rear drivetrain tubing frame. Wing set up not mounted has sports car configuration. New bottom end rebuild, line bore, less than 30 minutes, new Avons, spare Avon rollarounds/practice days, new belts. Some spares, extensive history file/pictures, three log books. Extremely clean! Run with twin cams for VW pushrod money! Hewland geared for Laguna, one additional gear set. \$14000 obo. Call 831-917-5952

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



Race ready Formula Renault 1600. Pristine Italian carbon fiber chassis. Sealed fuel injected engine w/computer management system, electronic dash panel, data logger, automatic lap counter & radio system. Inboard suspension, adjustable wings, rear diffuser, fire extinguisher system & 8 alloy OZ wheels. Many spares plus trailer! \$18,000 in California, call 707-449-8304.



P2/DSR for sale. 1986 Mariha S2000 converted to DSR in 2007. Full cage, GSXR 1000, Wilwood brakes, AIM dash, Chase cam & Gopro, 2 sets of used tires mounted and a set of stickers. New belts, fire system many spares and tools. \$12,000. Kenn (503) 879-5519



2004 Pro Mazda For Sale - \$28,900 Quick Car! Excellent condition!! Professionally maintained by Auto Spa. Recent motor rebuild. 100% race ready Expansive Spare Package Available - \$2,900. Spare Tub Available - \$3,900. Inclusive, steering Column, Master Cylinder, Pedal Assembly, Wiring Loom, Switches/Cables TAKE IT ALL FOR \$34,500!! \*\*STREET TRADES CONSIDERED\*\* Edd Ozard 925.200.7509 eozard@pacwestsolutions.com



Superlite Coupe Endurance Race Car - \$115000. Car has been completely rebuilt and ready to be raced!! Enter the 2017 25hrs of Thunderhill and win it!! Car comes with two bodies and three splitters and three sets of wheels. Fuel rack included. Many Many spares. Darrell Anderson (510) 928-2423

Vintage Crusader Formula Project 1965 Crusader Formula Vee, needs to be assembled. Everything is there for a complete restoration. Own a part of history and have fun driving it at Vintage events. Call Balke Tatum to discuss, 209-403-2452



SRF Gen 3 #066 (2nd Place car SF Region 2015.) \$32,000 OBO. Well maintained by owner and CSR. 14 Weekends on Engine. 1 race on Clutch 1 yr. on Rebuilt Shocks, Heims and Ball Joints. Analog Gages Warning Lights for Water Oil Pressures Alternator. All Current Upgrades 2 Sets of Hoosier slicks. 1 new unmounted set. Rains on Weld Wheels Bodywork good condition. Traqmate data acquisition with video sync for GoPro (included). Both softwares included. Call: Bob @916 489 7182.

GT1 Rolling Chassis. Loflin/Philips GT1 tube frame, raced mid-80's Trans Am Series. No engine, trans, body, fuel cell, has exhaust system, stock products quick change, full fire system, NASCAR Modine radiator and oil cooler, 16x12.5 on 5 hubs, Durlite alloy rims, 4 fronts 2 rears. Locked front brakes, Hurst airheart rears. All gauges, seat, pedals, dry sump tank and hoses. Documented Trans Am history. Car located Hayward, CA. Make offer. Contact Don at 510-531-6632



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



Spec Racer FordGen2- 2004 Ready to race! Professionally maintained and very well sorted. Chassis completely rebuilt in 2012: new fuel cell, new clutch, new complete belly pans, frame painted with Rust Bullet, shocks rebuilt, all new heims and suspension bushings. 2012 Complete chassis reset- paint, heims, bushings- cleanest SRF on the planet! Includes tons of spares: 3 sets wheels and tires, quick jack, complete bolt on string bars for alignments, quick disconnect steering wheel, hot lap timing set, Butler racing seat upgrade, fire system, 2 sets brake pads, suspension spares, dynamic number system, oil filter, fuel filter, and spark plugs/plug wire set. Please email for extensive photo package. \$13,500 OBO, James "Cotch" Cotcher cell: 530-545-1765 home: 530-573-0505 jamescotcher22@gmail.com

