



# The wheel<sup>®</sup>



VOL. 61 | FEBRUARY 2019

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



P1 Champion  
Jim Devenport



Sonoma Majors 2019

p. 8

Runoffs Race Reports  
Special San Francisco Region Edition

p. 16



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**FEBRUARY 2019**

Above- FA national Champion Mirl Swan at Speed- photos by Aaron Meyer

On the cover- on track action at the Runoffs P1 Championship Race. P1 winner and the crew from Bulldog Motorsports enjoy the victory lap.

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# CALENDAR

## UPDATED 2019 FRESNO CHAPTER SOLO SCHEDULE

Practice - **February 23\*\***

Event 1 - **February 24\*\***

Driving School - **March 15\***

Event 2 - **March 17\***

Event 3 - **April 20\***

Event 4 - **April 21\***

Event 5 - **May 11\***

Event 6 - **May 12\***

Event 7 - **June 8\***

Event 8 - **June 9\***

Event 9 - **July 13\***

Event 10 - **July 14\***

Event 11 - **November 9\***

Event 12 - **November 10\***

\*Held at Fresno Fairgrounds

\*\*Joint event with SFR at Crows Landing

More dates and locations may be added; check our website for updated calendar: [www.FresnoSCCA.com](http://www.FresnoSCCA.com)

For more information, visit our website: [www.fresnoscca.com](http://www.fresnoscca.com)

## SACRAMENTO SOLO SCHEDULE

**March 23** - Round 1

**March 24** - Round 2

**April 27** - Round 3

**April 28** - Round 4

**May 18** - Round 5

**May 19** - Round 6

**June 22** - Round 7

**June 23** - Round 8

**July 13** - Round 9

**July 14** - Round 10

**August 17** - Round 11

**August 18** - Round 12

**September 21** - "Bill Fleig Memorial" Enduro Practice

**September 21** - "Bill Fleig Memorial" Enduro

All Races held at Thunderhill Raceway

**Sacramento Awards Banquet** - Del Web Roseville

## SFR SOLO SCHEDULE

**February 23\*\*** - Practice / Starting Line

**February 24\*\***

**March 9\***

**March 29-31\*\*** - ProSolo (practice/setup on Friday, competition on Sat/Sun)

**April 26-28\*\*** - Champ Tour / Northern Pacific CAM Challenge (practice/setup on Friday, competition on Sat/Sun)

**May 18\*\***

**May 19\*\***

**June 9\***

**August 3\*** - Round 9

**October 6\*** - Round 11

**November 2\*\*** - Street Survival (not an event, will need a few volunteers to help out, being run by Teresa and Erika McKee)

**November 3\*\***

**November 16\*\*** - Practice / Starting Line

**November 17\*\***

\*Marina

\*\*Crows Landing

## 2019 SCCA-SANCTIONED CONCOURS D'ELEGANCE

**Sunday, June 23**

**Coyote Creek Concours d'Elegance**

Coyote Creek Golf Club  
Morgan Hill, CA  
(408) 217-8097  
[www.coyotecreekconcours.com](http://www.coyotecreekconcours.com)

**Sunday, September 8 Ferndale Concours on Main**

Main Street  
Ferndale  
(707) 786-7150  
[www.ferndaleconcours.org](http://www.ferndaleconcours.org)

**Sunday, July 21**

**Hillsborough Concours d'Elegance**

Crystal Springs Golf Course  
Burlingame  
(650) 619-6186  
[www.hillsboroughconcours.org](http://www.hillsboroughconcours.org)

**Sunday, October 6**

**Niello Concours at Serrano**

Serrano  
Eldorado Hills  
(916) 635-2445  
[www.theconcours.net](http://www.theconcours.net)

### 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:

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Marin/ Sonoma/ Napa/  
Infineon  
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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

**MARCH 16-17**

DOUBLE REGIONAL 1-2 – THUNDERHILL

**MARCH 27 -30**

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

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# RE NEWS

BY BARBARA MCCLELLAN

SCCA National Convention: One week after our first race of the 2019 season, the National Convention was held in Las Vegas where over 400 members celebrated the 75th Anniversary of SCCA. We had 21 San Francisco Region members in attendance - the largest representation from any Region in SCCA. Along with many good leadership sessions, the emphasis was much the same as last year, which was creating a welcoming environment. We recognize that there are other organizations which are attracting automobile enthusiasts. We in SCCA and the San Francisco Region want to create an atmosphere where everyone feels welcome, regardless of whether they are a driver, worker, pit crew or first time track visitor.

I had a great time at the Majors wandering around the paddock just thanking folks for being there. I think it is important that people know they are wanted and appreciated. Our drivers are appreciated and we want them to know it, just as our volunteer Race Officials are appreciated. I try to visit with different worker crews and thank them for being there. We recently held a Road Racing Chiefs Meeting and I asked that everyone make it a point to welcome new people along with enjoying being with old friends. Our Chiefs are the leaders of our club and while I realize that it's hard to get out of our comfort zones, that is the only way we can create a welcoming environment. We were asked at the convention what our vision was for our club—mine is to have safe, fair and fun racing every weekend we're at the track.

Speaking of being at the track, San Francisco Region is going to participate in a new venture with the Reno Region and SCCA National. Reno Region and SFR will be co-hosting a National Time Trials on the 2-mile West Course at Thunderhill on April 13-14. We will be reaching out to all areas of automobile enthusiasts. This will be a chance to experience driving your street car on a race course. There will be instructors there to provide assistance. We're hoping many of our Race Officials as well as Solo folks will come experience the opportunity. To quote Heyward Wagner, SCCA Director, Experiential Programs, when talking about the National Time Trials program, "The goal of this project is to build an event centered on fun and the belief that this concept could draw people from all areas of the SCCA and beyond." We've started by-weekly conference calls with the goal of making this a successful event. Tony Rodriguez will be the lead from our Region. Others from our Region participating in the calls will be Ed Runnion, Bay Area Solo Chief and myself. After all is said and done, we'll be looking for feedback from participants about whether this a program San Francisco Region wants to continue to develop.

And speaking of feedback, when Mike Smith was Regional Executive, he held Drivers Meetings at every Regional event with designated race group drivers. This is something I plan to reinstitute starting at our first Regional Race in March at Thunderhill. This will be your opportunity to tell the RE what you would like to see with our racing program. But I do have one condition - when you have a problem or a complaint, please propose a solution. That's another thing I brought back from the Convention and I've asked our Chiefs to have the same philosophy when they bring issues to the Board of Directors.



At the Chiefs Meeting and again at the Stewards Training Meeting, Tim Sullivan prepared a State of the Region report. I think this is something that every club member is interested in, so I'm going to quote from parts of his report. "As a Region, in 2018 we made a small profit. We had the biggest Majors in the country last year at Sonoma. Our costs have increased due to having to hire Flaggers at several Pro events. Our original forecast showed us losing money, however, due to a couple of strong showings at Laguna and Sonoma we made money. Moving forward to 2019, we expect to do the same - be in the black by the end of the year. Unique challenges we face this year include the real possibility that we will have to hire workers at most Pro events. This is due to FIA standards Laguna is following. We have secured a Super Tour event at Laguna, which should be a well attend event. We will continue for the second year, the Tom McCarthy 5-mile memorial race at years end."

By the time you have a chance to read my column, we will have had over 50 new drivers complete our Competition Licensing School. We have one of the best in the country. It is so thorough that after that weekend, the Instructors will have the option of recommending a competition license for those students who excel. The others will receive a Novice Permit and experience some Regional racing before receiving their competition license. I look forward to welcoming all of them into our road racing program.

And I look forward to seeing you at the track soon.

*Til next time, your RE. Barbara*

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*Bob Corbitt wearing the then current grab of pit lizards*

Our SCCA family lost another truly remarkable man just before Christmas. Robert Corbitt was everything SCCA was about. If SCCA ever did a survey of their members during the early seventies Bob would fit the demographics to a tee. He was a middle income white male that enjoyed automobiles. He liked to build and tinker with cars and the thrill of going fast never ran it's course. He was a person that liked working with his hands. He enjoyed automobiles and earned a living working on them for over 30 years in Stockton California. He was an expert in foreign car repair and an avid enthusiast. What made him a true SCCA member was that he grew up learning about cars, building cars, and racing cars. When the racing was over he became an SCCA official. Once the helmet was hung up for the last time he dedicated hours upon hours being a Scrutineer and a Steward.

It was the early sixties and Bob Corbitt was about to be reunited with a boy hood friend, Mickey Holmes. The last time the two were together was when the much larger Corbitt tried his best to drown the smaller Holmes in the Oak Park Community pool.

Holmes was an old time Stocktonian Racer. His step Father Mike Haro was an Iwo Jima Vet and was into the Hardtop scene. Mickey liked the Hardtops but when Road Racing came around he was hooked. Road racing was getting the attention of famous people like Dick Smothers and Steve McQueen. The cars were clean yet quite flimsy compared to the flat head ford powered Hardtops.

Fortunately for Holmes the Crusader Car Company was just getting off the ground in Stockton and Holmes was quite a welder. Holmes built his own car and Bob was soon stopping by and expressing an interest. Bob at that time had a front engine formula car that was powered by a small MG motor. If it topped out at 85 MPH it had to have a serious tail wind. The car was once owned by Merle Brennan, but was very dangerous. The driver sat right next to the exposed drive shaft and as the car accelerated down the road the excess ends of the seat belts could be heard slapping against the spinning driveshaft. Soon Corbitt turned to Formula Vees. It was 1967 and Bob did not know anything about the VW engine powering his FV so he went to Holmes who was an expert in VWs at that time with one VW engine rebuild under his belt. Together they went through the engine and it turned out to be a pretty good rebuild as it never let them down.

Rebuilding the VW motor was Bob's first experience with any

engine overhaul. When the job was over Bob told Mickey that he was opening an automotive repair shop. And with one engine rebuild under his belt Bob Corbitt put out his shingle on Fremont Street in Stockton opening Corbitt's Foreign Automotive Repair.

Corbitt opened his shop and his first customers were friends of his that hung around his house. For lack of a better term Bob had a hippie crash pad in central Stockton that on any given weekend could have ten to fifteen people hanging around drinking and carrying on. Naturally these friends had VWs, MGs, and Datsuns. These cars provided Bob with the on the job training that parlayed itself into a full time career.

Naturally being the host of a hippie crash pad did not fill the pockets with cash but the fun that was had was priceless. One of the Saturday night rituals was gathering at Bob's house to watch the Smothers Brothers show. They were big fans of them namely because Dick Smothers was into Road Racing and because they were quite funny. This tradition continued until the bed in Bob's room gave out under the constant weight of numerous bodies fighting for a viewing position.. Bob only had one television (as did most people at that time) and it was strategically positioned in the bedroom.

