



# The wheel<sup>®</sup>



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



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p. 8

SCCA Sacramento  
Round 7 & 9  
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**AUGUST 2019**

Above: Julian Kift in his 2000 Swift Formula Atlantic, Photo by Mike Rosenzweig

On the cover: Spec Racer Fords always provide an exciting race. Here a group is negotiating the famous Carousel at Sonoma Raceway, Photo by Mike Rosenzweig

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

**SAN FRANCISCO REGION SCCA**

**REGION OFFICE**

**MAILING ADDRESS**

PO Box 308, Willows, CA 95988

**LOCATION**

5250 Hwy 162, Willows, CA 95988

530 934 4455

530 934 7275 fax

office@sfrscca.org

**BOARD OF DIRECTORS**

**BARBARA MCCLELLAN** Regional Executive  
barbaramcclellan@aol.com

**BLAKE TATUM** Secretary  
wheel@sfrscca.org

**TIM SULLIVAN** Treasurer, Director  
Competition Director  
Timbo0724@msn.com

**R.J. GORDY** Director  
rjgoldstar@sbcglobal.net

**ROGER EAGLETON** Director  
roger@gofivestarp.com

**DAVID VODDEN**, Director  
dvodden@thunderhill.com

**SETH REID** Director  
reidseth@gmail.com



**PUBLISHER:** THE WHEEL PUBLICATIONS

Editor **BLAKE TATUM** wheel@sfrscca.org

Art Direction & Design **CHRIS BECKREST**  
BeckrestDesign.com

**CONTRIBUTING WRITERS** Lynne Huntting,  
Barbara McClellan, Blake Tatum, David Vodden, Gary  
Horstkorta, Ryan Panlilio, Bruce Richardson, Davey  
Drouin, David Vodden, Audrey Tan

**CONTRIBUTING PHOTOGRAPHERS & ARTISTS**  
Ron Cabral, Anthony Topallan, Ric Quinonez, Davey  
Drouin, Mike Rosenzweig

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

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# CALENDAR

## UPDATED 2019 FRESNO CHAPTER SOLO SCHEDULE

Event 11 - **October 20\*\*\***

Event 12 - **November 9\***

Event 13 - **November 10\***

\*Held at Fresno Fairgrounds

\*\*Joint event with SFR at Crows Landing

\*\*\*Buttonwillow Kart Track

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

**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

**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

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**Regional Races 11&12**  
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# 2019

## 2019 SFR/SCCA RACE SCHEDULE

**AUGUST 31-SEPT 1**

DOUBLE REGIONAL 11-12 WEATHERTECH  
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**SEPTEMBER 12-15**

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**Sunday, October 6**

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### Concours Leadership Team

**Chief of Concours - SFR/SCCA Division**

Edward "Ed" Therrien

W- 510-670-4700

C- 510-333-7057

E-mail - [interairsvs@yahoo.com](mailto:interairsvs@yahoo.com)

**Chief Concours Judge - SFR/SCCA**

**Division**

Butch Wright

H- 559-935-3327

C - 559-707-4102

E-mail - [xk150sjag@gmail.com](mailto:xk150sjag@gmail.com)



First I want to thank Blake for writing a column last month in my usual spot in The Wheel while I was once again traveling. Some times we need to get away from it all, but I'm back and looking forward to the next three months of racing.

The last weekend in July, we hosted a Super Tour race at Laguna. It was the first Super Tour hosted by SFR and I would like to say that it was a financial success, but unfortunately that was not the case. Perhaps too late in the season? However, I think almost every driver who entered went home happy. I was a Tech Steward that weekend and I saw a lot of happy faces on the podium. And what was exciting me, there were some very young drivers celebrating their finishes. National has a tradition of honoring one early entrant of the race by putting the name of everyone who entered 14 days before the event into a hat. That lucky person gets a free entry for the Super Tour. I drew the name of Courtney Crone, and she was a one happy driver when she heard the news.

We had competitors from all over the country (12 states), as well as two Canadian Provinces. Frank Schwartz came all the way from Michigan! (and took the top spot on podium) If we decide to do a Super Tour again, it will be earlier in the season, as our SM counts were very low, though the weekend was bolstered by Telo Stewart and his World of Speed drivers. In total, we had 58 open wheel cars at the event. That was more than a third of the total entries. We haven't finalized any schedule for next year yet, but we are looking at earlier dates in the year to make our Majors and/or Super Tours more successful in terms of the bottom line.

There was one situation at Super Tour which caused trouble for a number of folks. I won't use names, but I want to talk about what happened when what should be a responsible adult made very a foolish decision. Saturday evening, a team co-owner thought it would be fun to take his truck around the closed Laguna course. If Laguna security had caught the person, the Monterey County Sheriff would probably been called. While he ignored SCCA folks trying to get him off the track, several volunteers were able to identify the vehicle. And the next day, with assistance from team members, we were able to identify the truck driver, who wisely chose not to show up at the track. Since the GCR states that a driver is responsible for his/her crew, we actually had the option of removing everyone on the team from the premises. That would have punished two young drivers unfairly. However, the consequences of his actions have resulted in his ban from all SFR sanctioned events for two years. His home SCCA Region was notified as well as National. His fellow team members took the action to SCCA Pro; and they subsequently banned him for the same length of time. In addition they instituted a fine. I tell you about this incident because I want to point out, as I did to the individual, not only did he put himself and his passenger in possible danger, his actions jeopardized the excellent relationship that San Francisco Region maintains with WeatherTech Raceway. The track expressed a thank you to us for our actions. So if you ever see anyone who thinks it would be great to drive around a closed racetrack, I hope you will relay this story to them.

We have a number of pro events coming up. By the time you read my column, we will have staffed the August Pre-reunion and Reunion vintage races at Laguna. The volunteer numbers look pretty good and we hope to only hire a few turn workers from the track. In September, we will be staffing IMSA and IndyCar. And there's a lot of excitement about those races; but they are both four day weekends, back to back. So drivers, we could use your help. Don't forget you can fill a Draft Card quickly; so please consider volunteering for Pit Lane or Flagging on a turn. Just think of the excitement you can experience.

As I've told a number of you personally, after this year I have no plans to continue as Regional Executive. I feel firmly that younger blood should be running our club. At this time, I only know of one person running for

RE and two running for the Board of Directors. We have three Board positions open in addition to the RE. It's always easy to want someone else take the responsibility of running an organization, but if you have ideas about how to make things work better, please seriously consider running for the Board. While it's a time commitment, it's one I think is very worthwhile. We all want what is best for our Region. Remember, we call ourselves "The Region that Knows How." Please get your petition with a minimum of 50 signatures of SFR members into the Region office by Labor Day Weekend.

Til next time, your RE. Barbara



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The pure physics of driving several cars around a confined space at the limits of adhesion is a recipe for disaster. Add the macho testosterone effects that racing does to the chemical make up of the body; and it is no wonder that we have contact on the race track. In fact race cars have been running into each other the second two cars were placed on the track at the same time.

The more cars on the track and the closer the competition usually means more contact, cars with fenders means even more contact. SCCA has always been about racing. The fact that SCCA has a very evolved Steward program is evidence that SCCA understands the need to make sure racing is not a contact sport.

Recently the San Francisco region has been experiencing a rash racing incidents that have left more than a few racers scratching their head as to the sanity of continuing. We have seen posts on FaceBook, posts on forums, and even a letter to the editor, addressing the situation.

The main complaint is that SCCA racing has gotten too nice. SCCA officials are accused of not taking action when action was warranted. Driver after driver have given accounts of how they thought the Stewards should have taken action; but instead they ruled the contact "a racing incident".

Collectively as a Board of Directors we are concerned. We don't want to have a reputation of being too nice; but we also do not want to have a reputation as being too mean. Either way it is not good for business. But most importantly we owe it to our members to have a safe enjoyable experience when they take their race cars to the track.

What are we doing about it? First off, we had to get educated on the protest process. We have to understand when the stewards will take action versus ruling it a racing incident. Secondly, we have to understand the ramifications of any policies that we put in place. To file a protest the driver needs to let the Stewards know of the intent within 30 minutes from the end of the race. When filing, be specific concerning what it is your are protesting. Explain to the Stewards exactly what happened. Provide any witnesses and evidence that will support your position. Be available to the Stewards for any follow-up questions they may have. As a board we have to be careful about instituting blanket policies. Talk of mandatory pit stops after contact, instituting a points system on all contact, or black flagging drivers for contact, all have long term ramifications that will lead us down a slippery slope. I think looking at the situation based on the merit of each incident will allow us to have the best possible outcome.

Meeting with the Stewards, we found out as several members pointed out, that often times the offended driver is friends with the guy that hit him and does not want anything done. Without any further evidence, the matter is usually deemed a "racing incident" at this point because the Stewards do not have much to go on other than the statements of the two drivers. Secondly, the Steward's hands are tied; the offended driver does not want to pursue a protest so they feel in his/her mind it was not that big of a deal. It would be like the victim of a crime that they did not want to press charges, in which case the police do not pursue any further action. The Stewards are basically in the same situation.

At the end of race weekend all reported racing incidents are logged. If the same car number keeps coming up there is a record. This information however is not used as an intelligence report at the beginning of the event. They do not use it because they do not want the information to cloud their judgment about a particular driver before he has even set a wheel on the track. When this information comes in handy is when the Stewards decide to take action. They can use the totality of the driver's actions when determining the punishment.

There are accidents that the Steward will take action on regardless the offended person's feeling. These are accidents that have several witnesses reporting the same thing. Witnesses can be other driver's, corner personnel, or Stewards themselves. If the Stewards have enough corroborating evidence against a driver they can take action independent of the victim's feelings. These situations are rare but do happen.

It is a tough position to be in as a driver. You race with these guys, you share stories of the fun you have, they help you out off the track; and then when some contact between the two of you happens, you have to file a protest of the guy who helped you get on the track. This creates an atmosphere of distrust and revenge which destroys any camaraderie the group may have.

One of the points brought up in the driver's discussion was that the protest process and the idea of racing room was never discussed at the Competition Licensing School. It was pointed out that other racing organizations have diagrams specifically illustrating racing incidents and when a driver was at fault, when a driver was not at fault, and what is considered a racing incident. These diagrams are very well thought out and every driver should be studying them to understand what is acceptable versus what is punishable. (<https://nasa-assests.s3.amazonaws.com/document/document/282/2019.1.pdf>).

Another rule other groups have is to require an in-car camera facing forward. The video obtained from these camera's are the property of the organization; and they will confiscate the video to determine an outcome of racing contact. Usually it was the third car in line that had the best video. They also have repercussions if they discover the camera not working.

When I started racing we had a program called the Drivers Observers. This was made up of experienced racers who were not racing that weekend. They would be positioned at various corners to watch the conduct of the people in a race. If they observed any contact, they were called upon as an unbiased witness to help the Steward make a determination.

Board action items as a result of the meeting: Start with education, make sure racing room and racing contact is taught at the competition licensing school. Strongly suggest the use of video cameras in all cars with the possibility of making them mandatory for the 2020 season. Have a video person staffing the impound area that is proficient in downloading footage. Implement the Driver Observer program. Authorize members working this program to earn DRAFT card credits that can be used for testing or entry fees. Have the Steward conduct Driver's meeting with the groups that are having the problems, to explain what they are watching and what kind of action can be taken.

Racing contact is not new to SCCA and certainly not new to the San Francisco Region. We have a very experienced group of Stewards who were all racers themselves. The tools are in place to correct any offending driver. These tools along with the additional measures the board suggests will make the so called racing incident reduced. But, as a driver, you owe it to the others in our group to file a protest. Chances are if you got run over by a particular person this person has run over others. It only takes one super aggressive driver to ruin it for everyone else.

Rebuilding race cars from damage is no fun. Doing it several times over is cost prohibitive. It was pointed out in one of the letters we are not professional racers. Our job is not on the line if we don't succeed. We do this for fun, I am confident with a combined effort of the Board of Directors, the Stewards, and the Drivers, we can overcome the issues and get back to having fun.

# Solo II SFR Round 7

File/archive photos

Marina

By Ryan Panlilio

June 22, 2019



STS38: Randy Krider led in ST2 in a 1989 Civic.