## FENDERED RACE CARS

1991 Spec Miata. Recently completed 1991 Spec Miata. NASA and SCCA log-books. New or rebuilt parts throughout. 2 races since build. Never damaged or wrecked. Motor is low mileage JDM motor with professionally done head, balanced injectors, new ignition wires, exhaust header cleanup done. GREAT dyno numbers! (sheets available). New Koyo radiator, all new hoses, all new or only lightly used suspension bushings shocks, links. Torsen 4.30 diff. New racing clutch,

T/O brg, pressure plate. SMI OPWT-gauges, AFR gauge. Brand new Shroth harness. Very light. No expense spared during the build. Perfect NA car for SMT (SCCA) or SM (NASA). Comes with extra set of wheels/tires & other extras. More pix available. \$11000. Al Gjedsted alangj@comcast.net



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



For Sale 1987 Porsche 944 Track Car. Orange/Blue Gulf livery. Built to SPEC 944 specifications. 2.5 liter 4 cylinder engine. Upgraded suspension. Hawk Blue pads with steel braided brake lines. Auto Power roll cage and seat brace. Kirkey race seats with cam lock harness. Toyo Proxy RR 225/50R/15 with 15x7 phone dial wheels. Magnaflo muffler and resonator. IO Port and Simpson nets. All interior parts included. \$8,500.00 Tim @ 530-512-5020 tdryan1970@gmail.com

Chevy Cobalt SS Supercharged and Race Ready. Car was built, prepared and setup by Phoenix Performance for the SCCA World Challenge Pro Series. Great car for SCCA IT. Can easily be changed based on the class you want to race. 268hp at the wheels. Car is equipped for cool suit, radio, and in car camera. Recaro passenger race seat installed and can be removed to reduce weight. Spares include 2nd super charger, tires, wheels, brakes. radiator and lots more. Sold as is and shipping is at buyers expense. \$15000 obo for car. Enclosed 20 foot Cargomate race trailer for sale as well. Will discount if sold as package.



Porsche 944 Racecar + custom built enclosed trailer: \$25,000. Car: 2.8 Four Cyl., Fully re-built transaxle with <25 miles, New front brake pads, rotors in

good condition, Stainless brake lines front/rear, 2 Spare Hankook Ventus tires and 4 BRAND NEW Forgeline wheels (\$1500), Miscellaneous recent upgrades and spare parts. Trailer : 18 ft long (not including tongue), 80 inches usable width inside. Contact: Scott - 415 656 7816



COLLECTOR/RACE CAR: This car raced the La Carrera Panamericana 5 times finished 4 times. The engine has been moved back 4", The dry sump Twin-cam engine with (2) 45DCOE is in storage. It has been replaced with the back-up engine, an 1800 with one 45DCOE. The front fenders, cowl and hood are removed as a unit with 6 bolts. The car runs on Aston-Martin rims have (2) sets. Three engines total, extra tranny plus boxes of parts. Price 27k email: mossa-woodcv@gmail.com ref:MGA

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



Chuck McKinney's 2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX "Wonderbread" Car Square tube chassis, 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 NOR-PAC Division GT-3 Championship & 1997 NASPORT Championship. Fastest GT-3 trap speeds at the 2014 SCCA Runoffs at Laguna.

This car could position you to win the 2018 Runoffs. This is a very safe, well-maintained car designed and engineered to be managed by one person. My services are available for the West Coast tracks & the Runoffs. \$35,000.00 - Includes 2 motors, 3 sets of wheels, extra carbonfiber body parts, 24' Haulmark enclosed trailer and my complete inventory

of spares With 23 years of continuous development and more than \$125,000 invested, this is a winning car! (510) 812-1140 chuck@amtmetals.com



For Sale: Weaver chassis TransAm/GT-1 Corvette. Retiring - everything must go. Prettiest rig & car at the track: show quality Kenworth, "Cup" motor by pme; numerous track records; prepped & race-ready; numerous spares; \$200,000/OBO (707)765-0153 brempfer@sonic.net



Chevy Cobalt SS Supercharged and Race Ready. Prepared and setup by Phoenix Motorsports for the World Challenge Pro Series. Great car for SCCA or NASA Can easily be changed based on the class you want to race. 268hp at the wheels. Setup for Cool suit, radio, and camera Passenger race seat installed. Spares include 2nd super charger, tires, wheels, brakes. radiator and lots more. Sold as is and shipping is at buyers expense. Enclosed race trailer for sale as well. Will consider selling as package. Al Gambetti Cell: 916-532-8303 Phone / Fax: 916-676-9888 agambetti@yahoo.com