Bob Corbitt was a very easygoing guy and had a way of doing unusual things. For most people they would just look and not question the motive behind the unusual behavior, but for those that dared they were usually rewarded with a profound and often times hilarious spin on life. For instance the desire to racecars never ran its course in Bob's blood. Bob and two of his friends decided they were going to race a Datsun 510 sedan. They called the team 5 ball racing. The three of them needed to share the car since none of them had enough money on their own to race. For most people they would think the reference had something to do with playing pool such as five ball in the corner pocket, but for those that dared to ask the explanation was rather obvious. In 1983 it was discovered that one of Bob's testicles had cancer in it, so it had to be removed. Since this was a three-man team and one person was missing a testicle and ball is a readily acceptable synonym for testicle they named it five ball racing.

As the racing career wound down Bob's desire to stay involved with racing never ended. In the late seventies he became a member of the Safety Tech crew and got his racing fix by making sure the competitors were on the track with the properly equipped cars. Bob eventually became the chief of the tech crew and with a big barrel chest and deep dark features he could not help by command respect from his fellow racers. But being a driver himself he knew how heated one becomes when one feels wronged on the racetrack. He knew the first person that would see the angered driver was the people of the tech crew.

Bob started going to the Runoffs in the early 1990s and became Chief of Tech his second year of participation. In order to diffuse the situation and to remind all involved that we are racing for fun Bob adorned some unusual attire. He had been known to wear a gold turban, fairy wings, and often times had a magic wand in his hand. But the prop Bob could mostly be attributed to was a bright red round Clown's nose. If you only imagine this burly chested, thick dark haired man wearing a bright red Clown's nose as you are complaining how you were passed under the yellow flag. You can understand how it would add some perspective to the situation and have a tendency of putting everyone in a sound frame of mind.

In the late seventies through the late nineties the San Francisco

# SONOMA MAJORS 2019

The first race of the SFR season was an ambitious endeavor - a Majors, at Sonoma Raceway in mid-January. And it was a two-day event on a Sunday-Monday. Talk about thinking outside the box ... or in this case, outside the oval.

The paddock was less full than usual, and the Worker Crews were sparse and stretched the thinnest ever. But everyone pulled together and it all went fairly well despite a few hiccups. Monday there was some rain, which caused mud, which created difficulties for the tow crew.

It was a safe weekend and despite the thin fields, there were some good races. The weather was cold, breezy, and sometimes inclement on Monday. The sun did peek out a few times Monday between showers, but was afraid of its own shadow and quickly disappeared.

There were seven Majors Groups, and a schedule which called for two qualifying sessions, a Sprint Race (25 minutes) and a Feature Race (35 minutes.)

## SPRINT RACE 1 - GT1, GT2, GT3, AS, T1, & T3.



#16 Michael Thompson leads #146 Tim Lynn, #66 Michael Fine, #8 Don Van Nortwick

There were thirteen entries and all raced - the first race after lunch on Sunday. It was dry and cool. Two out-of-region drivers ran - from Detroit and Alberta. Nine ran the early morning qualifier. Pole sitter, Clark Nunes in his No.79 AS Ford Mustang led the first two laps before being overtaken by Michael Heintzman/No.77 GT3 Miata, who started fourth. By Lap 3, late entry Tim Lynn/No.146 GT2 Chevrolet came from ninth on the grid to take the lead, and he held on for the remainder of the 14-lap race.



Not exactly what they meant when they said to follow the leader, #44 Bryan MacMillan gets a couple of wheels off followed by #16 Michael Thompson

Heintzman and GT1 driver, Michael Fine/No.66 Weaver Camaro swapped second place, until Fine, while running second, heeded the Meatball Flag and pitted with gear oil problems. Fine retired, but not before turning the fastest race lap of 87.156 mph. Heintzman inherited second place from Fine but retired three laps later.

Kristopher Olson/No.49 Honda S2000, who had started at the back due to not qualifying, was steadily picking off the intervening drivers lap by lap. He took over second place from Fine by Lap 12, and kept it to the finish, coming in 31.506 seconds behind leader Lynn. GT3 driver, Taz Harvey/No.88 Mazda RX-7 came in third overall, first in class

Dennis Nowak from Canada started his No.69 T1 Corvette at the back due to not qualifying, and pitted to retire after three laps. If nothing else, it gave him time to get to Grid for his next race Also retiring after ten laps was another late entry, Bryan MacMillan/No.44 GT2 Ford Mustang.

### Class winners:

**GT2**-Lynn; Olson; MacMillan.

**GT3**-Harvey; Heintzman.

**GT1**-Rob Davis/No.81 Pontiac GTA; Fine.

**AS**-Clark Nunes/No.70 Mustang; Kevin Fandozi/No.2 Camaro; Michael Thompson/No.16 Camaro.

**T1**-Don Van Nortwick/No.8 Mustang; Nowak.

**T3**-Roger Eagleton/No.92 Boxster.

**SPRINT RACE 2 - T2, B-SPEC, STL, STU, T4, FP, HP, EP, & GTL.**



#77 Joe Huffaker and #24 Nathan Pope

Fourteen of the 19 entries qualified and raced - seven of the nine classes. Joe Huffaker/No.77 GTL Midget won, turned the best lap of 82.438 mph, and set a new track record of 1:50.046. He started and ran third for half of the 14-lap, 25-minute race, all the while pushing for second. Then he got past Nathan Pope/No.24 EP Honda CRX, who had started on pole but never led a lap. Then, after the five-minute mark, Huffaker made his pass in Turn 10 around Aaron Downey/No.50 EP Mazda RX-3 and took the lead. Interestingly, Huffaker had entered the car as a FP, but raced as GTL. He often races the car in both classes. The top three cars were in different classes.

On the first lap Tom Tuttle/No.11 GTL Lotus Elan and Denis Nowak/No.69 T2 Corvette came together in Turn 2 on the first lap, causing Tuttle to spin. Nowak continued in fifth place, and then up to fourth where he finished, while Tuttle ended up at the back. Tuttle worked his way back up lap by lap to finish ninth. However, due to sound issues, he was moved to last in GTL class. Nowak was racing the same car as he drove in the race just prior to this one.

Lee Flemming/No.00 HP Midget retired mechanical on Turn 2 on Lap 3. Tom Tuttle/No.11 GTL Lotus Elan took the checkered flag second in class, but was caught out by sound and moved to last in class.

**Class Winners:**

- GTL**-Huffaker; Taz Harvey/No.88 Mazda MX-5; & Tim Linerude/No.95 Volkswagen GTI.
- EP**-Downey; Darren Dilley/No.188 Mazda RX-7 (Oregon); Anthony Jimerson/No.22 Mazda RX-7.
- STU**-Pope; Kevin Lachance/No.88 Acura Integra.
- T2**-Nowak.
- HP**-Michael Cummings/No.22 Sprite; Flemming.



The GT1 car of Michael Fine lets off some steam.

**SPRINT RACE 3 - F500, FF, & FV**



#24 Marjorie Lundberg followed by #51 Hunter Philips-Barr

The only entries for this Group were Formula Vees, a nice surprise as this class hasn't often been seen of late in SFR. It was nice to have them back. There were five entries, but Wheel Editor, Blake Tatum had to work and missed the weekend. A late entry from Texas was young Hunter Phillips-Barron, whose father bought Skip Street's Mysterian M3 after seeing it on the Runoffs race broadcast, so his son could run for the 2019 Runoffs. Streets had raced it with a For Sale sign on it. His wife, Traci, had gifted it to Skip for Christmas the year before, just so he could race it in the Runoffs. The plan was to sell it after Sonoma ... and he did. The family, which had been racing FV's for several years in Texas kept Streets race number and much of his paint scheme. Phillips-Barron qualified the car on the pole by nearly five seconds ahead of Marjorie Lundberg/No.24 Caracal. She was the only SFR driver in the race, with the other two entries hailing from Cal Club.



#40 Don Manthe and #25 Charlie Turner

Phillips-Barron drove off on the first lap and Lundberg took the lead, while he fell back to third. The teenager marched back up past Donald Manthe/No.40 Lynx to take second place. Going into Turn 1 on the fifth lap, Phillips-Barron took the lead and held on for the win, with a Margin of 12.393 seconds ahead of Lundberg. Phillips-Barron also turned the fastest race lap of 77.631 mph. Cal Club's Charlie Turner/No.25 Vortech was third. Manthe pitted on the last lap prior to the Checkered Flag.

The race must have been exciting, as the iconic Sonoma Raceway Woolly Weeders, aka sheep flock, came down the Turn 2 hill en masse to watch.

**Class Winners:**

- FV**-Phillips-Barron, Lundberg, & Turner.

# SONOMA MAJORS 2019

## SPRINT RACE 4 - FA & FM



#66 Troy Tinsley and #6 Ryan MacDermid

Five of the nine entries were out of region, including one from Orlando and three from Indiana—all running 2016 Crawford's, but listing conflicting classes. Seven drivers ran the mid-afternoon race, and several of the nine entries were in the FA class, depending on which Entry List is correct.



#74 Steve Martin and #14 Dylan Tavella

Logan Cusson from Orlando, racing for WNY Region, had the pole in No.96 FA Ligier F4 Honda. Dylan Tavella of Indiana, racing his No.14 FM/FA Crawford from NYR, was on the front row. Tavella spun on the Pace Lap in Turn 7 and quickly regained his position by passing everyone, but the leader, perhaps not all that safely. By Turn 11 on the Pace Lap, Tavella was back to his starting position. By Lap 2, he moved into first place. On Lap 3, Tavella spun in Turn 2 and was hazardous, while Cusson took the lead. The Safety Car was dispatched to slow the field, and Tavella was able to restart on his own.

At the Green Flag, Tavella took off again and got back up to third place by Lap 7 of the 9-lap race.

Kyle Loh/No.5 FA Ligier F4 caused an alert in Turn 2 when he hit the wall hard. He was running second at the time. Loh wasn't hurt, but his car was, it was hazardous and the Safety Car was again dispatched. The tow truck got stuck in the mud and the course was blocked. The race finished early and under caution. Cusson won, and turned the fastest race lap of .89.659 mph.

Tavella was penalized two finishing positions for regaining position on the Pace Lap.

### **Class Winners:**

- FA**-Cusson, Troy Tinsley/No.66 Elan, & Ryan MacDermid/No.6 Crawford - although also he's listed on another Entry List as a FM.
- FM**-Steve Martin/No.74 Formula Mazda (Cal Club).