The SFR Region Solo II group headed back to Marina on June 9, 2019, for round 7 of the championship series. The event was chaired by Carole Zepeda and Kim Jennings, with Larry S. designing the course.

Dhiraj Jadhav led the SSC class in a Subaru BRZ. He was followed in second place by Dennis Quilantang in a 2013 BRZ, while Bill Charron rounded out third in a '15 BRZ. Ricardo Quinonez finished fourth in a '13 Scion FRS while Ed Runnion took fifth in a '16 FRS.

Mack Tsang took first place in STX in a '13 BRZ. Adam Tarnoff broke the Tsang brothers' hold on top of STX with a second place finish in a '04 Mazda RX8, with Justin Tsang taking third. The rest in order: Erik Acks, Brian Reed, Glen Anderson, Richard Lee, James Bramble, Megan Anderson, Eric Liu, Kelvin Dao and Danny Huang.

Modifieds was led by Jake Obnishi in a '17 Exocet (EM). Nipping at his heels in second place was Jaime Mendoza in a '84 Van Diemen (CM), with Kelly Prior rounding out third in a '17 Exocet (EM). Noel Ameele took fourth place in a AMAC AM-6 (BM), while Greg McNair finished in fifth in a '69 VW Dune Buggy.

Aaron and Rena Topal took one-two in Prepared class in a '07 Honda S2000.

Monty Pack took first place in S1 in a '18 Porsche GT3 (SS). Joe Weinstein came in second in a '16 Cayman GT4 (SS), with Tosh Yumae taking the last podium spot in a '14



1HS: Glenn Tozier took fourth place in S4 in a 2018 Fiesta ST.

Porsche GT3 (SS). Steven Smith took fourth place in a '02 Corvette Z06 (AS), while Craig Boyle finished fifth in a '04 Corvette Z04 (AS). Clyde Hoffman, in a '16 Corvette Z06 (AS), came in sixth, with Thomas Lindle taking seventh place in a '18 Camaro ZL1 (AS). David Carson was nipping at Lindle's heels in eighth place in a '09 Porsche Boxster S (AS). Michael Salo took ninth place in a '06 Lotus Elise (AS) and Dan Vargas finished 10th in a '15 Audi R8 (SS). Ethan Wang finished in 11th in a '16 Cayman (AS), with Ernest Gardner in 12th place in a '09 Porsche 911 (SS).

Eric Lam led S2 in a '18 Camaro (BS), with Karlton Lew a split-second behind in a '18 BMW M2 (BS). Glenn Austin took third in a '05 Nissan 350Z (DS), while Donald Lew finished fourth in a '18 BMW M2 (BS). Howard Yang took fifth place in a '18 Alfa Romeo Giulia (DS), while Jonathan Domagala finished sixth in a '18 Tesla Model 3 (DS). Behind Domagala were Gary Fazekas, Dustin Hatcher, Michael Nanni, Wade Spurlock, Akash Mohanan and Nick Caiello. Following Caiello were Sigmund Li, Jier Chen, Jason Linderman, Chenran Li, Ryan Teon and Rui Peng.

Melissa James ran uncontested in S2L in a '13 WRX Sti.

The drop-top S3 class was led by Vernon Head in a '03 MR2 Spyder (ES). Arvind Govindaraj came in second in a '16 Mazda MX-5 (CS), while Eric Shin took third in a '19 MX-5 (CS). The rest of S3 included



13STPL: Kim Jennings finished in fourth place in CAM in a '18 Mustang. Photo from Crows Landing.

Eric Neilsen, Cole Paterson, Darren Shortes, Steve Calkins, Matt Oleary, Luis Luna, Steven Hurl, Ben Weyhrauch and Weiqi Zhang.

Al Andersen took first place in S4 in a '16 VW Gti (GS). Yongzhe Wen came in second in a '16 Ford Focus ST (GS), while Joe Mercado finished third in a '05 BMW 330i ZHP (GS). Glenn Tozier, Warren van Nus, Van Huynh, James Brumble, Skyler Burton and Esteban Aldaco rounded up the rest of S4.

Classic American Muscle (CAM) was led by Mary Pozzi in a '67 Chevelle (-T). She was followed by co-driver Michael Erickson, while Troy Jennings took third in a '18 Mustang GT (-C). Kim Jennings and Darren Voges rounded up the rest of CAM.

Isaac Acks took the top spot in SMP in a '06 Lancer Evo (SM). Hung-Jen Hung came in second in a '14 Nissan GTR (SSP), while Sebastien Chene took the last podium spot in a '02 Mustang GT (ESP). Coming behind Chene were Darrell Moskowitz, Peter McMillan and Jakub Petro.

Jimmy Au-Yeung, in a '06 Lancer Evo SE (STU), finished in first place in ST1. He was followed by Eileen Blando in a '06 Lancer (STU), with David Peterson in third place in a '16 MX-5 (STR). Mark Lewis led the rest of the pack that included James Laeno, Hal Dorton, Paul Tibbals, Khoa Cao, Eric Preciado, Julian Zatorski, Sterling McLane, Wesley Legaspi and Syed Ahmed.



5AS: Craig Boyle took fifth in S1 in a 2004 Corvette Z06.

Carole Zepeda ran uncontested in ST1L in a '17 Focus RS (STU).

ST2 was led by Randy Krider in a '89 Honda Civic Si (STS). Shelly Monfort came in second in a '94 Miata (STS), with Ken Mollenauer rounding out third in a '94 Miata (STS). Richard Rozporka finished fourth in a '02 Subaru Impreza WRX.

Cliff Fong took the top spot in STM in a '93 Honda Civic (SMF). He was followed by Grant Keyser in a '19 Porsche 911 Carrera T (SSP), with Fong's co-driver David Chau in third place. The rest of STM included Takeshi Yoshida, Larry Sharp, Daniel Marien, Arnold Escana, Danial Stalcup, Mert Solis, Artem Rakhov, Jourdan Risoen and Earl Francisco.

# Solo II SFR Round 8

File/archive photos

Marina

By Ryan Panlilio

June 23, 2019

In what Youmna Zalzal called "Escape from (the) Bay Area" weather, Round 8 of the SFR Solo II championship was held at Marina Airport on June 23, 2019. Ed Runnion chaired the event, while Justin Moore designed the course.

Praneil Prasad led the ST1 group in a '16 Mazda Miata (STR). Jimmy Au-Yeung came in second in a '06 Lancer Evo SE (STU),



EM86: Jake Obniski finished third in Modifieds in a 2017 Exocet.

while David Peterson rounded out the top three in a '16 Mazda MX-5 (STR). Todd Winstanley, Youmna Zalzal, James Laeno, Mark Lewis, Paul Tibbals, April Thompson, Julian Zatorski, Brenna Comacchio, Wesley Legaspi, Diego Cervantes, Khoa Cao, Syed Ahmed, Zachary Cohen, Javier Cervantes, Eric Bakan, Misael Onate and Callie Comacho-Light rounded out the rest of ST1.

Carole Zepeda ran uncontested in ST1-L in a '17 Ford Focus RS.

ST2 was led by Randy Krider in a '89 Honda Civic Si (STS). Ken Mollenauer came in second in a '94 Mazda Miata (STS), while Matthew Ouellette finished third in a '90 Miata (STS). Rounding out the rest of ST2 were Riley Schmidt, Yasir Malang, Christian Porter and Marlon Lee.

Dhiraj Jadhav took first place in SSC in a Subaru BRZ. He was followed by Ric Quinonez in a 2013 Scion FRS, with Bill Charron nipping at Quinonez' heels in a '15 BRZ. Dennis Quilantang and Ed Runnion rounded out the rest of SSC.



STU186: Jimmy Au-Yeung took second in ST1 in a 2006 Lancer Evolution SE.

Mack Tsang led the STX category in a '13 BRZ. Erik Acks finished in second place, also in a '13 BRZ. Justin Tsang took the last podium spot in a '13 BRZ. Brian Stanaway, Richard Lee, Kurt Wong, Glen Anderson, Megan Anderson, William Stanaway, Steven Manguino and Kaihua Tan round out the rest of the class.

Classic American Muscle was led by Michael Erickson in a '67 Chevelle (-T). Michael Gardner, in a '16 Mustang GT350 (-C) took second, while Troy Jennings finished third in a '18 Mustang GT (-C). The rest of CAM included Carl Sing, Darren Voges, Samuel Ruiz, Kim Jennings and Leon Weinroth.

Ben Martinez took the top spot in the Modifieds in a '84 Van Diemen (CM). Co-driver Jaime Mendoza came in second and Jake Obniski, in a '17 Exocet (EM), rounded out the top three. Kelly Prior finished fourth in a '17 Exocet (EM).



DS89: Howard Yang took second in S2 in a 2018 Alfa Romeo Giulia. Crows Landing photo.

The Prepared class was led by Justin Moore in a '05 Impreza WRX STI (FP). Tom Exley, in a '87 Mazda RX7 Turbo (XP), came in second place.

Ryan Cirillo, in a '03 MR2 Spyder (CSP), took the top spot in SMP. Alex Kang came in second, also in a '03 MR2 Spyder (CSP), while Isaac Acks took third in a '13 Subaru BRZ (SM). Darrel Moskowitz took fourth place.

Cliff Fong and co-driver David Chau finished 1-2 in STM in a '93 Honda Civic (SMF). Larry Sharp took third in a '16 Focus RS (ASP).

Sam Strano took the top spot in S1 over co-driver Shelly Monfort. They were driving a '07 Corvette Z06 (AS). Steven Smith came in third in a '02 Corvette Z06 (AS). Mike Crocker and Roger Kraus rounded out the rest of the class.

The S2 class was led by Glenn Austin in a '05 Nissan 350Z (DS). Howard Yang, in a '18 Alfa Romeo Giulia (DS), finished in second place, with Kevin Bui in third in a '14 Subaru BRZ (DS). The rest of S2 included Gary Fazekas, Jaanisa Khan, Amon Pereira, Ethan Wang and Thomas Holleis.

Tony Rodriguez, in a '03 Toyota MR2 Spyder (ES), came in first in S3. Arvind Govindaraj came in second in a '16 MX-5 (CS), while Charlie



9STUL: Carol Zepeda ran uncontested in STU-Ladies in a 2017 Focus RS. Crows Landing photo.

Davis took the last podium spot in a '99 Miata (ES). Eric Nielsen, Lawrence Andrews, Darren Shortes, Matthew Zamudio, Estuardo Tschen, Steve Calkins,

Luis Luna, Pablo Rmaswamy, Steven Hurl, Tyler Curran, Yuhon Zhan, Arsalan Khan and Frank Ji rounded out the rest of S3.

Yongzhe Wen took the top podium spot in S4 in a '13 Focus ST (GS). Glenn Tozier, in a '18 Fiesta ST (HS), came in second, with Al Andersen rounded out the top three in a '16 VW GTI (GS). The rest of S4 included Joe Mercado and Skyler Burton.