2001 Spec Miata. The car is well sorted and very fast. Has many championships and track records. Third in 2016 Teen Challenge. 1. New motor dyno time only. 2. New shocks. 3. New Clutch. 4. Rebuilt trans, no race time. 5. New wheels this year. 6. New wiring loom. 7. New Coil packs. 8. New Belts. Many extras; Receipts available. (949) 413-2220; noah-greyracing@gmail.com



For Sale, 1980 RX7 Race car Annual tech has been done for class ITA. Recently ran in the regional's 8-9 at Laguna Seca. The car is race ready.

Engine is stock 12b with a Nikki 4 barrel carb, Stainless headers, new aluminum radiator w/ shroud and electric fans. The Kirkey aluminum seat is adjustable for easy driver fit, new G force belts, and a new window net. It has Panasport style wheels with Falken Azenis tires. The roll cage was built by Doug Chase. The car was originally built, or should I say over built, as a 24hr of LeMons car called Larmie. It's great colorful markings were to mimic the M1 BMW racecar of the 1980 Le Mans period. The great front spoiler and high rear wing, though removed for ITA are with the car. Call to make offer or for more info or pictures. Contact: Al Bourdet 510-414-9202 or al@altechconsulting.com

Brand new chassis. Victory circle with Port City front clip. Car has never seen the race track. Have items to add to build such as fuel cell, headers, rear end, shocks. Message more more info. \$2000 for chassis, \$7000 for everything. Willing to split items. 916-425-6251

Fresh 383 Stroker LT1 Engine, Rebuilt Borg Warner T56 6 Speed Transmission with aluminum flywheel and new Stage 3 clutch, re-engineered suspension including UMI Road Race K Member, 6 point professional built roll cage in a rare full hard top, never wrecked. \$12,500.00 B/O 916 716-7304



1999 Spec Miata. Well sorted car, super reliable and many podium finishes in SCCA Calclub. ACT Clutch, Koyo radiator, Torson diff, SS brake lines, Racetech seat with head restraint, manual steering rack, Momo steering wheel with quick release. AIM MXL data system. 2 sets of Team Dynamic wheels. Come with spare parts. Current SCCA log book. E-mail me for more pictures and video of races. fhu@performancecomposites.com \$15,550 OBO. 310-927-4368

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



Spitfire Roller For Sale. MUST SELL - Please Make Offer. Ex-Tom McCarthy Car. Tom Ran at Atlanta, Then sat one season, I bought it. I made numerous improvements, used it for my Driver's

School at Sears Point, got my two races in. And then divorced. Stored indoors since. Complete EXCEPT NO engines, transmissions. Has very rare Positraction, McCarthy axles, full gauges, three sets of wheels Spare Spring Towers, Used Super Trap Muffler. rhostler@gmail.com



For sale: 2006 Winning Blue MX5. Full STR prep. I drove this to second in pax at last SSSCC event of the season by 0.1 seconds. Two sets of wheels with good rubber. RE71R'S and R1R's. \$13000 obo Will deliver with a deposit up to 1000 miles from 99338 for \$0.75/mile. Trophied at the Packwood Tour in 2013 (Rex), 2014 (Mark, Lynn and Dennis Healy), 2015 (Mark & Lynn) and 2016 (Lynn). 2006 Mazda MX5 GT with 74XXX miles Winning Blue, 60,000 when we bought it in 2012. We are the second owners and can put you in touch with the original owner if needed. All in decent condition (for an autocross car, not a show queen) with minor road chips on hood and at rocker panels. 6 speed with stock Mazda LSD. (Only mod it does not have is the OS Giken) PPE Engineering LT Header and midpipe put on in 2014 and much more. Contact me for details. roadracex@gmail.com 509-551-2681



Two BMW E36 IT-prepared rollers for sale, one with some front end damage. Complete race-ready drivetrain for ITS 2.5i and complete drivetrain for ITA 1.8i available, prepped to IT limits and chipped. Aggressive limited slips for each. Fully built suspensions. 2002 ITA 3rd place SFR region championship car. Make offer. banta@racer.net, 650-472-1486 www.fizzball.com/bmw01