Group 4 as they exited turn 11.

Photos by Ron Cabral

**SPRINT RACE 5-SRF3**

#24 John MacIntyre

This was one of only two Groups which had but one class. There were six entries, five qualified, and all raced. SFR 2018 Rookie of the Year, John MacIntyre/No.24 2017 SRF3 had the pole and led 12 of the 14 laps in the 25-minute race. He and Brandon Lewis/No.66 1984 SRF3 ran close all the race, stretching out ahead of the remainder of the field. Lewis won, by a Margin of just 0.391 seconds, the closest finish of the day, and turned the fastest race lap of 82.863 mph.

Robert Sacks/No.21 SRF3 ran third the entire race. Behind him Jerry Aplass/No.71 1985 SRF3 ran fourth for five laps before swapping

positions with Yoni De Buele/No.95 SRF3. They finished in that order, but quite close. Sixth was Joe Viso/No.52 SRF3, who started last as he hadn't qualified.

**Class Winners:**

**SRF3**-Lewis, MacIntyre, & Sacks.

**SPRINT RACE 6- SM**

This was the other single class group. All but one of the ten drivers hailed from SFR. Pole sitter, Justin Casey/No.85 2001 Miata led every lap and finished 1.146 minutes ahead of runner-up Spencer Treney/No.10 2000 Miata, who is trying out a different class this year after winning the GT2 National Championship last season.

Treney, who started second had early racing contact with Juan Graziosi/No.99 2004 Miata, but both continued. Treney was pass by Brandon Sloan/No.32 2001 Miata early on, bt two laps later, Treney regained second and held to the finish. Sloan finished third, and turned the fastest race lap of 77.942 mph.

Tommy McCarthy/No.23 2001 Miata gained the most positions in the race, starting ninth and finishing fifth, behind Arizona driver, Steven Powers/No.145 1999 Miata.

**Class Winners:**

**SM**-Casey, Treney & Sloan.

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# SONOMA MAJORS 2019

## SPRINT RACE 7 - FC, F1000, P1, P2, FB, FE, & FE2



#11 Robert Armington and #8 John Manfroy

This group had 12 entries in five of its seven classes. Seven drivers qualified and raced, all from SFR. Perry Richardson/No.69 P1 Stohr had the pole position and led for 14 of the 17-lap race, until he went off in Turn 9 with mechanical woes. John Manfroy/No.P1 Dauntless-Stohr took over the lead and won the race by 50.845 seconds ahead of Robert Armington/No.11 FC 2000 Van Diemen. Richardson turned the fastest race lap of 100.417 mph, the fastest lap of the day.

Brandon Aleckson/No.33 2003 Van Diemen set a new track record for FE2 with a lap of 1:35.334.

The race itself was rather processional, and there were only a couple of passes, by the same driver - Armington passing Jeff Read/No.18 FE 2004 Van Diemen and then passing Aleckson. The leaders lapped the field by Lap 6, as the drivers were really spread out.

### **Class Winners:**

- P1-Manfroy & Richardson.
- FC-Armington.
- FE2-Aleckson.
- FE-Read & Joe Reppert/No.47 SRF3
- P2-John MacIntyre/No.22 Radical



#8 John Manfroy and #22 John MacIntyre

**FEATURE RACE 1 - GT1, GT2, GT3, AS, T1, & T3.**

#79 Clark Nunes followed by the #77 of Michael Heintzman

This was the first race Monday, mid-morning. It was cold and sprinkling at the start. Drivers used their wipers for the first half of the race. The grid was set based on the fastest time in the drivers' three prior sessions. Two of the thirteen drivers turned out for Sunday late afternoon qualifying session, with Kevin Fandozi/No.2 AS Camaro the fastest, and the other - Michael Fine/No.66 GT1 Camaro starting on pole. Ten of the 13 entries ran the race.

Fine led for three laps before Taz Harvey/No.88 GT3 Mazda RX7 passed for the lead. He led and the two pulled away from the field. By the halfway mark, lapping had begun. Then Harvey pulled on in Turn 2 with gearbox problems. The tow was too difficult because of the mud and position, so Harvey was brought back to the pits as he was in the next race and the car was left. The field strung out, so most cars were running their own race. The sprinkles dried up and the sun tried to break the clouds. Fine was back in the lead, being chased by Kristofer Olson/No.49 GT2, who had gridded third. Olson closed in on Fine on the last lap, passed him in the exit of Turn 4 and drove off into the sunset, so to speak. The Margin of Victory was 31.506 seconds. Fine turned the fastest race lap of 87.156 mph. The top three cars were the only ones on the lead lap.

Harvey's car couldn't be left after the race, because of its position, but its removal became problematic, with the emergency vehicles also having problems with the mud. Fortunately for Harvey, it was not the same car he was driving in the next race. The tow took so long that the Worker lunch had to be shortened.



#69 Denis Nowak

**Class Winners:****GT2**-Olson.**GT1**-Fine, Rob Davis/No.81 Pontiac GTA**T3**-Roger Eagleton/No.92 Boxter**AS**-Clark Nunes/No.79 Mustang, Fandozzi, Michael Thompson/No.16 Camaro.**T1**-Don Van Nortwick/No.8 Mustang, Denis Nowak/No.69 Corvette.**GT3**-Harvey.

Joe Carr was entered for both races, but wasn't on track until his Feature Race Monday morning. However, he was busy Sunday noon when he was invited to Race Control so Carr could be presented with his SCCA Mechanic of the Year Award. His boss, Joe Huffaker, was also invited to the presentation, made by RE Barbara McClellan.

**FEATURE RACE 2 - T2, B-Spec, STL, STU, T4, FP, HP, ET, & GTL.**

#50 Aaron Downey and #24 Nathan Pope

This was the second race of the afternoon, cool, cloudy and dry. The sun made unsuccessful attempts to break through the clouds.

Only three of the 14 drivers qualified for the Feature, in their 5pm Sunday session in the cold, fading daylight. Anthony Jimerson/No.22 EP Mazda RX-7 was the fastest in that session, but Joe Huffaker/No.77 GTL had the pole position. Jimerson gridded seventh.

Huffaker ran the first lap, but pitted before he completed it, giving the lead to Taz Harvey/No.8 Mazda MX-5. He held on and was never challenged. Jimerson pitted also but came back on course. He steadily moved up, and began dogging Darren Dilley/No.188 EP Mazda RX-7.

Before halfway, Harvey had started lapping the field. At that point it was Harvey, Dilley and Jimerson, with Nathan Pope/No.24 STU Honda CRX, and Dilley. Then Pope and Downey got past Jimerson.

Further back, Tim Linerude/No.95 GTL and Denis Nowak/No.69 T2 Corvette were having their own race. Then Linerude passed and stretched his lead ahead of Nowak.

At the five minute mark, Dilley was leading Downey, but Downey passed and held on to finish runner-up, 3.157 seconds behind Harvey. Dilley finished third, and Pope came in fourth, but turned the fastest race lap of 70.440 mph.

**Class Winners:****GTL**-Harvey, Linerude, and Huffaker.**EP**-Downey, Dilley, and Joe Carr/No.12 Honda S2000.**STU**-Pope, Kevin Lachance/No.88 Acura Integra, and Bruce Trener/No.2 Acura RSX.**T2**-Nowak.**HP**-Michael Cummings/No.32 Sprite.

#12 Joe Carr followed by #11 Tom Tuttle

# SONOMA MAJORS 2019

## FEATURE RACE 3 - F500, FF, & FV



#25 Charlie Turner, #40 Don Manthe, #51 Hunter Philips-Barron

Three of the four entries qualified, with Hunter Phillips-Barron/No.51 Mysteries M3 on pole. The race start was delayed due to the lengthy tow retrieval in Turn 2 of the beached Mazda of Taz Harvey from the first race. The weather was cold, windy and spritzed. Phillips-Barron and Don Manthe/No.40 Lynx (who had not qualified) went out on slicks, while Charlie Turner/No.25 Vortech and Marjorie Lundberg/No.24 Caracal were on rain tires.

Phillips-Barron led start to finish, and won by nearly two minutes ahead of Turner. He also turned the fastest race lap of 62.215 mph, considerably slower than Sunday's race due to the rain. Manthe spun out on the first lap in Turn 5. The field stretched way out and there was no passing. Lundberg spun off in Turn 6A on the fifth lap, which dropped her to third place. Manthe pitted on Lap 4. Turner said afterwards that when the track started drying, there was no place to cool his tires.

After the race, the results changed. Phillips-Barron was moved behind compliant cars for underweight. It was a Steward's Action, and the car was weighed several times to make sure.

### Class Winners:

**FV**-Turner, Lundberg, & Manthe.



#24 Marjorie Lundberg followed by #51 Hunter Philips-Barron

## FEATURE RACE 4 - FA & FM



#5 Kyle Loh followed by #66 Troy Tinsler

Five cars qualified and raced. Logan Cusson/No.96 FA Ligier F4 Honda again had the pole, with Dylan Tavella/No.14 FA Crawford beside him on the front row. It was cold, dry and cloudy. The sun made a valiant effort to be seen, but failed.

Will Edwards/No.28 FA Crawford pitted on the Pace Lap. The front row cars took off and stretched the distance between them and the next two car, Ryan MacDermid/No.6 FA Crawford and Steve Martin/No.74 FM Formula Mazda. They all ran in position until Lap 4 when Cusson spun in Turn 4 and Tavella took the lead. The field stretched out. All the cars had working rain lights.

MacDermid spun in Turn 8A but kept his position. Meanwhile Cusson was pushing harder, gaining on Tavella. He turned the fastest race lap of 89.659 mph. By the halfway mark, the track was drying from the earlier 'rain.' By Lap 10 of the 17-lap race, lapping had begun. Perhaps because of the speed differentials between FA and FM, Martin pulled over when he was lapped by the field in Turn 7.

The sun came out for the Checkered Flag lap. Tavella won by 0.453 seconds, the closest finish of the day.

### Class Winners:

**FA**-Tavella, Cusson & MacDermid.

**FM**-Martin.



#14 Dylan Tavella with #66 Troy Tinsley on his tailpipe

**FEATURE RACE 5 - SRF3**

SRF3 as they exit turn 11

Five of the six entries qualified and raced. This was a mid-afternoon race, and it was dry, cloudy, breezy and cold. There was only one pass in the race, and most finished where they started.

Brandon Lewis/No.66 1984 SRF3 had pole and never lost position. Front row starter, John MacIntyre/No.24 2017 SRF3 spun on the first lap in Turn 5 but didn't lose position. Then third-place Yoni De Buele/No.95 SRF3 spun, causing Jerry Aplash/No.71 1985 SRF3 to spin evasive and came close to hitting Joe Viso/No.52 SRF3. Aplash dropped to last.