**The next event is on August 25, 2019, at Marina Airport.**

# SCCA Sacramento Round 7 & 9



## Round 7

Well as we pass the halfway point in our season it is pretty obvious that good weather brings lots of cars and bad weather keeps cars away. Also looking at where the classes sit with points there are a few drivers within just a few points of changing positions for the year. Basilly for those drivers that are so close in points better make the rest of the year or instead of a first place trophy a second or third place will becoming their way. Super Street had five drivers with four Corvettes and one Viper. Lanny Bowden with a 57.507 took fifth place. E.J. Fontaine ran a 55.969 which was good enough for fourth place. Coming in third was Brian Jacobson with a 55.459. Second place went to AI I driver a Viper ACR Patterson with a 54.598. Jeff Glorioso sponsored by Glorioso Design took the overall win with a 54.392. AI Patterson for year end points is sitting with 1120 and Jeff Glorioso has 1050. One event will make the difference between a first place trophy and a second. A Street also had a very healthy car count with seven cars and seven drivers. Steve Small in his 2015 Camaro took seventh with a 62.428. Jeffrey Small in a Z06 Corvette ran a 61.669 which earned him sixth place. Fifth place went to Ken Pickett in a Corvette with a 59.004. Fourth place went to Robert Ghiselli in a Viper RT/10 with a 58.532. Brad Fleig nailed a 57.107 which was good for third place. Stephen Hare sponsored by Hare Motorsports ran a 56.846 which got him second place. The winner for the day was Keith Bullock with a 56.584 in a Corvette. A Street is another class that the year end points are very very close. Forty points is the difference between Stephen Hare in first and Keith Bullock in second place. It will be fun to watch who wins it for the season. B Street had a Porsche, Corvette and a Honda civic fighting for the win. It has been awhile that such a diverse group of cars were all in the same class. Josh Tribble in his 2018 Civic Si took third with a 69.608. Doug Hubbard in a Corvette ran a 59.015 which was good for second place. The winner for the day was Alan Booth in a Porsche Boxer with a 56.907. D Street had Eric Martin chasing himself. It's a good thing he won. He was able to run a 59.723 in his turbo Mustang. E Street better known as the Miata class

had three drivers. Kevin Quach got third place with a 64.393 on his second run. Second place went to Karl Hannah with a 61.626. Blake DeWit won it on with his fifth and final run with a 60.322. G Street had two drivers both driving a Ford Focus ST. Chris Estrada's 59.386 beat Yongzhe Wen's 61.882 for the win

H Street had a nice mix of Italian, German and Japanese cars battling for the win. In fifth place Hayden Erkenbrecher driving a Fiat Abarth with a 69.952. Joe VanSickle in a VW Beetle ran a 68.835 which was good for fourth. Joe Erkenbrecher in another Abarth ran a 68.227 which earned him third place. Second went to Don Lemmon in an Acura TL with a 66.825. The champion for the day was Bill Tubbs in his Fiat Abarth with a 63.305. Well with two rounds left of regular season points it sure feels to early for the season to be coming to a close. Sacramento also runs our enduro event which is always a lot of fun. A big thanks I think is owed to Thunderhill for giving us a place to play.

## Round 9

Thunderhill July 13th, 2019 temperature 94 degrees and nothing but sun. Car count was in the mid forties, which normally means extra runs for everybody. The prepared classes had three respected drivers all of which won their own Class. XP had Carl Graf and his Chevy powered Datsun. He ran a 60.816, but the Green Monster ate a cone which gave him a 61.816. Korynne Smith running XPL was able to post a 67.414. Eric West won EP in his mystic Civic si with a 63.838. Last Steve Mill sponsored by Borla in a Datsun powered Datsun won FP with a 66.814. If ran as a catch all PAX class the order would



have been Korynne, Mill, Graft and the winner would have been West. The modified classes as well had three classes represented. Doug Hargrove won F Mod with a 61.558. In his Ruth and Doug Special. Super Street Mod went to Tom Nivision with a 61.055 in his beautiful Corvette. Street Mod was won by a CRX driven by Tyler Lamarche with a 75.448. If ran as a PAX class the order would have been Lamarche, Hargrove and Nivision winning for the day. You have to love a good

rivalry Gale Smiley and daughter Rachel Smiley-Martinez were duking it out in Super Stock Ladies. The best part is they both were in the family Corvette, so it all comes down to the driver. Rachel's best run was a 68.267 on her fifth run. Gale on her third run ran a 67.009. Gale was also able to beat the class PAX. Her raw time placed her 28th over all and her PAX was placed at 27th over all which is awesome. The SuperStreet open class had Jeff and Alan better known as the Viper Vette stand off. Jeff Glorioso sponsored by Glorioso Design ran a 62.539 which is pretty quick, but not quick enough. Alan Patterson sponsored by Auburn Tires in his Viper ACR ran a 61.239 which gave him the win. When points are calculated Al's lead for the year end trophy widened a little bit after this weekend. A Street had three drivers giving it everything they had for the win. Third place went to Robert Ghiselli in a Viper RT/10. Robert was able to run a 65.417. Second place went to Brad Fleig in Corvette Z06. Hustling his Corvette as fast as he could Brad ran a 64.312. Unfortunately for Brad three tenths faster was Stephen Hare sponsored by Hare Motorsports in another Z06. Stephen nailed a 64.094 which was good for first place. B Street and B Street Ladies had the Hubbards Doug and Penny.

Both were able to run two laps each. Doug ran a 66.537. Penny was able to run a 66.329. Both took first in their respective classes.

D Street had Eric Martin and Tony Monoogan. Eric was able to beat Tony's 68.357 with a 66.458. Both were driving Ford turbo powered cars. Eric in his Mustang and Tony in his Ford Focus. E Street had Ryan and Erin Silva both sharing a Miata. Erin ran a 81.383 while Eric ran a 76.870. Well we are heading toward our last two events of the year. First round 11 and 12 will be held August 17th and 18th. Last the Sacramento autocross Enduro will be September 21 and 22nd.



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# 2019 SFR CHAMPIONSHIP ROAD RACING SERIES REGIONAL RACES 9 AND 10

## SFR CHAMPIONSHIP SERIES REGIONALS 9 & 10 - SONOMA RACEWAY

The Double Regional 9-10 Races at Sonoma Raceway the first weekend in July had serious hot weather. It was a two-day event, with the largest Regional field this season - about 215 cars. The Friday test day was well-subscribed with more than 100 drivers. At Sonoma, the db limit was 103 all day, yet the morning session had more than a few drivers stretching or exceeding limits. Maybe it was the cloud cover, which did dissipate. It was nice to see drivers earning DRAFT Card credits toward a test day or regional entry, working on corners and in Timing & Scoring.

A group of SRF drivers, under the leadership of Joe Briggs and his Healdsburg Distillers group sponsored four Worker of the Day awards during the weekend. The number of race shops and drivers in this venture include more than half the 32-car field in Group Six for SRF3/SRF. Each of the four were selected by a driver, and received a \$150 check. The lucky recipients were Curt Storek from St. Louis/F&C; Jennifer Bickett/T&S; Jess Ann Link/Course Marshals; and Michael Joseph/Pit Fire Marshal.

The Social Crew put on lunch for all workers all three days, Social each night for all, Friday night Worker Dinner, and Saturday night Dinner included everyone, and it was very well attended and received. On Sunday, the F&C Crew selected Nan Mendes, Chief of Social, as Worker of the Weekend.

The Race schedule was uncomplicated - morning qualifying sessions followed by afternoon races each day for the seven SFR race groups. There were no guest groups, giving more time to the many and varied SFR classes. Saturday lunchtime was the Mandatory Driver's Meeting with the Competition Director, Tim Sullivan. This weekend's selected Drivers were Group Five.

The Saturday races were 25-minutes long, after 25-minute qualifying sessions. The races were a mixed bag - some great, and others more prosaic. There were no Safety Cars, no Alerts and no aborted starts. Group Six SRFs had its largest field to date - 32, and all ran! A full field. And Group Seven for Miatas had 50 entries and 48 cars in the first of its three races. Two drivers set records Saturday - Vasili Stratton in his big black Wolf set a new ASR Track Record of 1:32.322, and Tim Sullivan set a new record for SSC5 in his Spec Corvette at 2:03.595.

## Group 1

## First Race



#32 Amanda Cartier followed by #28 Stew Tabak

This was the third race of the afternoon. It was a group which was added late in the planning, after there was an upsurge of entries in FA and FM. That was thanks to Telo Stewart of World Speed Motorsports including our weekend as part of its Formula Car Challenge series. He brought 28 cars to the weekend, making for a nice turn out of the fast open-wheel cars.

Nearly half the field were out-of-region drivers, and several of the F4 drivers were teenagers. All the class winners were local. Overall and FA Polesitter Graham Rankin/No.21 was bested at the start by John Purcell/No.14 Star PFM, who led the first four laps before being passed back by Rankin. The top five FC drivers, all Atlantics, mostly maintained their starting spot for the race, with some positioning. The Margin of Victory was 2.667 seconds. Winner Rankin turned the fastest race lap of 97.336 mph, the second fastest (by a hair) of the day. Twenty-year old Kyle Loh/No.5 Ligier led all but one lap of the

16-lap race and won, after qualifying second in class. The F4 pole sitter, Marco Kacic/No.95 Ligier from Canada didn't run. F4 runner-up, Rayce Dykstra/No.13 Ligier, led the penultimate lap. In the FM class, the top three ran in position the entire race. The speed differentials were such that only the top ten finished on the lead lap. All 27 drivers finished the race.



#92 Bruce Carpenter

### Results Group 1 Race One:

FA	F4	FM
1. Graham Rankin/ No.21 Swift	1. Kyle Loh/No.5 Ligier	1. Bill Weaver/No.67 Star Mazda
2. John Purcell/No.14 Star PFMr	2. Rayce Dykstra/ No.13 Ligier	2. Stew Tabak/No.28 Formula Mazda
3. Jay Henry Horak/ No.37 Star Pro Mazdar	3. Alan Tang/No.94 Ligier	3. Brad Drew/No.78 Mazda Formula

First Race

## Group 2

This was the smallest field with 12 entries, eight drivers qualifying and nine racing in six classes. Nonetheless, the race was exciting.

Bruce Brown/No.62 P1 Stohr had the overall and P1 pole position. On the first lap there was contact between John Manfroy/No.8 P1 Stohr and Paul Decker/No.90 P2 Amac in Turn 4. Manfroy pitted and retired, but Decker, who had gridded second, recovered and continued. Meanwhile, John Shine/No.15 P1, who started at the back due to breaking the sound limits in qualifying, moved up to third by the second lap, then second by Lap 4. He took the lead on the seventh lap, which he held until Lap 15 when he ran out of gas and he was passed. Vasili Stratton/No.26 ASR Wolf, who started fourth, reached second place quickly, and dogged Shine and Brown. Stratton made a nice pass on Brown in Turn 11 and took second place. Then in Turn 6 Stratton took the lead and won the race. The Margin of Victory was 2.667 seconds, and Stratton turned the fastest lap of 98.265 mph, the fastest of the day. It was also a New ASR Track Record. Not bad for Stratton's first victory.

There was other good racing back in the pack, including FE2 pole/winner Jim Devenport/No.23 SCCA Enterprises, who battled Brandon Aleckson/No.222 Van Diemen. Devenport was hit on the first lap, which allowed Aleckson to take the lead. But Aleckson pitted and Devenport won.



#26 Vasili Stratton with #80 Bradford Shaffer

### Results Group 2 Race One:

<b>ASR</b>	<b>P2</b>	<b>FE</b>
1. Vasili Stratton/No.26 Wolf	1. Robert Christesen/No.66 Phantom	1. Bradford Shaffer/No.80 SCCA Enterprises
<b>P1</b>	2. Paul Decker/No.90 Amac	<b>DSR</b>
1. Bruce Brown/No.62 Stohr	<b>FE2</b>	1. Andy Juner/No.88 AMAC
2. John Shine/No.15 Stohr	1. Jim Devenport/No.23 SCCA Enterprises	
3. John Manfroy/No. Stohr	2. Brandon Aleckson/No.33 Van Diemen	

## Group 3

First Race



#48 Louis Rebozzi and #80 Darrell Anderson

It was very windy and hot for this race, 20 degrees warmer than qualifying. This big bore group includes 17 classes, but only six were represented, and they all were from SFR. Sean Wheeler/No.6 Mustang had the overall and ITE pole position, and he held it for the first lap. Darrell Anderson/No.80 SP Mustang started second and was leading by Lap 2. He and Wheeler swapped the lead three times, but Anderson led the most laps and won. Wheeler came in second. Joe Montana/No.88 Ford Fusion truck finished third. Ken Pedersen/No.39 ITE Mustang was run close by Clark Nunes/No.79 AS Mustang the entire race, and they finished fourth and fifth overall.

One driver, Louis Rebozzi/No.48 Corvette, had a new GT2 race car and this was basically a test session. He started last as sound violations disallowed his qualifying run. Rebozzi would catch up to run with the front pack, then pit to check his tire pressures, which were too high and causing handling problems. He spun out on his first out lap, played catch up, pitted, played catch up and pitted, and retired. He turned the fastest lap of the race-89.771 mph.