## TRAILER AND CAR



1999 SM for sale/TPD Trailer combo Race winning car. Refreshed for 2014 Runoff's. Top 10 at the Runoff's. Stored since. Great spares. 3 sets of wheels. Drago motor. Will part with 24ft fully load 2012 TPD with every option as package. 18K for car + spares. 35K for both. Email for build sheet for trailer or more info on car. Located in Pleasanton. Barretttilley@hotmail.com 1711

## SOLO RACER & TRACK CARS

### STREET CARS



1972 Camaro Street Rod. Single family owned since purchased new in November, 1971. 105,200 miles on chassis. Subtitle alterations to drive train, suspension and interior. Garaged for entire life of car. Detailed description of modifications on back.\$20,000. Details upon request. Contact Ralph at 530-295-1805 evenings 1107



Steel bodied right hand drive home built low-boy with chevy ls engine. Non running car with lots of parts needs assembly and interior. Rebuilt z06 engine with special lehman front timing cover and cross drive unit with a joe hunt distributor Rebuilt muncie t10 four speed with hurst shifter and light weight bell housing, quartermaster 5.5 Inch clutch and button flywheel. 1956 Chevy bel aire rear end Edelbrock carburetor and intake with new headers, muffler and exhaust parts Two sets of wheels and tires 15 inch as shown and solid 16 inch with baby moon hubcaps and dunlop ls tires. Also have

holden hubcaps and badge \$18,000 Sharon Gilbert, Westley CA 209-894-3949 bsgil99@hughes.Net 1111

1999 Ford Econoline 150 Conversion Van With Dome Top, \$8,500. Low mileage: 87,987. Runs perfectly. Serviced regularly (have all receipts). Has A/C, radio, stereo system with head phones, TV, CD, tape player, power inverter, refrigerator, microwave, sink, electrically operated couch/dinette flattens into a bed, wood-grained cabinets overhead and below (houses a porta potty). In excellent shape except dome paint on one side is eroding. Never been in an accident. Ann: 530-335-6010 1712

## TRAILER/TOW



2010, 36'Heartland Toy-hauler with approximately 30,000 mi. Sleeps 8, ideal for extended stays. 10' garage, 100 gal. fresh water, new convection microwave 60 gal black, 2 X 30 gal grey, 30 gal fuel station, Onan generator, new tires and wheels Satellite HDTV, 2 batteries with 50 watt solar charger Power twin bunk beds in garage. \$25,000 530-295-1805 eves. xsrbaldwinsbcglobal.net 1111

44' Featherlite Gooseneck (1989); dual 7500 lb axles, Low Profile, Hydraulic Ram Lift, Diamond Plate floors, Insulated Interior, \$11,500 415-298-3917 1111



Car trailer with electric winch and tongue jack and removable rock shield. Winch is rated for 6000 Lbs. Includes remote control for the winch. Has large under deck storage area. Tires have excellent tread depth. Perfect trailer for low clearance cars as approach angle is 10 degrees. Includes good battery in locked onboard box for operating winch and jack. I have used it for cars over 4000 Lbs with no difficulties. Gary 925-743-0673 1111

2002 24' carson toy / race car hauler. if you are a racer this toy hauler is perfect for you!! bought this trailer new and was ordered to my specs. the reason is that i have a vintage race car and needed more garage space then you can get with off the rack style toy haulers. there are so many upgrades and maintenance items that were done that i have a long list. this is no doubt the best older trailer you

can buy. needs nothing!! \*comes with a yamaha generator that is about 3yrs old. \*speaker with disco light bluetooth at front door \*new wheel bearing in and out and brakes \*all white outside trim new \*new tires and 2 spares \*\*Much More \$12,500.00 negotiable much more call phil at (602)376-8631 1111

2006 Haulmark 20' enclosed trailer with alum workbench, built in toolboxes, lots of pit-pal equip. Lots of storage and race equip including quad , 20' easy-up. \$6,000. Kenn (503) 879-5519. both \$16,000. call for details 1712