The sun came out. On Lap 3, De Buele hit the Turn 5 tire wall, breaking the rear suspension and damaging the front end of his car. He was not hurt, and the car was safe but it was towed. It was a difficult lift tow and the car dropped large car parts on its way to the pits, which were retrieved by the Course Marshals. It took five laps to clear, and by then the race was half over.

The leaders were running closely, with a gap between them and the next pair, who started running side by side. Aplash started his pass on Viso entering Turn 10 and completed it by the exit. The sun went away, and the gap between MacIntyre and Aplash grew. By the time the Checkered Flag flew, there was half a lap distance between second and third place.

Lewis won by a Margin of 0.681 seconds, and MacIntyre turned the fastest race lap of 79.845 mph.

**Class Winners:**

**SRF3**-Lewis, MacIntyre & Aplash.

**FEATURE RACE 6-SM**

Nine of the ten drivers qualified and raced. It was cloudy and cold, dry and breezy. The sun played hide and seek throughout the race. College Senior, Justin Casey/No.85 2001 Miata again had the pole and led every lap. Arizona driver, Steven Powers/No.32 1999 Miata started third but took second by Lap 3 and held on to the finish, turning the fastest race lap in the process - 77.390 mph. He came in 1.587 minutes behind Casey.

Tommy McCarthy/No.23 2001 Miata and Ross Lindell/No.90 1990 Miata had contact on the first lap in Turn 10. Both continued, and their close racing lasted for many laps.. The field had gaps and clusters of pairs. McCarthy drove the wheels off his car in Turn 4, stretching the limits of the track, but never quite going all the way off.

Near the end the field closed in a bit, but after Lap 4, there was no more passing. Trenerly said it was a very competitive group, but fun racing.

**Class Winners:**

**SM**-Casey, Powers & Sloan.

**FEATURE RACE 7 - FC, F1000, P1, P2, FB, FE, & FE2**

#18 Jeff Read

Only two of the 12 entries qualified mid-morning Monday for the last race of the day, and only four raced. Joe Reppert/No.47 FE SRF3 was the fastest of the two qualifiers, but Perry Richardson/No.69 P1 Stohr had the pole based on his aggregate times. However, Richardson, Brandon Aleckson/No.33 FE2 Van Diemen, and Jeff Read/No.18 FE Van Diemen did not race. Reppert didn't go out on his qualifying tires, but that was OK as it was a rain race.

The weather was dark and cloudy, cold and breezy, late in the afternoon - the last race of the day and the weekend. John Manfroy/No.22 P1 Radical started first. John MacIntyre/No.22 P2 Radical stalled on the grid and tried repeatedly to bump start the car. At long last he was able to get going.

Robert Armington/No.11 FC Van Diemen spun in Turn 6A on the first lap. Somewhere along the line Manfroy picked up a wood block and dragged it, sparking heavily. This continued for quite awhile, all around the course. Despite this, he left the field behind. MacIntyre, who had regained his position and was moving briskly, was the only driver to keep Armington in his sights. By Lap 5 Armington had lapped the back end of the field. The only drama was a spin by Reppert in Turn 7, possibly due to the spritzing which was just beginning.

Then, after leading and sparking for 13 laps, Manfroy lost a body part in Turn 10 and pitted. Armington inherited the lead and took the win in the 17-lap race. Manfroy turned the fastest race lap of 93.879 mph, not up to the 100+ mph Richardson set the day before.

**Class Winners:**

**FC**-Armington.  
**P1**-MacIntyre, & Manfroy.  
**FE**-Reppert.

At the end of the day, as the Workers were packing up and the Drivers loading up, the rain came in earnest. Timing is everything. It was a relatively safe and sane weekend, with some hiccups and agro, but not much drama.

All in all, the early January Majors at Sonoma was an experiment that had to be tried. It was, and now its future will no doubt be discussed. If you have any thoughts, now is the time to let the BoD know how you feel. Maybe a survey will be done to assess its worth.

# RUNOFFS RACE REPORTS SPECIAL SAN FRANCISCO REGION EDITION

## Special thank you to Philip Royle

It is through the gracious spirit of SCCA racing that the editor of SportsCar, Philip Royle, has shared these stories of the runoffs with the readers of the WHEEL. These are the stories as written by the SportsCar staff and published in the SportsCar magazine. We did add a San Francisco Region flavor to every race report to give our region members a shout out from their contribution to the event.

The next three issues of the WHEEL will cover the Runoffs in addition to the local activities. Each issue will cover a day's worth of racing starting with the Friday races. This issue covers the Sunday races.

## Race 20 **Touring 3**

Sunday • Oct. 21, 2018 • 8:30 a.m.

**BY JEFF ZURSCHMEIDE/LYNNE HUNTING**

*Photos by Aaron Meyer*



*The T3 2018 National Champion #31 Marshall Mast*

The story of the mechanic who wins the big race is almost a cliché, but sometimes it's true. Marshall Mast is a shop technician in Joe Aquilante's Phoenix Racing enterprise. "I got my CDL in college," Mast explains, "and for the last two years I've been driving a little bit for Joe, going to all the Club races with the semi. We couldn't find a second semi driver, so I had to make a trip out here."

Since he was going to the Runoffs anyway, Mast decided to show how he drives on track. He started by taking the Tire Rack pole position in his Phoenix/Hoosier/Hawk/ Ford Mustang GT. Freshly minted Spec Miata Champion Mark Drennan in the NoWifeNoKids/TFB Performance/WRR BMW SpecE46 earned the outside front row position. In the second row was 2016-'17 T3 Champion Derek Kulach in his now familiar Nissan 350Z, along with Olivier Henrichot in another SpecE46. The third row included the SpecE46 of Eddie

Nakato, and the Ford Mustang of Scotty B. White.

At the green, Mast claimed the lead with Drennan and Kulach right behind. Drennan kept the pressure on Mast, while Kulach stood ready to capitalize on any mistake by the leaders. At the midpoint, Kulach began to probe at Drennan. The two went side-by-side through Turns 11 and 12 and up to Turn 1, but Drennan held onto his spot. They repeated the performance in Turns 7 and 11 - that allowed Mast to get away, and also allowed Henrichot and Nakato to catch up.

In the second half, Drennan kept the pressure on Mast, running just off the Mustang's bumper. Drennan made a pass for the lead in Turn 11 of the 12th lap, but Mast took his Mustang alongside Drennan's BMW through Turns 1, 2, and 3, and reclaimed the lead at the top of the hill in Turn 3A. The two went alongside again through Turn 4, but Mast came out ahead in Turn 5.



Second place finisher #10 Mark Drennan followed by the eventual fourth place finisher Derek Kulach

Kulach remained in third place, with Henrichot and Nakato waiting for an opening. By the 15th lap, Nakato was past Henrichot and going side-by-side with Kulach in several corners. Nakato won third position with an inside pass in Turn 7.

In the final two laps, Drennan continued to probe at Mast, but couldn't find a way around. At the checkered flag, Mast took the win by 0.531sec, with Nakato's AR Auto Service/Adrenaline Racing BMW an additional 10sec behind Drennan. Kulach held onto fourth, and Henrichot finished fifth.

"We knew that our setup was stable late in the race, compared to some of the other cars," Nakato notes of his third-place finish. "The key was to stay clean and stay in the race. It did pay off."

In addition to finishing second, Drennan set the fast lap of the race, 0.183sec faster than Mast's best lap. After collecting the Spec Miata championship, the day prior, Drennan was hoping for a second win in the same weekend. "I think I have the faster car from an overall lap standpoint, but [Mast] definitely had the faster car where it really mattered," Drennan says. "My hat's off to him for staying on the line. He's the champion and I'm not."

For Mast, he quite enjoyed the race, even though the win didn't come easy. "That was crazy," says Mast. "I was watching [Drennan] back there and trying to keep my tires on until the end. Mark has a phenomenal car, and it's amazing in places where mine is not. So, it makes for a hard race."

## RUNOFFS: RACE 20-T#

This was the first race Sunday morning, so it was cold - 50 degrees F, foggy with 99 percent humidity. The track was cold and damp, and the race started with two Pace Laps.

Mark Drennan/No.10 BMW E46 gridded second, and was hoping for his second Championship of the weekend. He ran second all but one lap, when he took the lead on Lap 12. It was short-lived, but not for lack of trying. He and leader Marshall Mast had some close racing which led to some interesting lines through Turn 7. He and Mast went through Turn 11 side by side into Turn 1. They

slipped and slid, and Mast recovered is lead.

The lead pack was close, and Drennan kept trying to the end. He came in second, only 0.531 seconds behind. He also turned the fastest race lap of 1:49.610.

At the end, Drennan was feeling great about the race.

J.D. Koos finished ninth after starting eighth in his No.12 BMW E46.

Nicole Jacque/No.27 Mustang and Brad Drensen /No.11 Honda S2000 each gained three positions, to finish 11th, and 14th, respectively.

The top five drivers were all faster than the track record.

## T3 CHAMPION

### Marshall Mast

Susquehanna Region

Phoenix/Hoosier/Hark Ford Mustang GT



Mast enjoying the best part of the day, the victory lap

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#71 Matt Reynolds leads a field of 17 racers up into turn two

Matt Reynolds isn't an "odd" guy - at least, no more than anyone else in the racing world. But his "even" is starting to get ridiculous - at least, to the rest of the E Production field.

Joining 2014 and 2016, Reynolds drove his Reynolds Bros. Racing/Hoosier/JPM Mazda Miata to the 2018 title, continuing his every-other-year Runoffs championship run. It was a spectacular performance for Reynolds, too, who finished some 23 seconds ahead of the field for the gold medal.

There is no magic formula for backing into a Runoffs win in any year, and the secret to Reynolds' success isn't even a secret. He and his team examine every variable, which this year included a long tow to the West Coast midseason to run a doubleheader U.S. Majors Tour weekend to learn the track. And there was plenty to learn as compared to the Texas-area tracks that Reynolds typically runs in the regular season.

"We came out [to Sonoma Raceway] over the summer to learn some things, and it's definitely more technical than a lot of the stuff we have down in the south," Reynolds says. "[Texas tracks are] all pretty flat, and this has a lot of off-camber, blind-apex turns. You have to suck it up and just go sometimes."

Suck it up he did, missing the pole by two tenths to Glen McCready's TC Design Motorsports Mazda MX-5 but taking the race lead in the opening corners anyway. From there, it was all Reynolds, all the time, out front. The gap was already nine seconds by lap five, and it only grew.