### Results Group 3 Race One:

<b>GT2</b>	<b>EP</b>	<b>T1</b>
1. Robert Roumimper/No.54 Datsun 240Z	1. Wilson Powell/No.154 BMW Z4	1. Tim Sullivan/No.58 Corvette
2. Louis Rebozzi/No.48 Corvette	<b>AS</b>	<b>SP</b>
<b>ITE</b>	1. Clark Nunes/No.79 Mustang	1. Darrell Anderson/No.80 Mustang
1. Sean Wheeler/No.6 BMW M3	2. Anthony Bonino/No.06 Mustang	2. Joe Montana/No.88 Ford Fusion
2. Ken Pedersen/No.39 Mustang	3. Don Van Nortwick/No.75 Mustang GT	
3. James Fulton/No.55 Miata		

# Group 4

This was the first race of the day and it was hot with only a slight breeze. The 22-car field was almost evenly divided between FC and FF with one brave FV, Ron Wake/No.41 FV Mysterian. Five drivers were from out of region.

The FC cars were very fast and the top four raced hard with each other, but the top three finished where they started - Pole sitter Robert Yallen/No.28 Van Diemen winning and turning fastest race lap of 91.921 mph. Scott Vreeland/No.51 Van Diemen got Yallen at the start and led for four laps, before Yallen regained the lead and held on to the finish, 6.053 seconds ahead. There were just a few who tested track limits, but all harmless.

In the FF race, which had ten drivers, the top battle was the two front runners - pole sitter Chuck Horn/No.54 Swift and teenager Courtney Crone/No.73 Piper who ran nose to tail the entire race, save for one lap when Geoffrey Fass/No.85 FC Van Diemen got past Crone. She regained her position. Crone got really close to Horn, but never quite made it, finishing second but not for a lack of trying. Denny Renfrow/No.11 Piper who started at the back due to having sound issues during qualifying. He charged forward and got as high as tenth before he spun in Turn 7. He pitted and retired.

And credit Wake for bravery, if nothing else, going up against all those Goliaths. He soldiered on during the 15-lap race, and finished two laps down.



Start of the Group 4 contest

**Results Group 4 Race One:**

FC	FF	FV
1. Robert Yallen/No.28 Van Diemen	1. Chuck Horn/No.54 Swift	1. Ron Wake/No.41 Mysterian
2. Scott Vreeland/No.51 Van Diemen	2. Courtney Crone/No.72 Piper	
3. Lyn Greenhill/No.88 Van Diemen	3. Eric Little/No.5 Swift	

# Group 5



#58 Timothy Sullivan and #7 Bill Okell

This group has 17 classes - alphabet soup sedans, mostly Miatas. The ITA class alone had 19. There were 46 entries, with 44 starters, including 31 Miatas in a variety of classes. Six drivers were from out of region and five drivers were novices. Two class records were set - Competition Director/BOD Member/Race Announcer Tim Sullivan/No.58 SSC5 Corvette set one-2:03.595. The other was set by Ken Pedersen in ITR/No.39 Mustang-1:51.536. He finished second overall, behind Pole sitter Clark Nunes/No.79 Mustang in SMG. They seem to enjoy racing against each other in this race and in another group. Nunes set the fastest race lap of 81.537 mph, and at the end he

stretched his gap to 8.946 seconds at the finish.

This was a busy race, with a lot of friskiness, spins, off-course excursions, body contacts and some overdriving. It was hot and very breezy.

The top three finishers all had a go at each other's positions, but mostly ran in position. The top Novice was Chris Lee/No.86 ITA Miata.

**Results Group 5 Race One:**

SMG	GTL	ITX
1. Clark Nunes/No.79 Mustang	1. Angelo Zucchi/No.73 Alfa Romeo	1. Ross Lindell/No.90 Miata
2. Igor Gandzjuk/No.29 Mustang GT	<b>STU</b>	2. Rob Fuller/No.5 Miata
3. Michael Lowe/No.10 Mustang	1. Bruce Trenergy/No.2 Acura	3. Tommy Bordeaux/No.76 Miata
<b>ITR</b>	<b>ITA</b>	<b>STL</b>
1. Ken Pedersen/No.39 Mustang	1. Bob Bradfield/No.36 Miata	1. Todd Launchbaugh/No.13 Miata
2. Wilson Powell/No.154 BMW Z4	2. Sean Lovett/No.199 Miata	<b>NL</b>
	3. Joseph Kou/No.6 Miata	1. Bill Okell/No.7 MG Roadster
		<b>SSC5</b>
		1. Tim Sullivan/No.58 Corvette

## Group 6

This was the last race of the day, in the hottest temperature window of the afternoon - 81F. It was a driver-based decision not to have a split start, a departure from the usual setup for the two-class group. All 32 started at the same time - including two SRF Novices. One of the two out-of-region drivers was a visitor from Nebraska. It was basically a full grid, although one entrant who didn't qualify, didn't race. Pole sitter Alex Kwan/No.40 SRF3 battled Umberto Miletta/No.34 for most of the race, and they for swapped the lead once. Kwan regained and led to the checkered flag. Miletta later spun, recovered and finished seventh. The top Novice was Mikhail Kalugin/No.48 SRF. This group is always animated, if not frisky. One driver visited the Turn 2 tire wall, but was alright, and continued into the pits and retired. James Chartres/No.82 SRF3 was running seventh when he lost his transmission and pitted to retire. It was a long night for Chartres and Ric from CSR Performance. They got a transmission from East Anglia and spent Saturday night making the change.

### Results Group 6 Race One:

SFR3	SRF
1. Alex Kwan/No.40	1. Sean O'Boyle/No.57
2. Brandon Lewis/No.66	2. Michael Woolley/No.24
3. Lee Douglas/No.2	3. Ken Woolley/No.41



#66 Brandon Lewis and #95 Mark Hutchins

## Group 7



Typical SM racing, door handle to door handle, #189 Ron Patrick and #61 Christopher Allen

This was the largest field of the weekend, with three classes of Miatas- 53 entries, 46 qualifiers, and 48 starters, including three Novices in SMT. he majority were in the SMT class-31. The field was mostly home-grown, but there were six Cal Club drivers. Sean Lovette/No.199 SM had the SM and overall pole position. Andres Prieto/No.123 was second fastest, and pole position for SMT, and Ross Lindell/No.16 had the SSM pole. This group was as rambunctious as Group Six. Tommy McCarthy/No.23 SM, who gridded third, briefly took the lead. He and Lovett swapped positions twice and McCarthy led for seven more laps. McCarthy got eager and overdrove Turn 10 and Lovette regained. Clayton Cavell/No.30 SM started sixth and quickly moved up, and back and forward. He took advantage of McCarthy's excursion and moved into second and took the lead on the last lap to win, overall and in SM. Cavell is from Napa but registers as IND Region. The Margin of Victory ahead of runner-up Lovett was 0.392 seconds. Cole Gibson/No.53 SM, who gridded eighth, finished third and turned the fastest race lap of 77.177 mph. McCarthy had to settle for fourth. Prieto won SMT, finishing fifth, and Gregory Hoff/No.97 won the SSM class. The group is tightly competitive and most drivers finished near where they gridded, give or take a couple of spots. Scott Carter/No.85 SMT gained the most positions - eight, finishing 18th. Luke Pfeiffer/No.59. SMT was the top Novice, finishing 14th in class.

### Results Group 7 Race One:

SM	SMT	SSM
1. Clayton Cavell/No.30	1. Andres Prieto/No.123	1. Gregory Hoff/No.97
2. Sean Lovett/No.199	2. Bob Bradfield/No.36	2. Rob Fuller/No.5
3. Cole Gibson/No.53	3. Joseph Kou/No.6	3. Mark Means/No.45

# Sunday Second Race

Sunday was again hot, breezy and busier than Saturday. Fifteen-minute qualifying morning sessions preceded the Miata Festival race and the afternoon half-hour races. Sunday's activities made up for the two previous drama-free days. There were Safety Cars, Alerts, and lots of pushing - of limits, of K-rails, of tire walls, and of other cars. There was even a car fire. No one was hurt and all drivers are OK. The Emergency Crew and Course Marshals got a workout. And there were some good races. The stiff breeze made for some difficult flag waving. The F&C crew had a good turnout.

The Course Marshals selected the Driver of the Weekend - Bruce Trenergy, who raced No.2 Acura in Group 3. "An outstanding driver,

a wonderful person, an exceptional competitor. He has quietly supported the club over his lifetime. He is the epitome of what the club strives for. We are honored to know him and to be able to play with him. We appreciate his sportsmanship, humility and generosity."

Joe Briggs and his merry band of fellow SRF drivers and shops selected two Workers of the Day for Sunday - Jess Ann Link, Course Marshal Chief; and Barry Kashar, long-time Grid Worker. They each received a \$150 check. Congratulations, Workers!

Due to time constraints, there were no Victory Laps, but one driver did gift his Checkered Flag to a Worker. Graham Rankin, overall and FA winner in Group 1 gave his flag to Pit Fire Marshal, Michael Joseph.

## Second Race

### Group 1



#27 Tao Takaoka in a 2015 FS 2000

Group 1 Race had one of the two split starts for the 29 cars, separating the FA's and FM/F4s. John Purcell/No.14 FA led the first seven laps before being passed in Turn 9 by Graham Rankin/No.21 FA, who went on to win and turn the fastest race lap of 97.336 mph. Bill Weaver/No.67 FM won that class and Kyle Loh/No.5 won F4.

#### Results Group 2 Race Two:

FA	F4	FM
1. Graham Rankin/ No.21 Swift	1. Marco Kacic/No.95 Ligier	1. Bill Weaver/No.67 Star Mazda
2. John Purcell/No.14 Star PFMr	2. Rayce Dykstra/ No.13 Ligier	2. Derry Donovan/ No.77 Formula Ma FM
3. Jay Henry Horak/ No.37 Star Pro Mazdar	3. Kyle Loh/No.5 Logier	3. Dutch Schultz/No.44 Mazda Star



#44 Dutch Schultz

## Second Race

### Group 2

Group 2 had five classes, 12 entries, nine drivers, four different leaders, and seven finishers. John Manfroy/No.8 P1 Stohr won. He gridded third but took second at the start, following Vasili Stratton/No.26 ASR Wolf who led the first three laps. Manfroy took the lead and held for five laps before John Shine/No.15 took over. After two laps Manfroy regained the lead and pulled away from the pack and won the race. Shine turned the fastest race lap of 97.757 mph, even though he was black-flagged for

sound, which he repaired. Shine finished the race only one lap down. Pole sitter Vasili Stratton/No.26 Wolf won ASR, Jim Devenport/No.23 SCCA Enterprises won FE2, and Paul Decker/No.90 AMAC won P2, despite two pit stops and retiring.



#90 Paul Decker



#62 Bruce Brown

#### Results Group 2 Race Two:

P1	FE2	FE
1. John Manfroy/No.8 Stohr	1. Jim Devenport/ No.23 SCCA Enterprises	1. Joe Reppert/No.47 SCCA Enterprises
2. Bruce Brown/No.62 Stohr	2. Brandon Aleckson/ No.33 Van Diemen	<b>P2</b> 1. Paul Decker/No.90 Amac
3. John Shine/No.15 Stohr	<b>ASR</b> 1. Vasili Stratton/No.26 Wolf	

## Group 3



#17 Kevin Patten leads #79 Clark Nunes and #6 Sean Wheeler out of turn 4

In Group 3, pole sitter Louis Rebozzi and his new No.48 GT2 Corvette didn't race Sunday. The weekend was basically a test session for him. Also not on track were Darrell Anderson/No.80 SP Mustang or Tim Sullivan/No.58 SSC5 Corvette. Overall and ITE winner Sean Wheeler/No.6 BMW led every lap, and was fastest at 86.334 mph. The disparity of the five classes made for a wide-spread field, and it was

a parade early on. After the halfway mark, the busy Turn One had an Alert for fire. Third-place driver, Clark Nunes/No.79 AS Mustang, had an engine fire. He spun off and ignited the grass. It was a big fire which the Emergency Crew quickly handled. Nunes was alright. The Safety Car came out. On the restart most cars maintained their position for the finish

Joe Montana/No.88 Ford Fusion won SP, Bryan MacMillan/No.44 Mustang won GT2, AS was won by Igor Gandzjuk/No.29 Mustang, and Wilson Powell/No.154 BMW won EP. Forty drivers ran the race, and the 35 who finished the race were on the lead lap.