2007 Pace Shadow Ramp Stacker, Bumper, Pull 3 Dexter 6k axels, all wheel brakes, 25 ft box, 5 ft tongue, Double side doors 58" w x 80" total, 20 ft awning, needs new cover, floor to ceiling 105", 81" between wheel wells, rear ramp 98" + 18" extension, 4" beavertail, includes new 5500w Generac portable generator.\$12,500.00 obo. Larry 707-462-9088 1111

## TOOLS/ EQUIPMENT /MISC FOR SALE

Business Opportunity: Office space with conference room, show room, bathrooms and showers available starting in June of 2018. Ideal for Driving School, marque-club or specialty vehicle dealership and more. Be in the growth curve of the sport and the industry at prices well below the competition. All or part available with full access to all activities at Thunderhill Park. E-mail dvodden@thunderhill.com to learn more and arrange a lease. 1111



House in Foresthill. Frank Lloyd Wright design. 2 bedrooms, 1 office, 1 bath, 5 car garage, 4 carports. Design heats and cools itself. Seven acres at end of private road. \$700,000 OBO. Call 916-663-1641 between 5-7 pm 1111

Set of four Hoosier cantilever slicks, 20x9.5-13 R35A compound. They are mounted on 13x7 steel wheels. (The wheels come with the tires for free.) Barely scrubbed in. They are virtually brand new. Cost me over \$1000, asking \$500. Contact Rich at con-erunner@yahoo.com 1711

Sports Racer1979 zink-14 P-1 car project. Retiring from SCCA. fresh Kawasaki ZX-14R engine, new chain, new quaffe LSD, new rear wing, good tires(slicks) Two sets of jongblood wheels and all the parts to put it back on track. Needs to have the nose fit and paint. Jay. (805) 459-0229. abarthwest@hotmail.com \$6500 1711

Coast Muffler, 2" Inlet/Outlet \$175.00 includes UPS. Tri-pod greaser, includes 2/3 tube of GKN Lube, \$75.00. Both prices include UPS ground to lower 48. cragg@comcast.net 1711

HP full race engine. All the good stuff. Email me for a complete description. No reasonable offer refused. Ray Hiett. 11HPrrhiett@gmail.com 1711

Snow Tires on new aluminum rims, both less than 300 miles. Bridgestone Blizzak studless tires, 225-60/16, set of 4. Practically new, Fits 2002 Honda Odyssey van. \$600.00. Arthur Muncheryan rose1art@earthlink.net 1711

## SHOP/STORAGE SPACE

SHOP SPACE in Santa Clara, 2600 sqft of available space with 2 lifts. Perfect to keep and work on your race or track cars. Suitable for small to medium size teams as well. Trailer storage also available. Bathroom and small office. Lots of storage racks.Izzy 650.279.7252 or izzysanchez78@yahoo.com. 1111

CAR STORAGE in Santa Clara Secure shop, 24hr access, 2 lifts, bathroom and small office. Lots of storage racks also available for your extra car parts extra wheels etc. Izzy Sanchez 650.279.7252 izzysanchez78@yahoo.com 1111

Garage Space Available at Thunderhill starting in June of 2018. 1,400 sq. feet. Large bay door. Bathroom stall available. Rental fee \$1,000 per month. Only eight spaces available. Located on three mile track area near new Solo Pad and SCCA office. E-mail dvodden@thunderhill.com to put your name down on a waiting list. First come, first serve. Great deal!! 1111

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

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

Haag Performance of Sacramento, a leading West Coast Spec Miata engine and drive train builder, has a limited number of spots available for racers needing storage, engine and drive train services, race prep, transportation and/ or track support. Contact Mike@haagperformance.com or call(925) 783-9409. 1111



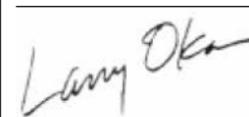
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**P1 1st Jim Devenport**

**P1 2nd Perry Richardson**

**P1 3rd Tim Day**

**P1 Track Record Perry Richardson**

**P2 1st Tim Day**

**P2 3rd Perry Richardson**

**P2 Track Record Chuck Bona**

**FB 3rd Mark Nixon**

**FB Track record JR Osborne**

**FC 1st Jason Reichert**

**FC 2nd Robert Negrón**

**FC 3rd Scott Vreeland**

**FC Track Record Mitch Egner**

**FA 3rd Graham Rankin**

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