"We do have to make sacrifices," Reynolds says. "We would have loved to do the June Sprints, but we felt like coming out here was the right move. It really helped. The car felt pretty good straight off the trailer. We did our homework."

Joe Moser, who finished second to Reynolds after a tight run at Mid-Ohio back in that 2016 race, moved his Hoosier/King Motorsports Honda Prelude Si around Aaron Downey on lap seven. That pass left Moser the bridesmaid again, well back of Reynolds but well in front of Downey in his Mazda/Goodyear/G-Loc Brakes/Avanade Mazda RX-3 in third.

Moser intentionally laid back at the start, running a harder set of tires and deciding not to push the limits in the opening laps of his front-wheel-drive Honda. It landed him with what he felt was the best possible outcome.

"Around lap four, the car just really locked in," Moser says. "I was going maybe three-quarters of a second faster than my qualifying times. It's a change in strategy for us. It's been a tough run. It's front-wheel drive. We didn't really think about what car to build when we

built this car; and with the competition, it's tough to get that thing hooked up all the time. There are some tracks that are great, and some that are not. [Sonoma] is probably not, but our car is more of a VIR or Mid-Ohio car."

So, with the even numbered year and the trip to Sonoma, an E Production win may have set up well for Reynolds. But if Moser is right about VIRginia International Raceway, it looks like the 2019 Runoffs have already begun.

## RUNOFFS: RACE 21-EP

The results were finally official.

It was overcast as the fog had started to lift Sunday morning for the second race of the day., but it was still cold - 51 degrees F with 96 percent humidity.

Front row starter Matt Reynolds got the lead early on in Lap 1, with Aaron Downey/No.50 Mazda RX-3 moving quickly into second place. Pole sitter Glen McCready/No.4 Mazda MX-5 was third.

McCready and Downey had some vigorous side-by-side racing, including contact in Turn 7. While they were going at it, Joe Moser snuck in for second. Downey was back to third, and McCready was fourth. He slowed a bit after the contact.

Downey and McCready kept their positions to the finish. McCready turned the fastest race lap of 1:46.518. Larry Cooper/No.7 was eighth start to finish, in his bright yellow Datsun 240Z.

Kurt Fritzsche/No.40 Mazda RX-7 gained two positions to finish thirteenth, and Anthony Jimerson/No.22 Mazda RX-7 finished 16th, off course.

The top four drivers were faster than the track record.

Meanwhile, quietly Joe Carr/No.12 Honda S2000 drove his Huffaker race car from 17th methodically up to 13th. The car had literally just made the race. The tub had only arrived from the paint shop three weeks ago and had to be prepped and made ready for the Runoffs. It's not like Carr had nothing else to do, being the chief mechanic for Joe Huffaker. Carr was able to make the third qualifying session on Thursday, but only thanks to the three-hour power outage which delayed the schedule.

Carr earned the Sunoco Hard Charger Award for the race.

## EP CHAMPION

### Matt Reynolds

Alamo Region

Reynolds Bros. Racing/Hoosier/JPM Mazda Miata



#71 Matt Reynolds shares the victory lap with someone special



#15 John Shine and #55 Jeffrey Lederman crest the hill going into turn 7.

Jim Devenport captured his second P1 crown, but it was only because he was able to mount an almighty charge to overcome a very substantial lead by Perry Richardson. Devenport, in a two-seat Cranbrook Group Norma M20 F Honda, was able to reel in Richardson's Stohr over the second half of the race despite loose bodywork, which was flapping in the breeze.

Todd Slusher was on the pole in the Tissue on a Roll.com/Cabo Wabo Elan DP02, and he dutifully took the lead at the wave of the green. Parker Nicklin made a demon of a start, moving up to second from fifth. However, that was not as startling as that of Richardson. By the time the field reached the Esses on the first lap, Richardson was into first from sixth and pulling away.

Then as quickly as it began, Slusher's day was done and he spun into retirement in Turn 2 on the second lap. Richardson's lead was already five seconds over Nicklin, followed by Devenport, John Manfroy, and Tim Day Jr.

The sixth lap saw Richardson and his Casino Fandango/Briggs Consulting Stohr WF1 Suzuki with a six-second lead, but also with a new second-place runner. Devenport made a nice move on Nicklin in Turn 11 to annex the spot. Day was now up to fourth, followed by Chip Romer.

At the halfway mark, Day passed Nicklin for third, but Richardson's almost 10sec lead was visibly eroding. Devenport was on a charge and he cut the margin to five seconds by lap 11; then to two seconds by lap 14. The next lap the gap was only one second, and on lap 17 it was 0.3sec. With less than two laps remaining, Devenport made his move in Turn 7, passing Richardson on the outside.

Richardson was not going to go easily, however. He made a maximum effort over the last lap, pulling alongside Devenport in Turn 7. But he could not complete the move and, at the checker, was second by less than 0.5sec. Day took third in his Mere Mortal/Hoosier/Summit Stohr WF1 Suzuki, with Nicklin finishing fourth.

Afterward, Devenport described his adventure. "My tires took a long time to come in," he says. "On the warm-up lap I ran, I don't know how many burnouts [I did] to try to get the rear tires warmer. I must have done 20 of them. But Perry's [Stohr] worked right away and he just drove around the entire field."

Richardson credited his tires for his rapid getaway. "The three of us [podium finishers] all were on Avon tires," he says. "They take longer to come in, but once they do, they last longer. I was whipping the car around on the pace lap, getting it sideways to heat the tires. Mine came in at the start, faster than the others. I had great grip. I got a couple cars in Turns 2 and 3, and a couple two turns later. Everything was just right."

With his third-place finish, Tim Day Jr. had his second podium of

the weekend (his first coming the day prior in P2). "I had trouble in qualifying and dropped a couple places at the start," he recalls of his race. "When things sorted out, I was behind Nicklin. It took me a couple laps to get by him. He was slow in [Turns] 1 and 2 and I was able to make a move. But by then Richardson and Devenport were gone."

It was an exciting race indeed, with action, passes, and a mad dash from well behind by this year's champion, Jim Devenport.

## **RUNOFFS: RACE 22-P1**

It was warming up Sunday morning for the third race of the day. There was no wind, the humidity was dropping to 86 percent. The fog had changed to overcast.

Pole Sitter Todd Slusher lost the lead almost instantly after he spun in Turn 2. Jim Devenport/No.23 Norma Honda narrowly missed him and was running third. Out of almost nowhere comes Perry Richardson/No.69 Stohr Suzuki and he took over the lead by Turn 9.

Richardson led for 17 laps before being caught by Devenport, who went on to take the victory, but not without Richardson giving it all with some side by side racing. He tried in Turn 7 to get by, but didn't. Devenport had right front body work flapping near the end, and he was concerned that would cause a problem. But it didn't.

Richardson turned the fastest race lap of 1:28.786 - the fastest of the weekend. The Margin of Victory was 0.487 seconds. Richardson earned the Sunoco Hard Charger Award for gaining four positions. The car he raced was the same P2 car he raced Saturday to third place - with some allowable upgrades.

All but one of the other SFR racers improved on their positions and one maintained his grid position. All and all, a good day for SFR.

John Manfroy/No.18 Stohr Suzuki finished fifth; Jeffrey Lederman/No.55 came in sixth; John Shine/No.15 Stohr Suzuki was eighth; Aaron Bailey/No.21 Stohr Suzuki; and Vasili Stratton was thirteenth in No.25 Wolf Honda.

Five drivers, including the top four, were under the track record.

## **P1 CHAMPION**

### **Jim Devenport**

San Francisco Region

Cranbrook Group Norma Auto Concept M20 F Honda



*Jim Devenport 2018 P1 National Champion*



#9 Danny Steyn leads #68 Criag McHaffie on th opening lap. They would go on and finish one-two

Danny Steyn had a tough week at the Runoffs, starting with his Spec Miata getting hit by a spinning car on a test day, and continuing with losing an engine in his Ocean Machinery/OPM/Nelson/G-Loc Mazda MX-5, all before qualifying had even begun.

"We've had our struggles," Steyn says of the Runoffs week. "In fact, we did blow an engine...but thanks to Sam Nelson, my engine builder, we replaced it and got a new one in, tuned it, and spent a lot of time backward and forward with dyno files. The engine really was on point, but the car was on rails."

In qualifying, Steyn had competition for the pole position from Cliff Ira in his FIRA Motorsports/JPM Acura Integra GSR. Steyn set the fast lap in the final qualifying session to claim first on grid, with Craig McHaffie outside in his Mazda MX-5. Ira and Tim Auger, also in an Acura Integra, made up the second row.

At the green flag, the top three fell into their qualifying order, and ultimately that's where they stayed until the checkered flag, while Auger battled with Ken Kannard for fourth.

Steyn drove a race that can only be called dominating, opening a 2.5sec gap in the first lap, while McHaffie put another 5sec on Ira and the field. Kannard and Auger dogged Ira for third, but never took the position. By the seventh lap, Steyn was 8.3sec ahead, with Ira a whopping 23sec back. At the finish line, Steyn claimed a margin of victory of 13.644sec over McHaffie. Ira crossed the line some 45sec later.

McHaffie meanwhile, showed good humor with his second-place finish. "Well, I tried to throw a tow strap onto Danny's car, so he could pull me around the track with him, but it didn't pan out," he laughs. "I'm not quite the cowboy I guess. But you know, it was a great race."

Ira was quick to praise his competitors, congratulating them immediately after the race. But Ira also had a special thank-you to mention. "I want to give a shout-out to the guy who got this all started [for me]: my dad. He was on the podium in 1970 in G Production, and that's his number 36 on my car."

But for Steyn, his journey to the top of the STL podium has been a wild one. "We almost gave up on the STL program a year ago because of our frustrations with it in terms of reliability," Steyn admits. "I'm so glad we stuck with it. My wife's been my greatest supporter and we stayed in it. Thanks to Tom Fowler and the entire team at OPM who worked with this car and got the reliability to a point where we're now

finishing races, and finishing championships, my heart goes out to them because they put in so much work into this."

## RUNOFFS: RACE 23-STL

The last race before lunch Sunday. The first five starters finished where they gridded. Tim Auger/No.07 Mazda Miata was the top SFR driver in the field, finishing fourth, but not for lack of trying to make the podium. He had some vigorous side-by-side racing with Ken Kennard, from Turn 7-11. Kennard was trying to take position from Auger, but failed.

Further back, Cameron Wagner/No.09 Mazda Miata capitalized on the wild driving of Morgan Trotter and gained positions. Wagner is the son of former SFR Flag Chief, Pete Wagner. Pete was here with wife Ann to cheer on Cameron. Ann formerly worked T&S before retiring. Pete worked a Runoffs corner midweek. Wagner had some contact with another driver but both continued and he finished eighth, behind Ben Brandt/No.57 Mazda Miata and Carl Young/No.23 Honda Civic.