### Results Group 3 Race Two:

ITE	AS	SP
1. Sean Wheeler/No.6 BMW M3	1. Igor Gandzjuk/No.29 Mustang	1. Bruce Trenery/No.2 Acura
2. Ken Pedersen/No.39 Mustang	2. Anthony Bonino/No.06 Mustang	2. Joe Montana/No.88 Ford Fusion
3. Kevin Patten/No.17 Mustang	3. Don Van Nortwick/No.75 Mustang GT	3. Brian McGovern/No.08 Acura
GT2	EP	
1. Bryan MacMillan/No.44 Mustang	1. Wilson Powell/No.154 BMW Z4	
2. Robert Roumimper/No.54 Datsun 240Z		

## Group 4



#28 Robert Yallen leads the group of small bore formula cars up the hill to turn 2

Race Group 4 also had a split start, with the eight FC's up front and the FF's and lone FV behind the Pace Car for the second start. Scott Vreeland/No.51 FC Van Diemen led the first half of the race, and then Daniel Swanbeck/No.4 FC Van Diemen made a smooth move in Turn 11 and led to the Checkered Flag, turning the fastest race lap of 92.053 mph. Behind him the drivers found their spot and ran with it to the end. Meanwhile, the FF's were having a good race of their own, with Denny Renfrew/No.11 Piper and Courtney Crone/No.72 Piper running nose to tail, lap after lap. Crone made an inside pass in Turn 11 to take the FF lead. It held for three laps before Renfrew regained the lead and class win. An Alert was called when Jon Brandstad/No.44 FC Van Diemen and Joe Hopkins/No.7 FF hit, flipping Brandstad over. He landed on his wheels, and was unhurt, but the incident brought out the Safety Car and the Checkered Flag.

### Results Group 4 Race Two:

FC	FF	FV
1. Daniel Swanbeck/No.4 Van Diemen	1. Denny Renfrew/No.11 Piper	1. Ron Wake/No.41 Mysterian
2. Scott Vreeland/No.51 Van Diemen	2. Courtney Crone/No.72 Piper	
3. Lyn Greenhill/No.88 Van Diemen	3. Chuck Horn/No.54 Swift	

## Group 5



ITA #199 Sean Lovett

Group 5 is alphabet soup sedans, mostly Miatas. It had the second largest field - 49 entries spread among seven classes -and 42 drivers ran the race. This was the other short race of the weekend, for laps run, as the session was interrupted on the first lap by an Alert on Turn 4 which turned into a Red

Flag. Doron Dreksler/No.70 ITX Miata, Joseph Kou/No.6 ITA Miata and Brendan Hermalyn/No.81 ITA Miata were all involved. No one was injured, but it was a lengthy cleanup and towing process. The clock ran while the cars lined up in Turn 11 in the hot sun, which the stiff breeze only partially alleviated. After the restart, the front pack of Mustangs all ran together, swapping places. Igor Gandzjuk/No.29 SMG won, and Clark Nunes/No.79 Mustang had fastest lap of 80.616 mph. Nunes had the overall and SMG pole position but started at the back and charged up to finish sixth overall and in class. Wilson Powell. No.154 BMW took ITR honors, and Angelo Zucchi/No.73 Alfa Romeo won GTL. Driver of the Weekend, Bruce Trenery/No.2 Acura won STU.

Jon Parker/NoTodd Launchbaugh/No.13 Miata won STL, and Bill Okell from Canada in No.7 MG Roadster won NL. With the short race, all 35 finishers were on the lead lap of the six-lap race.

### Results Group 5 Race Two:

SMG	GTL	ITX
1. Igor Gandzjuk/No.29 Mustang	1. Angelo Zucchi/No.73 Alfa Romeo	1. Jon Parker/No.19 Miata
2. Anthony Bonino/No.06 Mustang	ITA	2. Rob Fuller/No.5 Miata
3. Sal Molinare/No.21 Mustang	1. Souhail Halaby/No.123 Miata	3. Ross Lindell/No.90 Miata
ITR	2. Sean Lovett/No.199 Miata	STL
1. Wilson Powell/No.154 BMW Z4	3. Kevin Carter/No.85	1. Todd Launchbaugh/No.13 Miata
	NL	
	1. Bill Okell/No.7 MG Roadster	

## Group 6

Group 6 for SRF had two classes, but no split start. The drivers talked about it at their Driver's Meeting about wanting the two classes to start together, so there would be less lapping. Or so it's been said. There were 32 entries and a race field of 29 cars. This was the last race of the day, starting at 5:05pm. Pole sitter Alex Kwan/No.40 SRF3 won the race, but was chased hard by Umberto Milletti/No.34 SRF3, who led four laps near the end before being repassed by Kwan, who turned the fastest race lap of 83.422 mph. The field was busy, stretching course limits, with popular exits being Turns 2,4 and 7 James Chartres/No.82 who retired in Saturday's race with a broken transmission, qualified ninth and finished sixth after working late Saturday night changing the transmission. Sean O'Boyle/No.67 won the SRF class, and Erich Woolley/No.01 was the only Rookie in the field. He gained two positions in the race.



#34 Umberto Milletti



#9 Joe Briggs

### Results Group 6 Race Two:

#### SFR3

1. Alex Kwan/No.40
2. Umberto Milletti/No.34
3. Hank Raymond/No.127

#### SRF

1. Sean O'Boyle/No.57
2. Michael Woolley/No.24
3. Kevin O'Connor/No.91

## Group 7

### Second Race



#50 Tupper Hull

Group 7 Miatas had two Sunday races - the morning Festival race and the afternoon Regional race. Both gridded based on Sunday's qualifying. There were 50 entries, and 43 starters for the Regional race. This was the largest field.

For the 20-minute Festival Race, pole sitter Tommy McCarthy didn't race as he was having rev limiter problems in qualifying, and wanted to make sure his engine was OK. Bob Bradfield/No.36 SMT led the field and every lap to win overall and SMT. The front pack remained pretty much in tandem throughout. It was tight racing, and a close finish on the last lap going to the Checkered Flag. Young Reno driver, Brian Duddy started last as he was late to grid waiting for the car to be ready. He gained nine positions at the finish.

For the half-hour Regional Race, pole sitter Tommy McCarthy/No.23 SM led start to finish and turned the fastest race lap of 77.042. He won overall and in SM. Andres Prieto/No.123 won SMT, and Ross Lindell/No.16 won SSM. The session was less active than previous sessions. There was some boundary stretching, grazing k rails and concrete walls, and cars, but not much. This group had five Novices entered, three who ran. The highest finishing Rookie was Luke Pfeiffer/No.59 SMT, who finished fifteenth of 43 starters

McCarthy had a moment in Turn 9 where he almost needed the tow crew. But he dumped the clutch and throttled out of that situation. Friends call him Tommy the Tornado.

### FESTIVAL RACE CLASS WINNERS:

#### SM

1. Cole Gibson/No.53
2. Clayton Cavell/No.30
3. Sean Lovett/No.199

#### SMT

1. Bob Bradfield/No.36
2. Andres Prieto/No.123
3. Joseph Kou/No.6

#### SSM

1. Gregory Hoff/No.97
2. Rob Fuller/No.5
3. Mark Means/No.45

### REGIONAL CLASS WINNERS:

#### SM

1. Tommy McCarthy/No.23
2. Clayton Cavell/No.30
3. Cole Gibson/No.53

#### SMT

1. Andres Prieto/No.123
2. Bob Bradfield/No.36
3. Alan Gjedsted/No.14

#### SSM

1. Ross Lindell/No.16
2. Mark Means/No.45
3. Rob fuller/No.5

It was a long three day event with the best turnout of the season to date. Timing & Scoring thanked two drivers - Ben French and Justin Cone - who worked T&S: French all weekend and Cone between sessions. Young Lucas French worked Tech, thanks to the SCCA policy

of allowing young teens to work specialty crews once their parents have provided all the necessary documents and paperwork. The next race for SFR is the Hoosiers Super Tour Majors at WeatherTech Raceway.

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# Fresno Chapter Events 7&8

Can you perform under pressure? That's the question the Fresno SCCA autocross crew sought to answer June 8-9, with a new twist on autocross. Events 7 and 8 marked the club's first ever Top Time Elimination Challenges, a bracket tournament with head-to-head matchups for the day's top-8 fastest drivers during normal competition runs.

The weekend was a Cadiente Family reunion as brothers Joshua and Jonathan and father Richard came together to co-chair both of the weekend's events. Though all were first-time chairs, the weekend came together nicely despite conditions being especially warm. Saturday's course was well-received by competitors, and quick too, with times under 40 seconds allowing for six runs per driver.



Event co-chair Joshua Cadiente in his ES MR2

Jimmy Au-Yeung in his STU Mitsubishi Evo took top time honors on the day, but it took him all six runs to get there. His final run of a 33.874 was just enough

to take the win over his co-driver Eileen Blando, who stunned the crowd with a 34.002 to take the lead on her fifth run, ultimately good enough for second. STU drivers made it 1-2-3 on the time sheets, with Steve McLaughlin making the trek in his 350z from Reno, taking third at 34.400. Bakersfield driver Sam Johns was fourth best in an SSM Corvette Z06, followed by Justin Tang (FSP Corolla) rounding out the top five. Sixth went to Paul Newton (AS Lotus Elise), with Sam's father and co-driver Karl seventh, followed by Myron Ybarra's Ariel Atom, Jonathan Cadiente in an ES MR2, and Yang Moua in an SMF 1989 Civic.

It was Jonathan Cadiente who jumped to the top of the PAX results, with Au-Yeung and Blando rounding out the podium positions. Newton slotted into 4th PAX ahead of McLaughlin and Tang. Jonathan's co-driver brother took 7th, just ahead of William Marlow's STS CRX, Yongzhe Wen's GS Focus ST, and Keith Bullock in the AS C5 Corvette rounded out the top ten.

In street class competition, Jonathan and Josh Cadiente topped ES, with the Miatas of Gary Lieb and Richard Cadiente finishing 3rd and 4th. FS saw the most intense class battle of the day. Adam



Paul Newton staring down cones in a CS Miata

Dominguez and his M3 set the high water mark on his second run at a 38.462, but had cone trouble late. John Krum (Camaro) reeled Dominguez in run after run, ultimately dropping to a 38.463 by run 6, just one one-thousandth of a second off the win. David Ruiz (BMW 335i), Chris Rodriguez (Mustang), and Brenda Johns (M3) rounded out

the field in class, with Pamela Schroeder running unopposed in FSL. Keith Bullock and Mark Weaver (BRZ) also ran unopposed in AS and DS respectively.

Only three drivers contested the Street Touring classes, as most of the ST contingent opted to run Index. William Marlow took STS running unopposed, while German Pulido's FRS bested Arthur Cha's BRZ in STX. CAM saw more action, with Leon Weinroth winning in an all-Mustang CAM-C class over Jeffery Jantz by three tenths, with Nick Rivera not far behind. Gary McDaniel never relinquished the lead in CAM-S, with his Corvette besting Phillip Roberson's by just over 1.5 seconds. George Dias ran his 1973 Camaro unopposed in CAM-T.

In Street Modified action, Yang Moua barely snagged the win on run six in a deep SMF field. Ryan Zelinski and his mean green Integra held on to the top spot until the final runs; he went searching for a tenth on run six but found a cone instead and placed second. Newcomer Andrew Padua is making a splash this year with his 2017 Civic SI, and managed third on the day, followed by Richard Jensen, with his Mini not quite finding the time he was looking for on a new tire combination. Gi Vang in an Integra finished fifth, followed by another newcomer, Mark Gomez in a Civic. SSM saw a very even matchup between father and son Karl and Sam Johns, with youth edging out experience by just .243 seconds. Just two cars contested SM but they managed to hit an impressive eight cones; Ahla Yang took the win there in his WRX over Rufus Connell in his Impreza 2.5RS.

A handful of competitors participated in the upper classes. Ken Vaughn edged out Ming Tang in a battle of CSP Miatas, while Justin Tang ran alone in FSP. Manfred Oesting (FP, Mini Cooper), Kenneth Lim (XP, 1974 Celica), and Myron Ybarra (BM, Ariel Atom) each ran unopposed.



Rufus Connell in his SM Impreza 2.5RS

Index Class saw the fastest drivers of the day, with Au-Yeung taking class honors over Blando, Newton, McLaughlin, Wen, and Audrey Tan. Steven Manguino made the journey from the Bay Area in his FRS to take the victory in Novice, barely edging Anthony Vasquez in a Civic Si. Roberto Morales (Genesis Coupe R-Spec) finished third, followed by Jesus Meza in an MR2 and Jose Pineda, driving most of an RX8.

The real action of the day came to a head after competition runs, during Top Time Elimination Challenge. With several of the top drivers bowing out to preserve tires for upcoming national events, there were no favorites. Steve McLaughlin was the top seed heading into the bracket, followed by Sam Johns, Justin Tang, Paul Newton, Karl Johns, Myron Ybarra, and Manfred Oesting. With the pressure on, and the heat rising, it was Karl Johns and Justin Tang who kept cool, beating all opponents to make the final. Johns ran a blistering 33.891 on his final run, faster than Tang had run all day. Tang had a chance to respond, but in giving it his all to find the speed, he set down a cone, handing the first ever Top Time Challenge victory to Karl Johns.



Arthur Cha in his STX BRZ

With enough novices entered, a second Challenge took place for the top four newbies. Steven Manguino, Jesus Meza, Roberto Morales,

and Anthony Vasquez battled for the crown, with Manguino laying down his best run of the day (38.169) to take the win in the final over Vasquez (39.802).

Sunday's Event 8 brought hotter temperatures and a hot new course, with the Cadientes and crew opting not to run Saturday's course backwards, and instead redesigned the entire layout from scratch. Sunday's new course drew as much praise as Saturday's and brought in more elements and a longer lap time. Forty-three drivers braved the signature Fresno heat for five runs each between the cones.

When it was all said and done, Douglas Hargrove came out with the top time of the day, his F440 F-Mod car scorched the course with a run of 41.400 seconds. Steve McLaughlin followed closely behind, as his 350z clocked in at 41.620 seconds. Justin Tang, Paul Newton, and William Marlow finished just behind, all in the 42-second range. Richard Jensen, Yang Moua, Keith Bullock, Josh Cadiente and Gary McDaniel rounded out the raw time top ten.

PAX belonged to a Cadiente in an MR2 yet again, though this time, the win belonged to Josh. Newton finished just .006 behind after swapping his Elise for the more PAX-friendly ND Miata for Sunday. McLaughlin wound up third PAX, followed closely by William Marlow and Keith Bullock in the top five. Jonathan Cadiente, switching to the family Miata for Sunday, finished sixth PAX, the first time he's been beaten by anyone in that category this year. Ryan Zelinski, also swapping cars after Saturday, finished seventh in his CS S2000, followed by Leon Weinroth, Richard Jensen and Audrey Tan, now in the ND Miata closing out the top ten.

In Street category, two drivers contested the AS class, with Bullock taking the top spot over co-driver (and sister) Kimberly Coughren. CS was also a two-horse race, with Zelinski topping Gary Pollastrini, who piloted one of the nicest cars of the day, a 1974 Jensen Healey. ES saw Josh Cadiente grabbing his fourth victory of the season, but his first over big brother Jonathan in second. Richard Cadiente, with the added benefit of a tire warming co-driver, picked up a place from Saturday, taking third over Gary Lieb.

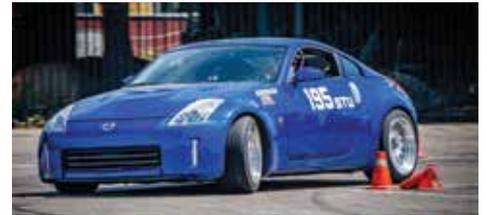
Street Touring saw only solo competitors in each class: William Marlow in STS, Brandon Terry's 1997 Miata alone in STR, and Arthur Cha again running his BRZ in STX by himself. CAM saw more action. In CAM-C, Leon Weinroth led an all-Mustang field over Jeffery Jantz by a more comfortable margin than the previous day, with Greg Back third. Gary McDaniel had no trouble taking the win in CAM-S over Felix Flores in the C7 Corvette.

SMF, even without Zelinski for Sunday, saw a deep 10-car field. Richard Jensen, running a new tire combination, prevailed for his first win on the season, running a 42.856 on his final run. Yang Moua had

the scratch time to steal it by an inch on his final run, but a cone call relegated him to second. Padua followed in third, with Mark Gomez running a solid fourth. Gi Vang (Integra) took fifth with Mitchel Fries (Focus ST) sixth and Bee Yang (RSX) seventh. Three drivers in SMF were disqualified for failing to work their assignments. SM was again a battle to stay between the cones, as Ahla Yang took the win over Rufus Connell. Rick Davis ran alone in SSP, driving an Audi R8. A few drivers ran alone in the Mod and Prepared classes as well, including Hargrove in FM, Manfred Oesting in FP, and Kenneth Lim in XP.

Newton took the top spot in the Index class, ahead of McLaughlin, Tan and Justin Tang, now on bias-ply Avons. Seven Novice class drivers contested the day;

Kevin Pena in an S2000 notched his first victory of the season, narrowly taking victory from David Harless in a fox-body Mustang. Brett Sliakis in an



Steve McLaughlin from Reno in his STU 350z

ND Miata took third with Jacqueline Vazquez and her FRS fourth. Roberto Morales was again competitive in the Hyundai, finishing fifth, and brothers Crispen and Bennet Morgenthaler, facing tough Mod category PAX indexes, finished sixth and seventh respectively.

With the top two fastest drivers on the day again bowing out of Top Time Elimination Challenge competition to get a head start on the long drive home, the prize was again anyone's for the taking. Justin Tang claimed the number 1 seed, followed by Newton, Marlow, Jensen, Moua, Bullock, Josh Cadiente, and Weinroth. Tang fell to Moua in a close battle in the semifinal round, while Marlow knocked off two-seed Newton to advance to the final. With the pressure rising, Moua unexpectedly clipped a cone on his final run, drawing a reaction from the gathered crowd, and sticking him with a 43.224+1. Marlow covered his ears as the trailer announced Moua's time, concluding he'd rather not know. The strategy worked out, as Marlow clocked a 42.609 and took the victory in the Event 8 Top Time Challenge.

Again, Sunday's event saw enough novices to run the Novice Challenge as Crispen Morgenthaler took the number 1 seed over Kevin Pena, David Harless, and Roberto Morales. Morales upset Morgenthaler in round 1 as Bugeye Sprite took down two cones. Pena cleared Harless by 1.5 seconds to advance to the final against Morales. In the final, Morales set down a cone, running a 48.209+1. Pena replied with a 48.033, enough to take the Novice Challenge win.

Congratulations to all the winners. We hope to see everyone out contending for trophy spots at our final few Fresno SCCA autocrosses of 2019!



Saturday Top Time Elimination Challenge winner Karl Johns and runner up Justin Tang

# Full Body Contact

## SpecRacer Ford CSR Update

### Technical Update

#### SRF Windscreen

The new SRF windscreens are in stock. The new windshield is designed to reduce or eliminate helmet buffeting for taller drivers. The part number and cost is:

1180103 NEW DASH WINDSCREEN KIT \$28.00



The new optional Dash Windscreen

#### Extended Length LCA

SCCA-E is working on longer lower control arms. These longer arms will allow the lower rod end to have fewer threads exposed. On some cars, it is hard to meet spec on the number of threads showing.

#### Transmission Gear Shortage

Some of the gears from Mazda are on backorder or are in short supply. Third and fourth gears are the issue. If you were thinking about getting your transaxle rebuilt, you should check with your CSR or supplier to be sure they have gears.

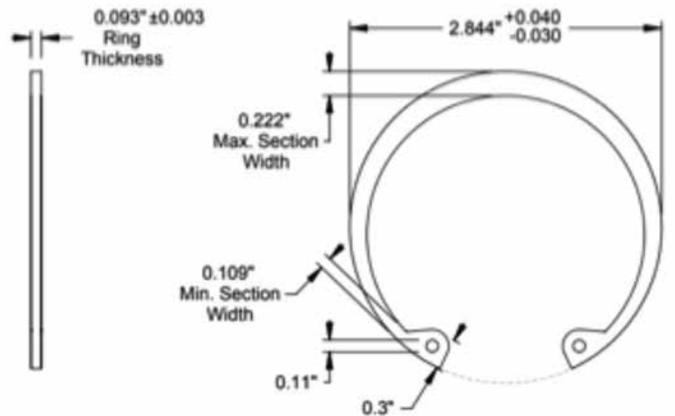
#### Wheel Bearing Internal Retaining Rings

There are three versions of the internal retaining rings or "Snap Rings" that hold in the wheel bearings into the knuckles/spindles. The original ring was a piece of spring steel wire, this was used in the original Renault Alliance knuckles and should only be used in the Renault knuckles. The second generation was an "inch" size snap ring. It can be used on the old Renault knuckles and some of the early SCCA-E knuckles, part number 277759. The latest knuckles have a smaller groove and require the latest or 3rd generation snap ring. The newest snap ring is a metric sized ring and is 2mm (.080") thick, part number 277760. If you use any of the older rings in the newer knuckle, they will not hold the bearing in place. The 2nd generation inch version is 2.36mm (.093") thick. The part numbers for the different rings are:

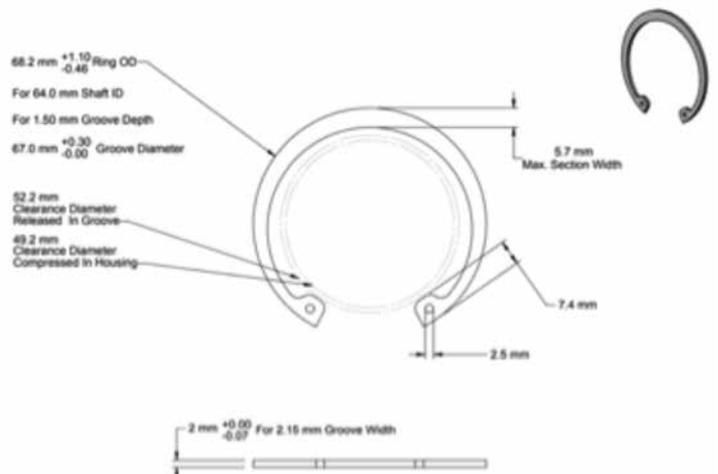
Part Number	Description	Price
N/A	RENAULT RETAINING RING	Not Available
277759	SNAP RING - WHEEL BRG	\$9.00
277760	WHEEL BEARING RETAINING WIRE-THIN	\$13.00



Old Renault Wire Snap Ring



Second-Generation Ring



Third-Generation Ring or Current Ring

## Local San Francisco Region News

### San Francisco Region Race 9 & 10 at Sonoma Raceway

The weather and racing were great for race 9 & 10 at Sonoma. If you haven't run Sonoma you need to add it to your bucket list, it is one of the funniest and most challenging tracks around. There were over 200 entrants and the SRF race had 32 on the grid with 11 of the cars GEN2's.

The first race ran clean, and without a double yellow, all but two cars finished the first race. The top finishers in the SRF3 class were Alex Kwan, Brandon Lewis, and Lee Douglas. In the GEN2 class, Sean O'Boyle took; first, Michael Woolley was second, and Ken Woolley took third. This was Sean's first win of the season, pretty good for a rookie.

The second race finishers were GEN3 Alex Kwan, Umberto Milletti, and Hank Raymond. This was Hank Raymond's first time on the podium in a SpecRacer GEN3, congratulations to Hank. The results for GEN2 were, Sean O'Boyle, Michael Woolley, and Kevin OConnor.

### Class ACT Award

Joe and Sally Briggs gets the class ACT award for this race weekend. They sponsored a "Worker of the Day Program" giving out cash awards to recognize workers each day of the event. The recipients of the awards were:

7/5 Kurt Storck F/C

7/6 Jennifer Davis Timing & Scoring

7/7 Barry Kashmar Grid

7/7 Jess Link Course Marshall

I recommended Barry for working all three days on grid, he was one of the small crew on Friday and took time out to help me locate a lost muffler while getting cars organized on grid. The others were recommended by other East Angila Motorsports and Cerini Motorsports. Thanks to the winners of the "Worker of the Day Program" and all SCCA workers!

# Attention FF Racers

### Just added to the end of the year triple header!!

Special 50 Anniversary FF race!

No extra cost

You get the usual group four triple header schedule plus an additional race with nothing but FF.

The weekend will feature two races on the famous three mile Thunderhill configuration, one race on the soon to be famous five mile configuration, plus a special FF only race.