Wilson Powell/No.77 Mazda Miata and Ward Rose/No.08 Acura Integra finished 11th and twelfth, a three-position gain for Rose.

Tom Lepper/No.21 Honda Civic didn't fare so well. He was hit on the first lap and retired.

Nine of the 18 drivers were under the track record.

## STL CHAMPION

### Danny Steyn

Florida Region

Ocean Machinery/OPM/Nelson/G-Loc Mazda MX-5



2018 Runoffs STL Champion Danny Steyn



#11 Mike Miserendino leads the large pack of Spec Racers into turn two. Miserendino would go on to finish second.

Going into this year's Runoffs, the conventional wisdom was that five-time Champion Mike Miserendino was close to unbeatable in his MBI Racing SRF3. He had dominated this year's Sonoma U.S. Majors tour, running 0.379sec faster than his teammate T.J. Acker. Other West Coast contenders, like four-time National Champion John Black and 2016 SRF Champion Todd Harris, were even farther back.

But when it came to qualifying at the Runoffs, Robeson Clay Russell put his Angry Llama/SVN/Comprent SRF3 on the Tire Rack pole position by a hair's breadth margin of 0.002sec. Miserendino remained on the outside of the front row, with Black and Acker in the second row. Bobby Sak and Perry Richardson made up the third row.

At the green flag, the field went up into Turn 1 three and four abreast. Miserendino grabbed the lead with Russell just behind, then Acker and Black. As expected, Miserendino and Russell immediately began to pull away, and Black got around Acker in Turn 11 of the first lap.

In the second lap, Russell made a successful pass for the lead on the inside of Turn 1, allowing Black and Acker to catch up to Miserendino. With the top four now running together, Miserendino made a bold pass to retake the lead in Turn 4 of the third lap.

In the fifth lap, Black surprised almost everyone with a spectacular solo spin in Turn 3. The only people not surprised were his fellow drivers, who commented that oil on the track had made the surface treacherous. "It was crazy," Sak explained after the race. "It had to be gear oil or something."

With Black out of contention, Sak moved up into third position with Rettich close behind in fourth and Acker taking up fifth. While the battle for third was intense, Miserendino and Russell were checking out, running nose-to-tail, and placing a three-second gap between themselves and third place. Russell got around Miserendino in the seventh turn of the seventh lap but couldn't shake him.

By the halfway mark, the leaders began to run into lap traffic. In the 12th lap, Miserendino made another move, running side-by-side with Russell up to Turn 7 and retaking the lead. Russell got back around at the start line on the next lap. The battle for third continued to be challenging as Sak, Rettich, and Acker all ran close through the second half of the race.

In the closing laps, Miserendino looked for any way around Russell, briefly leading again out of Turn 11 on the 17th lap, but Russell came back around in Turn 12. Rettich continued to press Sak for the third spot on the podium. Then on the last lap, Miserendino made probing attempts in every corner, even locking up his brakes in a last-ditch move in Turn 11 - but it wasn't going to happen. Russell took the checker with a 0.931sec margin of victory over Miserendino, with Sak another 7sec back in third. Acker finished fourth, and Rettich in fifth place.

"I was probably the most nervous I'd ever been before a race," Russell explains of his run from the pole. "This was my first time one-on-one with Mike [Miserendino]. I've raced in the same race as him before, but I was farther back in the pack, so I never really had to deal with him."

"I think I was the only one who thought there was going to be competition," Miserendino admits. "Clay tore it up this year and I had a great year, too. People always rise to the occasion at the Runoffs. Clay drove an incredible race, and I'm happy for him."

For his run to third in his Elite Autosport/The Grotto/Pita Pit SRF3, Sak notes his race was rough. "It seemed like the leaders weren't getting farther ahead, and then every time I would think I was reeling them in a tiny bit, I'd look in my mirror and Scott would be all over me and I'd make a little mistake. It was a really tough battle with Scott and T.J."

With his victory, Russell became the first driver to win a Super Sweep at this year's Runoffs by claiming the Runoffs, his Majors Conference championship, and the Hoosier SCCA Super Tour point standings.

## RUNOFFS: RACE 24-SRF3

Twelve SFR drivers ran in the second-largest Runoffs run group - 36 cars. And another 11 drivers were from other Left Coast regions. Clearly, a West Coast field. The sun was out, it was warming up and what's not to like.

John Black/No.17 was the top gridded car, in third place. Alas, it was not to last. He spun in Turn 2, drove across the terrain and rejoined the field, losing valuable positions.

The top two drivers, Robeson Clay Russell from SC and Mike Miserendino from Cal Club went at it vigorously throughout the race, with Russell prevailing for the victory followed by Miserendino. All the drama was upfront and exciting between those two who swapped the lead and paint.

The top SFR driver was Perry Richardson/No.69 in sixth place. Black recovered, to finish in eighth, followed by Dustin Decker/No.89 in ninth position.

Finishing 11th and 12th were Umberto Milletti/No.34 and Brandon Lewis/No.16 SRF3.

Mid-pack were Bill Booth/No.57 and Bob Breton/No.51, Gregory Hoff/No.24, James Chartres/No.82, finishing 15th, 16th, 19th and 20th, respectively.

John McIntyre/No.101 and Court Cardinal/No.88 came in 22nd and 23, respectively. Somewhere along the line, someone banged Cardinal in the door. Yehia Eissa/No.16 finished where he started, 28th, in the car he had to rebuild after being hit by a FV in testing.

All the SFR drivers finished the race.

## SRF3 CHAMPION

### Robeson Clay Russell

Central Carolinas Region

Angry Llama/SVN/Comprent SRF3



Robeson Clay Russell takes a crew member for a thrilling ride on the victory lap



The field maneuvers to miss the spinning car of Ken Pederson

The race for Touring 2 came down in part to tire choice, teamwork, and, most of all, one fast guy in a Porsche.

The tire choice was the softer Hoosier A7 vs. the more durable R7. The teamwork was with Fall-Line Motorsports owner Mark Boden and John Kachadurian, also racing under the Fall-Line banner. Kachadurian was the fast guy in the Porsche.

From the first day of qualifying, it was clear that this was going to be a three-way race between the two Fall-Line drivers in their 911s (Kachadurian in a 2003 996.2 and Boden in a 2011 997.2) and Kurt Rezzetano in his Phoenix Performance 2007 Chevrolet Corvette C6 borrowed from Joe Aquilante. The three of them were two seconds clear of the rest of the field and each took a turn at the top during the three days of qualifying which ended up Kachadurian-Boden-Rezzetano. It was no surprise when these three were also on the podium.

The Porsche drivers went with the more durable and consistent R7. Rezzetano, having not tested on the R7 and also thinking he better make something happen early - ideally in the first few turns - chose the A7 that gets up to temperature quickly and offers a lot of grip for a few laps before falling off.

As it was, Rezzetano didn't move to the front at the start, and the top three qualifiers headed toward Turn 3 in the order in which they qualified. Behind them, cars were everywhere avoiding Ken Pedersen who spun at the exit of Turn 2. But even if he didn't make it happen immediately, it looked like Rezzetano's strategy might pay off, as he was able to hound Boden and get alongside a few times; to his chagrin, however, he couldn't do much more than show Boden his nose.

"I wasn't in conservation mode at the beginning," says Rezzetano. "I was going to try to go for it as hard as I could and get a move. I actually got next to Mark a couple of times, but I didn't have enough motor to pull around him. As soon as we entered the corner, the Porsche had the corner speed on me. Once the tires fell off, I just had to back off to try to get them back under me. I started matching him on lap times mid-race, but we were too far back. There was nothing I could really do at that point."

Boden was also hoping to get to the front at the start, but lost ground to Kachadurian as he fought to keep Rezzetano behind him. That left a battle for fourth between David Sanders, Thomas Herb, and Preston Calvert, along with a battle for 11th between the Mustangs of David Ray, Scotty B. White, and Beau Borders as the main entertainment for the middle part of the race. The battle for fourth ended when Calvert and Herb made contact in Turn 2, ending Calvert's day with a flat tire and dropping Herb a couple of spots.

Up front, Kachadurian was maintaining a gap to Boden until lap 14, when Kachadurian made a little error in the Esses and Boden erased the gap.

"There was one moment in the Esses, I think it was Turn 8, I got caught either looking in my mirrors or looking too far ahead; the car got a little upset and Mark was able to close up," explains Kachadurian. "I was able to defend in [Turn] 11 a couple of times. Mark raced me clean - he was faster in that corner, but I was able to keep it up front." It helped that Boden knew it was a low-percentage move.

"I just sat behind and waited for him to make a mistake," Boden says. "There was only one, and if I had taken advantage of it, Kurt would have won the race!" Instead, Kachadurian went on to win by a little over a second for his second SCCA National Championship. And Kachadurian was glad to win this one by going flag to flag. "This one I had two guys next to me, so I knew I was going to have to be clean, consistent, smooth and keep the car underneath me," he says. "I was able to execute that. It feels pretty good."

## RUNOFFS: RACE 25-T2

Winding down at the 55th Annual SCCA National Runoffs. The sun was out and the skies were clear. It was warm with a moderate breeze.

The first four placers finished where they started. The top SFR driver was Addison Lee/No.89 Mustang, coming in fifth after starting eighth in the field of big bore-type cars.

The field was enhanced by SFR's regional-only class, SMG. Word has it they asked SCCA to find them a place to race at the Runoffs and T2 was the answer.

There was a first-lap melee in Turn 2 when Ken Pederson/No.39 Ford Spec Mustang/SMG spun. Cars went spinning but most got through the dust and flying body panels. He lost positions but recovered to finish 11th overall.

Troy Ermish/No.98 SMG and Tom Wickersham/No.01 came in eighth and ninth; and after Pederson came in David Ray/No.30 SMG in 12th - a seven position gain in the race.

Beau Borders was 14th in his No.76 SMG. Don Van Nortwick/No.75 Ford Mustang GT and Russ Peterson/No.7 SMG were 19th and 20th, gaining six and eight positions.

Nicole Jacque/No.27 finished 22nd, her second race of the weekend.

Three drivers retired: Clark Nunes/No.79 SMG, Ron Randolph/No.09 Porsche Cayman; and Roger Eagleton/No.21 SMG. Eagleton suffered a mechanical problem on Lap Six, only the second ever in SMG. He said he was fortunate that he could get to the short chute and stop before hitting the Turn 10 wall at 115 mph.

Four drivers ran under the track record.

The race was won by John Kachadurian, who led every lap.

## T2 CHAMPION

### John Kachadurian

Chicago Region  
Fall-Line Motorsports  
Porsche 911/996



#80 John Kachadurian took top honors in the T2 showdown

**Photos by Aaron Meyer**



*Flash back to the Nasport days. Collin Jackson drag races Mike Lewis to the apex of turn 3.*

The October issue of SportsCar heavily featured the GT3 class - Collin Jackson was on the cover, and the GT3 Challenge race series had just been announced. So, did the actual Runoffs race live up to that hype? Well, yes - but that's got nothing to do with our prognosticating skills, and everything to do with an epic matchup between Jackson, who was four-for-four in Runoffs appearances, and Mike Lewis, who is a nine-time Runoffs champ. It was impossible for the race not to be impressive.

Ignore the lap chart, which says that Jackson drove his Specialty Engineering/Goodyear Nissan 240SX from second on the grid (Lewis had to pole) to a flag-to-flag win, extending his perfect Runoffs record to five wins in five appearances. Instead, look closely at the 0.052-second margin of victory, and even more closely at the satisfied-yet-exhausted smile on the face of the champ at the end of the race - a throwback to his SCCA pro racing days.

"This is pretty special," Jackson says of his race against Lewis. "That was a whole lot of 100 percent, and I haven't done that really since the NASPORT days. This was a NASPORT race. This was exactly like every NASPORT race I ever ran against this guy."

The march to the checkered flag was a cat and mouse game. It began with Jackson sneaking around Lewis in the right-hander headed up the hill on lap one. "I was actually OK with that," Lewis admits. "I wanted to push from behind anyway. I would have been glad to have led, but it didn't break my heart to come out behind him."

Jackson, ticking off remarkably consistent lap times, saw his lead fluctuate between a half second and 1.5sec through the middle portions of the race. Lewis took a look on lap 17, closing to the tail of Jackson, and was six-tenths behind at the white flag.

"We were good in different areas," Jackson says. "I was really good going down the hill, and he was really good in the brake zones. My car was set up on the edge to try to keep that thing, and it was hard keeping it on the bubble."

Lewis made one last charge under braking coming into the Turn 11 hairpin, and got a wiggle from Jackson, but not enough to make the pass.

"I didn't care how close he got, because he had to go around me," Jackson says. "I did exactly what Mike would have done, and he did exactly what I would have done."

Jackson was satisfied; so, too, was Lewis, whose GT3 run was a

one-off in a car owned and prepped by Mike Henderson. "I had no aspirations," Lewis admits. "I knew it was a good car, and that it would be strong. But I hadn't driven one of these things for 20 years. We really only had three or four race weekends to try to learn the car, especially long runs."

So, what about a rematch in the GT3 Challenge race series - the grouping that reminded Jackson about his NASPORT days? Jackson insists that he's not thinking too strongly about it. But, then again, the GT3 Challenge does head to Portland, and that's not too far from Jackson's home....

## **RUNOFFS: RACE 26-GT3**

Michael Lewis had the pole for this race, but was passed for the lead in Turn 2 by Colin Jackson.

SFR's Taz Harvey/No.88 Mazda RX-7 gridded and finished third. He was quite happy, after his earlier DNF in GTL.

The race was rather processional with little drama. Jackson kept extending his gap, until the end of the race when Lewis suddenly found his mojo - or it was part of his strategy. He chased down Jackson, and almost got him exiting Turn 11 for the Checkered Flag. It was to be, but the MOV was a mere 0.052 seconds, the closest finish of the weekend. Jackson got the Sunoco Hard Charger Award, while Lewis claimed the fastest race lap of 1:42.634.

Jose Rodriguez/No.59 Mazda RX-7 came in fifth, with Guy Laidig/No.52 Mazda RX-7 credited with seventh, although he motored slowly into the pits and retired on Lap 15. Michael Heintzman/No.77 Mazda Miata DNS.

This small field was like a mini NASPORT Reunion. That SFR-based West Coast series for GT3-GT4 sedans ran a few years back on West Coast tracks. Half the Runoffs field were NASPORT alum, and there was a small gathering of others to cheer on their comrades. They had a Reunion dinner Friday night in Larry Hansen's paddock and 43 attended. There's talk of the group being afforded a special designated class for an upcoming CSRG vintage race. Former NASPORT Officials, Bruce and Betty Silver (mother of SFR/Runoffs Chief Starter, Marcia Ulise) were also here.

## **GT3 CHAMPION**

**Collin Jackson**

Oregon Region

Specialty Engineering/Goodyear Nissan 240SX



*2018 GT3 National Champion Collin Jackson*



#5 Paul Ravaris finished fifth in the FA race driving a ProMazda

Mirl Swan may have been the last to qualify for the Runoffs, but he was the first to the checker in the race. At what most consider the end of the racing summer, Swan looked at a Swift 016a sitting in his shop and thought, "Why not?" Swan had only raced once in the past nine years, but old habits die hard. He mounted a concentrated campaign of racing at qualifying events, mostly Regionals, and finally qualified for the Runoffs the last weekend in September.

Why not, indeed.

It was a very small field of Atlantics at Sonoma Raceway. The seven-car field featured only one Swift 016.a but had two ancient Ralt RT-41s plus an old Elan Pro Mazda car and a 30-year-old Swift DB-4. As could be predicted, Swan took the Tire Rack pole in his Swan Motorsports/Hoosier car, while Spencer Brockman was second - those two were over a second ahead of the third-placed machine.

The green waved and Swan took off as expected; by the second lap, he'd already accrued a 4.6sec lead over Brockman. A full course yellow bunched the field on lap five, with Swan trailed by Brockman, Anthony Opheim, Graham Rankin, Dwight Rider, Paul Ravaris, and Edd Ozard. But during this caution, Brockman pulled into the paddock and retired.

Swan dutifully took off as the yellow ended, opening an eight-second lead after just two laps. He stretched this to 18 seconds over Opheim when another full course yellow occurred when Ozard had his engine let go on the track. Only five cars remained when the course went green on the 15th lap - and Swan checked out once again.

Rankin made the most of the restart and moved his G+C Swift 014.a Toyota ahead of Opheim's Ralt RT41 Toyota for second. Two laps from the end, Opheim reclaimed the place. The race finished as Swan, Opheim, Rankin, Rider, and Ravaris. The margin of victory was 7.6sec, but without the two caution periods, the gap could have well exceeded a minute.

For Swan the battle came prior to the race. "I had a real struggle during the week," he says. "I missed a lot of sessions with engine and other troubles. I have to thank my crew as we had a lot of work.

Among other things, we had to pull the engine. I have to thank Bill Gillespie - this is his car and he let me drive it.

As for that potentially large margin of victory that could have been, Swan's opinion differed. "During the race I was actually happy to see the yellows, even though they wiped out my lead - this is the most physically demanding track I have ever been on and I needed a break," he admits.

Opheim thanked his rival Rankin. "Graham showed me the way around this track a while back," he says. "Plus, we both had Lloyning engines; mine was strong, but his was stronger. Late in the race I heard on my radio that he was catching me. He stuck it inside at Turn 7 and made it stick. I stayed close through the last yellow then backed off a bit to get a run. I hit it hard from Turn 7 into Turn 11, got ahead, and was able to keep a gap."

"I did not have a good start, but was able to pick up a few places," Rankin says. "I had a good time."

For Swan, this was his third title, and the 10th for his prep shop. Apparently, he knows how to win.

## RUNOFFS: RACE 27-FA/FB

Formula Atlantic and Formula B ran together, with a split start. It was the last race of the day and of the weekend. Each class had seven cars. It was sunny and clear, although shadows were starting to spread across the track. It was 71 degrees with only 54 percent humidity.

Two SFR drivers were in FA: Graham Rankin/No.21 Swift Toyota and Edd Ozard/No.32 Swift Toyota.

Rankin started sixth and finished third. He had a nice race with Antony Opheim as they swapped places. "We kept it clean, and had fun today." Rankin earned the Sunoco Hard Charger Award.

## FA CHAMPION

### Mirl Swan

Kansas City Region

Swan Motorsports/Hoosier Swift 016.a Mazda



#17 Mark Nixon was awarded third place once race officials actions were finished.

A wildly confusing Formula 1000 race saw just seven starters with only three finishers. There were spins galore, off-course expeditions, come-from-behind charges, and, unfortunately, a championship determined in the steward's room – so, while Rod Rice was the first across the line after 20 laps, it was Gary Hickman and his Edge Engineering Phoenix F1K-12 Suzuki who enters the books as this year's Formula 1000 champion.

Previous winner J.R Osborne appeared to have matters well in hand early in the race as he took off in his Geartronics/WesTrack Motor Racing Ralph Firman RFR F1000 Kawasaki and immediately established a several second lead. Rice was heavy on the throttle at the green, trying to make up some ground after having spun on the pace lap. But he went and did it again, looping it off course in Turn 1. Osborne then comfortably led Randy Cook, Hickman, Mark Nixon, Rice, and James Michael. Kevin Roggenbuck stopped off course, ending the day for the 2016 champion.

Oil on the track necessitated a full course yellow for a cleanup. At the restart, Osborne suddenly slowed and pitted into retirement. This was déjà vu for the two-time champion, who lost the lead and race in 2016 in a very similar manner. This elevated Rice to the lead, Rod having moved all the way through the field following his two earlier spins. Cook was second, followed by Hickman and Nixon, but that also quickly changed. Cook made a pit stop, dropping him back in the order. Rice now held a 6.7sec lead over Hickman, with Nixon in third.

Another full course yellow ensued on the 13th lap, during which Rice spun for a third time. When the course went green on lap 15, Hickman led Rice, Nixon, and Michael, the foursome being the only cars still running. Then on the 17th lap, Rice passed Hickman for the lead in Turn 7. The following lap Nixon pulled off course with a smoking engine. And then there were three.

At the finish, Rice led Hickman across the line by a scant 0.4sec. Michael was the last man standing in third. In the post-race interviews, Hickman announced that this was his last race and that he was retiring.

"I have started more than 300 SCCA races over 40 years, plus some

50 USAC races," he said immediately following the conclusion of the race. "It is time. I would liked to have won, but second is not a bad way to finish."

Little did he know that he would shortly be named the winner.

The stewards met after the race and applied a loss of three positions to Rice due to on-track actions. This made Hickman the winner with Michael and his Berlousche Engineering Stohr F1000 Suzuki second, and Nixon, despite not running at the end of the race, in third in his Nixon Motorsports Stohr F1000 Kawasaki.