In recognition of the 50th birthday of the FF. A true racers class that requires skill, cunning, and race craft. Winning in FF is not easy but the thrill of victory is always very sweet.

No need to tow to Wisconsin, come and show off your car and talents at the best race track on the west coast. Go to [Motorsportreg.com](http://Motorsportreg.com) for details.

# Checkered Flag



Tom Smiley was a fierce competitor and great friend who unfortunately past away while on vacation in Hawaii. Tom was an avid water skier, drag racer and autocrosser. Tom was the definition of drive it like you stole it. He joined the SCCA in the early 2000's racing Corvettes. He made autocrossing a family affair bringing his wife and kids out to drive and compete. Tom was very successful all the way up to his last autocross in April of this year. Tom and his wife loved Hawaii. After his retirement, they went on vacation to Maui. Tom who loved being in and around the water went for one more swim in the ocean the morning of May 25th. It was a simple way to get some morning exercise in Tom's mind. Tom's passing has left everybody that knew him heartbroken. Tom's zest for life and his take no prisoners driving style will be greatly missed, but he will never be forgotten.

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# Letter to the Editor

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SCCA: Are we cultivating a culture of dangerous and risky driving?

While this letter started because of a horrible accident that occurred at the last Sonoma regional race, it's not about the specific incident itself that I want to discuss. Before I begin, I want it to be clear that I harbor no ill feelings towards the driver that bumped me. He made a mistake. We all make mistakes. He conducted himself as a true gentleman after the incident and was truly apologetic. I can ask nothing more from him. I truly believe he is just as much of a victim of what I believe to be a larger problem with SCCA, as I was.

I joined SCCA last year and I was welcomed with open arms. Everybody has been very friendly and I have met a lot of great new people and made a lot of new friends. I have been racing in spec miata now for almost 2 seasons. I am going to make an argument here that may seem strange, but SCCA is TOO friendly when it comes to incidents that occur on the track. This friendliness is causing more harm than good to the organization and racing itself. When body contact occurs, minor or not, it is almost always negotiated down to a 'racing incident' in an attempt to keep everybody smiling and happy. In order for any type of action to occur, the onus is on the driver to file a protest. This is the fatal error. It should NOT be the responsibility of the driver to make sure there are repercussions for unsafe driving. It needs to be the responsibility of the ORGANIZATION. Protests occur when people are angry. We'd all rather not be angry, and we'd all rather not go through the process of filing a protest. Protests are not going to be filed against people we know or like, even if they truly made an error in judgement. Subjectivity and emotion need to be taken OUT of the situation and only pure, cold, objective measures need to be used to determine fault and responsibility. It is the only fair way to do it. It is the only way to help other fellow drivers you consider to be a friend. It is the only way to stop the downward spiral that is happening with risk taking and damage to cars. When the rules are loose, the driving becomes loose. When you are surrounded by risky driving and you see the rewards for risky driving, you're going to start driving risky as well. When small incidents are ignored, the more frequently large and bad incidents are going to occur. I've only been racing with SCCA now for less than 2 seasons and my car has already been completely demolished twice through no fault of my own. I cannot in good conscious return to racing with SCCA unless something substantial changes. Otherwise it's another coin flip before my car gets destroyed again or worse.

Risky driving or bad driving is being REWARDED with the current way we are doing things. If you decide to fly in 3 wide on the outside of a turn where you have no chance of coming out ahead but end up punting someone off as a result, you just gained 2 positions. This happened to me as well last weekend, but no real damage occurred. Everybody knew each other and nobody wanted to make a scene. The offending driver and the steward admitted it was a bad judgement to go 3 wide approaching that corner. The driver got a slap on the wrist in impound because it was deemed a 'race

incident' even though it wasn't, and he still gained those positions. Your brain is going to tell you to do that same risky move again and again until something really bad happens. People are constantly dive-bombing people in corners even when they are clearly trailing the car in front because if you can get away with it, you win. So, you try it over and over and over until something bad happens. Then you plead in impound that you made a bad judgement. You get your wrist slapped, and you rinse and repeat again. That is what is happening because there are NO CONSEQUENCES for risky driving and body contact if you can get away with it. Only rewards. Those of us that opt against taking risks/chances lose positions or get clobbered, while those who opt for a dangerous move are rewarded positions. We have to remember this is amateur club racing. Nobody is getting paid. Nobody's job is on the line. There aren't fans at home watching this on TV hoping for a big scuffle and brawl to make the day interesting. This is only for fun. Calling something a 'racing incident' because nobody is angry or only minor damage occurred when there was clearly an error in driving needs to STOP.

Take the subjectivity and emotion out of the situation. If any type of body contact occurs, no matter how minor, it needs to be analyzed and discussed. When I was at the SCCA drivers school in 2018, racing space and who has a right to that space was never clearly defined. We could learn a lot from NASA's club codes and regulations handbook.

<https://nasa-assets.s3.amazonaws.com/document/document/282/2019.1.pdf>

In the appendix starting on page 85, they clearly define what racing room is. More impressive is that they have 12 figures that illustrate multiple different scenarios and car positions. In each of these scenarios they describe which driver is at fault, and they even illustrate situations which are truly considered to be 'racing incidents' where nobody is at fault. It is something that would have been really helpful for me as a student. Take the subjectivity out and make everything objective. NASA requires cars to run video. This is not a bad idea. When an incident occurs, the steward can reconstruct what happened and can refer the drivers to these specific illustrations and at that point it is pure black and white as to who is at fault. Take the subjectivity out and make it objective and nobody will get their feelings hurt. Nobody can argue who is right or wrong. Nobody is making things up 'on the fly'. Once fault is assigned, there NEEDS to be CONSEQUENCES, even if it only resulted in minor damage or just an off track excursion. Positions and points can be taken away. Qualifying positions lost. Suspension from races. There needs to be consequences that are onerous and something that drivers will really want to avoid. Otherwise, it just turns into a formal wrist slap, the bad driving is rewarded, and the downward spiral continues. This is the only way to make it cleaner, safer, and ultimately more fun for everyone. Too often I have heard from former racers that they quit because they were tired of the constant damage they were sustaining. It does NOT have to be that way.

Joe Kou

# People in the News....

BY DAVID VODDEN

Depending on when you are reading this the opportunity for you to participate in the future of this Club as a Director may have passed. If so, I hope that the three positions vacant on the board have many qualified candidates ready to do what men and women did back in the day to make our Club great and meaningful over 65 years, if you count from our April, 1953 incorporation date, or 75 years if you start with the beginning of the SCCA back East. This Club is only as good as the people who chart its course just as a race car, despite its pedigree, is only as good as the driver and the crew who put in on track to take the green flag. I have been campaigning for quality club leadership for this very reason. At the end of this year we will say goodbye to R. J. Gordy, and Barbara McClellan. Tim Sullivan will move from Director to the RE position. That leaves me, Blake Tatum and Seth Reid on board to carry on with three new leaders to be elected starting in October and ending prior to the November annual meeting. As much as I am asking people to run for our board, I want to stress the need for leadership, accounting, marketing, industry and people skills as top priorities. Your Club has money in the bank. It has a three-year agreement, including 2019, with Laguna Seca that provides income. It has a substantial rolling stock of vehicles and support equipment located at various member's homes across the land and it has an ever-increasing cost of labor in place to provide on-going Club services. We own all the stock in Thunderhill Park but, like the Solo Site Fund, these are restricted assets that are not available for ongoing operations of the Club. We are in the midst of revamping our accounting procedures through a high-quality accounting firm that knows what we do. We are in a competitive market where what we offer to our members is ever changing, not so much by us to our lasting detriment, but by the Big SCCA in Topeka and the many competitors who sell track time in varying forms. The exclusive values we have above our competitors, in my opinion, are the race program and Solo. If we do these two things right and embrace Rally Cross and Time Trials and the new Bracket Road Racing, we can re-position the Club in the business of providing meaningful on-track adventures. This is where you come in. If our board is not strong, qualified and capable, we will react to the future and take the easy road that will incense the fewest members and make us look and feel good in the moment. Can't do this if we want to be good at what this Club was created for. Get involved. Run for the Club Board of Directors. Get fifty signatures of members of our Club, including their member number, and send it to the Club office by September 3rd. If you are put off by asking fifty of your fellow SCCA members to support your candidacy by signing their name to a petition, please know, they will do so because they know that the need is there! They will regard you with respect as one who has chosen to do something to make our Club strong and relevant in tomorrows world. You will be helping them be able to race with the SFR/SCCA! Being a member of the SCCA Board of Directors is an honor, a distinguished achievement! You will be treated as such around all of the SCCA. Making a difference is the greatest reward even if you do not get paid and lesser people berate you for what the Club is doing "to them", because they can. Go to the remaining Club events before the deadline and get all your signatures in about an hour. Ask your friends to help. They will. Once on the board think global and long term. This is not about today's minutia and

ongoing stuff that has not changed because the people who complain the most do not want it to change. It is about tomorrow, a new, different and better world of recreational road racing, solo sites and events and embracing the newest ideas already started successfully in other Regions, and more. Thank you from all current and future members of this Club for saying yes and getting involved. It is not hard. It is not that time consuming but it does require a sincere and big-picture effort to make the new and exceptional SFR/SCCA. Call for help if you need it. Send your petition to the Club office at P O Box 308, Willows, Ca. 95988 by September 3rd. You can fax it or even use social media. Just do it.

The most recent Super Tour event held at Laguna Seca by our Club was an education. Most feel that having the last Super Tour qualifier for the SCCA Runoffs when your adjacent regions have enough events onto themselves to do so, is too late. The entry levels would bear that out. Of the 142 entries on Saturday and the 137 entries on Sunday, 76 and 80, respectfully, called our region home. Our Club drivers including: Tristan Littlehale [SM]; Marjorie Lundberg [FV]; Nathan Pope [STU]; Tim Auger [STL]; Tim Day Jr., [P2]; John Yeatman [FE2]; Aaron Downey [EP]; Taz Harvey [GTL]; Joe Huffaker [FP]; Kristofer Olson [GT2]; Collin Jackson [GT3]; Jim Mali [FA]; and Bill Weaver [FM]; were class winners on Saturday. Oddly, Lundberg is from Glendale Ca., Day is from Arizona, and Jackson is from British Columbia but they show SFR as their region of record. Lee Fleming is a famous Cal Club racer but shows SFR as his region of record. There were 25 Spec Racer-3's and 11 Spec Miata's. This Super Tour race will likely produce a \$20k loss to the Club pending the final accounting. As I said, it was a learning experience for our Competition Director and those who set up and execute the Club racing program. Can you say "burn-rate?"

SCCA anniversaries this edition include: Lindley Manning of Reno, our very close neighbor to the East, at 65 years, hence the mention; W. D. Bell celebrating 40 years along with Carl Stein a man who has helped us in many ways over the years; Joseph Kruskamp - 35 years; Darrell Anderson earning 25 years of membership along with Heidi Mackinstosh and John Teaby. Anderson is another member who reached out to help when the need was there. he should run for the Club Board! Thank you to all members who have stayed the course and made the SFR/SCCA what it is today. Together we all need to take a powerful and creative look at tomorrow.



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# NOTES from the ARCHIVE - Stovebolt Special



*Pollack rounds a turn at Pebble Beach in 1956*

The SFR was founded in 1948 by a group of sports car enthusiasts eager for something more spirited than rallies, gymkhanas or tours. Road racing was what they wanted so they (the MG Car Club of Northern California) organized the first event at Buchanan Field in November of 1949. Shortly thereafter, the California Sports Car Club (Cal Club) held a road race in Palm Springs, sports car racing was off and running.

With some exceptions, most entries that filled grids back then were comprised mostly of MGs with a sprinkling of Jaguars, a couple of Cadillac Allards and a few home brewed specials. However, things begin to change quickly as manufacturers in the UK and Europe began to export a growing number of new sports cars including, Triumph, OSCA, Ferrari, Porsche, Austin Healey and Alfa Romeo. Home built specials were beginning to disappear, replaced by more modern sports and purpose-built race cars.