Hickman came close to winning on the track, however. "Late in the race I saw Rice catching me," he says. "I was having trouble shifting and was slowing. There were only three laps left and I did everything that I could to stay ahead, but he passed me anyway."

An unfortunate end to an exciting race, but Hickman is a worthy champion nonetheless.

### RUNOFFS: RACE 28 FB

FA driver Edd Ozark had contact with FB driver JR Osborne, and bent a steering arm. He lasted several more laps than did Osborne, but ultimately had to pull off in turn 6, bringing out the Safety Car. At this point it was really windy, and the flaggers had challenges in waving the various flags.

One SFR driver was in FB: Randy Cook/No.9 JDR Suzuki.

He gridded and ran second in FB until he slowed and pitted to retire, credited with nine laps. He was one of four drivers who ran faster than the track record.

### FB CHAMPION

**Gary Hickman**

San Diego Region

Edge Engineering Phoenix F1K.12 Suzuki

CONTINUED FROM PAGE 7



The rubber Chicken ritual before the car went on track

region of the SCCA was known for its warped sense of humor. Naturally Bob Corbitt fit right in. His wife Rhonda shared this sense of humor. She was no stranger to playing a joke on someone. One of Rhonda's jokes turned into quite a ritual when she gave a yellow rubber chicken to her boss as a joke. To make a long story short the rubber chicken parlayed itself into a sacrificial offering to the racing gods before Rhonda's car would go on the track. While Rhonda was donning her racing gear Bob could be seen in the paddock offering the rubber chicken to the gods by shaking it over parts of the car. He would perform some kind of dance that would make the Native Americans proud. His performance would include a chant that would come off in snorts and high-pitched screeches to get the god's attention. The chicken came to its demise when his head fell off. Not to worry, though, the Chicken was given a proper burial at Sonoma Raceway. Bob dressed in his best black morticians garb and lead the procession through the paddock and to the infield where the custom made casket was buried in the dirt area between turns Ten and Twelve. (It had to be near turn twelve because unborn baby chickens are sold in lots of twelve.)

Bob can also be credited with spotting the first pit lizard in San Francisco region history. He pointed them out to wife Rhonda, who had wondered why they were present. After the knowledge of the existence of Pit Lizards spread the San Francisco Region Volunteers decided to host an annual pageant crowning the top pit lizard. Rhonda won the first year, but Bob won several times, once wearing Rhonda's clothes. Bob was very prolific in making sure pit lizards did not infiltrate the San Francisco region races. In fact when eight-year-old Dan Pival volunteered to work tech he was given explicit instructions to keep all pit lizards way from the car as they pulled into impound.

Bob really enjoyed life and had a great way of living it. According to several accounts the one thing that Bob did not enjoy was clothes. I have personally seen him in the impound area sans his shirt. But according to reliable sources

the shirt was just the beginning. Mickey Holmes had a buddy he wanted to introduce to Bob. One day Mickey and his buddy went to Bob's house and walked into the front room. In the room were three stewardess and Bob. They were all having a good time drinking wine and laughing, the only unusual thing about it was Bob lying on the floor in his birthday suit. Everyone there acted as though nothing unusual was going on including Mickey. As they were leaving the buddy was in a mild state of shock as the last time he had seen a naked man for that length of time was when everyone had to shower after PE in high school. Mickey had to tell his friend it was not always like that at Bobs house, but then again that was not that unusual. Bob had other accounts of being in his birthday suit and to his credit he had a very rational way of thinking about it. If he could survive cancer being seen in the buff was no big deal.

Bob's SCCA life went from driver all the way to National Administrator of Scrutineering. He has the head Scrutineer for the runoffs and spent many an hour in the tech shed once the national championship races were over. Not bad for a guy who had to borrow a torque wrench when assembling engines. In addition to his Scrutineer duties Bob became a Steward for the SCCA. When he was not the operating Steward Bob loved to drive the pace car especially at Laguna Seca and Thunderhill. He received immense joy scaring new comers on the Corkscrew and the Eagles nest.

When Bob passed away he did not see a need for a fancy service in his honor. The service he envisioned was a gathering of his friends with time allotted to reflect on the good time, which was held at the Italian Athletic Club in Stockton. I can only imagine if he had a fancy service at a funeral home or a church, the casket would have to had to been closed since without a doubt Bob would have been adorned in nothing but the silky lining of the casket.

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# Full Body Contact

BY BRUCE RICHARDSON

SpecRacer Ford CSR Update

## SpecRacers at the End of the Year Test Day

A small group of about 8 SpecRacers made it to the free test day at the end of the year. The forecast of rain probably cut



down on the number of cars that showed. But the weather turned out to be awesome for the time of the year with blue skies and temperature in the 60's. The test drivers included a new SpecRacer owner, Sean

Sorrel, he just bought a GEN2 SpecRacer and will be running this season. He got his first chance to test the new car prior to drivers' school and the season. Please give him a warm welcome into the SpecRacer community when you see him this year. One of the great things about the test day is you don't need to have a competition license to drive so some of the crews got a chance to get some laps on the track. Jesus Ruiz and Jose Montoya from the Accel crew got a chance to run one of the cars they usually work on and had a blast.

## SCCA-E CSR Meeting in Colorado

The SpecRacer CSR's from around the US will be meeting up in Colorado the middle of February. AccelRaceTek will be attending to get a firsthand look at SCCA-E and the operations. We will also meet with other CSR's from across the country. The goal is to exchange ideas with the goal of supporting the growth and success of the SpecRacer Ford. If anyone has a question, feedback, or request for information please feel free to contact AccelRaceTek so we can address it at the meeting.

## A Little SpecRacer History

Believe it or not but the SpecRacer is 35 years old this year. The car started as a Sports Renault in 1984. We were lucky to get ahold of an old poster from 1984 promoting the Sports Renault. A high-resolution image of the poster can be downloaded from the AccelRaceTek website, feel free to print a copy for your office or shop.



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**E**  
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# THUNDERHILL REPORT

BY DAVID VODDEN

It is raining here at Thunderhill in California. So far rain totals are ahead of last year by two inches and business is down by a similar metric. Rain is the silent partner of a race track that depends on people coming to play with motorized toys.

As it turns out, January, and especially February, are the rain months here at the track. We get about 16 inches of rain at the track each year and we are already at that number. This must mean that rain will be less in the months ahead so that you and all the others who need a place to play can come here and enjoy dry, clear and, for about three more months, green grass under the spring-sun. We will see.

All weekends are rented on both the two and three-mile tracks in 2019 as this is being written. For the record as of today we have 227 days rented on the 3-mile, 122 on the two-mile and 80 days scheduled on the skid pads. This is all good and will lead to, I hope, a record number of total days rented above our all-time high of 585 days rented for just the tracks in 2016.

2018 was a good year for Thunderhill with 505 track days rented that generated \$2.6m in revenue. The skid pads were used on 181 days and made up \$178,340 of the previous total. Our retail business generated over \$1.2m. This includes food, fuel, merchandise and tires. The tire store faltered greatly in recent years. In 2019 we are moving it back to the main paddock next to garage ten and hope, despite the absence of any profit on the sale of tires, to get it going again and keep this service available when clubs and smaller groups need tire service. Adding the rest of the income streams, the track came in just under \$6m in total revenue.

Expenses never stop going up despite our diligent efforts to be efficient and get the job done. We had just under \$4 million in expense producing an EBITA of \$1.4 million. Taxes and adjustments took care of most of that. We have current assets of \$3.8 million and fixed assets of \$11.8m. Total assets are \$18.9. Total liabilities are \$4.2m and equity sits at \$14.6m. The track remains debt free even with the addition of the "Hub" complex that includes a series of eight [8] big garages plus a classy showroom and office space with bathrooms and showers. One garage remains available as I write this. The office space is also available.

The team running the track remains mostly in tact with Ray Mudd now gone to greener pastures. Ray enjoyed his time here and the

people that he met. He now has weekends off. A few of our team members are approaching retirement so if you want to be a team manager here call me now. The Region is also looking for a good business manager to help run the Club. You can call on that one too if you are interested. 530-934-5588 Ext. 101.

The next big adventure for Thunderhill Park designed to add more revenue streams may include a recreational drag strip. Early investigation is underway, largely because I have been told by everyone that the Sacramento Drag Strip on Hwy 16 east of the City is closing at the end of the year. When it closes the availability of drag strips for people like us who just want to play, would be virtually eliminated. There is an old and crusty strip in Redding on the airport property there. And there is Sonoma Raceway which has a drag strip. All the big NHRA races in the northern half of the state are held there but it is generally not available to recreational users other than on Wednesday nights. Sacramento to Sonoma on Wednesday nights is impossible, mostly. Before you panic, please note this is an investigation, not a commitment. It just seems that with Sacramento closing and the general popularity and ease of drag racing recreation, we could enjoy another success story for our mission of Thunderhill. Also please know, there would be no mixing of any road course and any 1000 foot drag strip.

Soon you will receive the 2019 Thunderhill Park annual publication in the mail in a white envelope. Please enjoy this publication and support those who advertised with us to make it all possible.

If you would like to be a flagger at Thunderhill Park and get paid we can do that for you as well. Keep us in mind for all that you do in motorsports in 2019. And wear Thunderhill apparel proudly and often.

Finally, I am so proud to announce that Lucy McCarthy was appointed to my Board of Directors at the recent annual meeting of the company. Her title is "Director Emeritus." Her presence as a director will keep the legacy of the late Tom McCarthy, the founder of Thunderhill, on the board that oversees the mission of the track. She is very capable and strongly passionate about the track and the Club. We are fortunate to have her on the team! Welcome Lucy!

See you at the season opener at Thunderhill Park and at all of the other events scheduled here.

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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 1610

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. \$4,000. Kenn (503) 879-5519. both \$16,000. call for details 1712

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Product Details:  
RaceCraft1 Motorsports Training system original cost \$28,000, selling for \$19,500 or best offer (OBO).

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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 1709

HP full race engine. All the good stuff. Email me for a complete description. No reasonable offer refused. Ray Hiett. 11HPrrhiett@gmail.com 1708

**BUSINESS OPPORTUNITIES**

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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

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TRACK DAYS AND SKID PAD DAYS AVAILABLE: You can rent Thunderhill Park's 3-mile, 5-mile and 2-mile track for a pittance on most weekdays throughout 2019. WE can make your day a turn-key operation where all you do is secure your friends and customers and have fun. Days available now. Call 530-934-5588 Ext. 101 and get started in the fun and profitable business of putting on your very own track days. [NOTE: All weekend days are booked on all three road tracks for 2019]

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

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

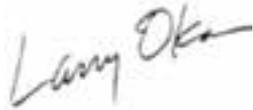


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