By 1956 and just six years after SFR's first road race, the sport was growing rapidly, drawing big crowds at the more important races. At the 1956 Pebble Beach races, the entry list had grown to over 100 to entertain the thousands of spectators that descended on the Monterey Peninsula. Among all the race cars, one car with a strange name stood out, the HWM Stovebolt Special. Owned by Tom Carsten of Tacoma, Washington and

driven by veteran racer Bill Pollack, the HWM seemed like a dinosaur among thoroughbreds. However, the experienced Pollack was able to muscle the HWM around Pebble's 2.1 mile true road course to an amazing 6th place finish behind four Ferraris and a Kurtis Cadillac.

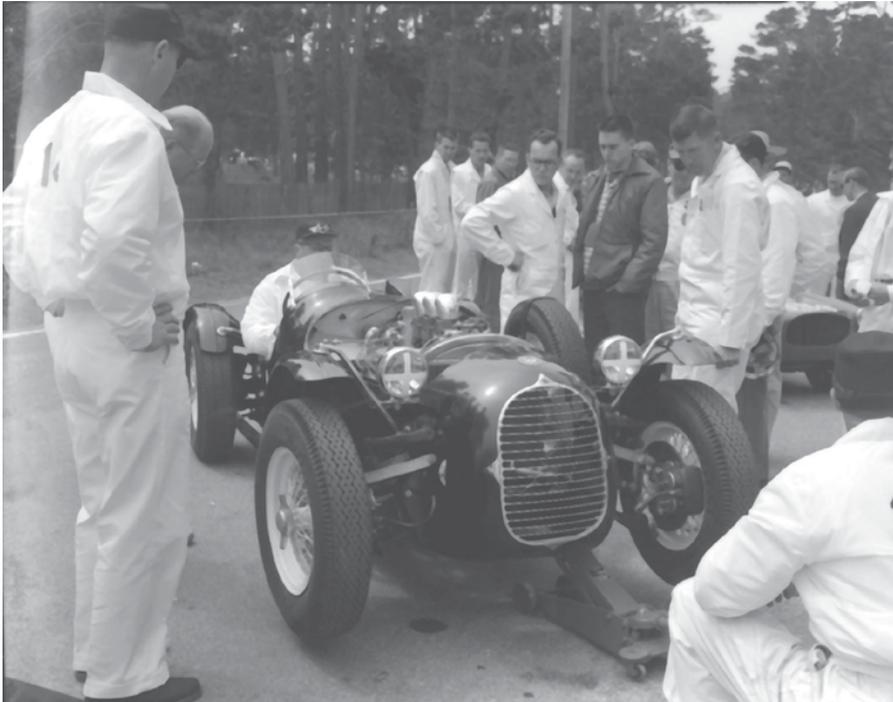


*Bill Pollack accelerates the Stovebolt Special on his way to a 6th place finish at Pebble Beach in 1956 Special*



*Tech Inspection crew at Pebble Beach looks over the Stovebolt Special*

The HWM was a unique car with a very interesting history even before it raced at Pebble Beach. Built in England by Hershman and Walton Motors (HWM) which was owned by two racing enthusiasts, George Abecassis and John Heath. They were known as race car constructors and built a car based on a Sports Alta chassis and raced it successfully from 1946 through 1948. Their next effort, the HW-Alta, was built in 1949 and again raced successfully so they decided to build another car to contest the Formula 2 Series. Their success continued from 1950 to 1953 then HWM entered Formula 1 for only a single season.



Owner Tom Carstens sits in the car during tech inspection.

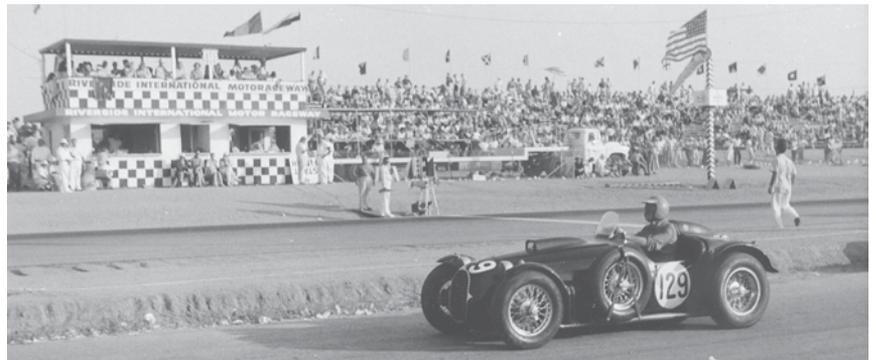
Carsten's HWM was originally raced in Formula 2 by Rudi Fischer, Raymond Sommer, Johnny Claes and Stirling Moss early in his career. After Moss crashed the car in a Grand Prix, HWM rebuilt it as a cycle fender sports car and sold to a Swiss driver who sold it to 20th Century Fox in 1955. The car was used in the Hollywood movie "The Racers" starring Kirk Douglas who drove the car in some of the scenes. Tom Carstens acquired the car shortly after filming was completed and replaced the four-cylinder Alta engine with a small block Chevrolet V-8 and was the first race car to use this new engine. Due to the engines design which use bolts similar to those use in construction of stoves, the HWM picked up the name of the "Stovebolt Special". Carsten's sent the engine to Vic Edelbrock for race preparation and then to Indianapolis car builder

Eddie Kuzma who modified the chassis and installed the engine. Ted Hallibrand's shop installed a quick-change rear end and disc brakes.

Even with all these changes the HWM was still outdated when it raced at Pebble Beach but it still had life left as a race car. Under new ownership, the car raced at Seattle, Riverside in October 1958 finishing 13th, then again in November at Laguna Seca finishing in 8th place. The car raced a bit more under different owners until it was purchased in 1980 by well known racer John "Bat" Masterson who restored and vintage raced it.

In 1999, the Stovebolt was acquired by well known British TV commentator, journalist and race car enthusiast, Simon Taylor. After a complete restoration, Taylor raced the car in historic events in the United Kingdom, France, Australia and here in the United States. In 2003 Taylor raced the Stovebolt Special at the Monterey Historics and was invited to show the car at the Pebble Beach Concours.

Taylor is well versed in the cars history and thoroughly enjoys racing the car as often as his busy schedule will allow. He definitely is from the old school when it comes to the Stovebolt and since it is street legal, he drives it too many of his races and has logged over 40,000 street miles.



USGP for sports cars - Riverside - Oct 58 - Ralph OrmsbeePebble Beach in 1956

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# THUNDERHILL REPORT

BY DAVID VODDEN

Not much to report this summer as business is slow and one-off customers take advantage of Shannon Ell's crazy discounts for private days on the two and three-mile tracks. You should look at this as these deals are cheaper than an open test day shared by many. The timeline ends August 31st but, even so, the rates to rent Thunderhill Park on any day are remarkable. Check it out. We are currently at 441 days rented on the property with another 145 days of activities rented on the pads, one of which we call "Skid pad", and the other we call "Solo Pad". The Sacramento Solo group continues to use this big, smooth pad for their events with September 21-22 completing their season. Other Auto Cross events on tap here include: PCA Auto Cross on September 14th and October 5th; and the North Bay Corvette Club, Auto Cross, September 28-29.

Mark down September 21st for the American Federation of Motorcyclists [AFM] motorcycle races on the three-mile track and the Sacramento Auto Cross on the big pad.

The innagural RALLY CROSS event under SCCA sanction on the east dirt pad here has been moved to October 13th! It promises to be the start of something big and you can be involved. How? Consider that this event involves driving a closed course with right and left hand turns at low to moderate speeds on a dirt surface. How good is that? All you Miata folk, especially ones with 1600cc units of some age, can find a new way to enjoy your car. These are single runs and there are classes that Miata's love to win in. Check out any edition of Sports Car if you need a little encouragement. Rally Cross is all over the pages of this Club magazine! Imagine winning a run, sliding your car, any street or reasonable sedan race car, around a dirt auto-cross course. Why

not? For more information contact Sanjay at fastfjian@aol.com or Lisa Strom at lisastrom@yahoo.com or just call the track. We are a bit weak on the details so try Sanjay first.

Don't forget to join the hundreds of Club members who will be attending the big season-ending finale that will decide the SFR/SCCA driving titles at Thunderhill Park over three days, October 25-27. There are lots of points on the line as well as prestigious class championships for drivers of exceptional skill and perseverance. It is the end of the 2019 racing season for the SCCA and a great opportunity to enjoy on-track racing thrills including the "thrill of victory" on track and in the history books. Rental cars are available from Larry Oka and others if you just want to attend the race and do not have a car. Cal Club has a competing event that same weekend so your attendance at our event is kind of important. Be there!

Remember to store your toys over the long-hard winter at a garage of your very own at Thunderhill Park. Space is limited so plan ahead. If you have a long trailer and/or RV we can watch it 24/7 with 12 hours of personal guard duty if you park your rig at Thunderhill Park. We are so helpful!

Finally, it may be early but when next you are at Thunderhill Park go by the merchandise store and stock up on those one-of-a-kind Christmas gifts and stocking stuffers that say who you are and what you love so that you can share that love with all of your family and friends. Where else can you get a tee shirt with beautiful car-art on the front and your name on the back? Where else indeed.

See you at Thunderhill Park.....

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302 Engine: 530HP • Dart block • Ported Edelbrock heads • Port matched to Victor Jr. intake • Canton 3 Quart Accusump with electric pressure switch • Cross-over headers with custom exhaust that runs through car Headers and full exhaust Ceramic coated Radiator: Custom dual pass C&R radiator with dual fans and aluminum shroud Transmission: G-Force T101A Magnesium case 4 speed with Hurst Super Shifter Clutch: 10.5" McLeod single disk clutch and billet aluminum flywheel • Gear ratios: 2.44, 1.85, 1.34, 1 -Rear Diff Ratio: 4.10 • Fuel Cell: 8 Gallons • 2,800 lbs with ballast • Front Suspension: Converted to dual A-arms with single adjustable JRI coil over shocks • Stock K-member modified and A-arms custom made by Mike Maier Inc. • Racecraft 2" drop spindles • Rear Suspension: 8.8" rear end with 9" bearing axle ends • Axle tubes fully welded • Detroit Locker • Maximum Motorsports Torque Arm • Griggs Racing Panhard Bar • Double adjustable Koni coil over shocks • Tilton floor mount pedals Wheels: Real 16x12 wheels • Hoosier R75A 12.5x25.5 all 4 corners • Front and rear window Lexan • Carbon Fiber hood and carbon rear deck lid custom made for spoiler Fiberglass rear fenders • Ultra-lite Fiberglass front fenders and nose section • Whole new front end (hood with new louvers added, fenders, nose section) • Ready to Race Autocross and/or Road Racing Approximately \$65,000 invested in this race car • Asking \$29,500 OBO • For more info and pix go to: [www.buy-sell-race.com](http://www.buy-sell-race.com) • Contact: [info@exclusivemotorworksracing.com](mailto:info@exclusivemotorworksracing.com)



1970 BP/GT1 corvette. This car ran approximately 16 races. It has a log book, vin tag, and a signed-off Illinois pink slip. It runs, stops, and handles well. It is registered as a 1970 corvette and has a 1969 front end. The rollege number matches the log book and the vin matches the pink slip. The rear wheel arches will take a 12 wide rim and the fronts will take a 10. The tires are not race tires but near-new Mickey Thompson (street style) tires as rollers. The engine is all iron except for the intake manifold. The transmission is a four-speed Muncie with Hurst shifter. The single carb is a Quik Fuel (Holley). The level of prep appears to me to be from the 1970's and/or 80's. If you need pics of other items call me and I will try to help out. Joe 559 645-2988. \$26,500.



\$30,000 or best offer. 2005 Spec Mustang. Can run in SMG or AS. Many extra parts 2 diffs and 2 transmissions. Cool suit 2x and box. Driving suit 2x and gloves. Call 510-432-9277. Won SMG championship in 2018.



1991 Spec Miata. Recently completed 1991 Spec Miata. NASA and SCCA logbooks. New or rebuilt parts throughout. 2 races since build. Never damaged or wrecked. Motor is low mileage JDM motor with professionally done head, balanced injectors, new ignition wires, exhaust header cleanup done. GREAT dyno numbers! (sheets available). New Koyo radiator, all new hoses, all new or only lightly used suspension bushings shocks, links. Torsen 4.30 diff. New racing clutch, T/O brg, pressure plate. SMI OP/WTgauges, AFR gauge. Brand new Shroth harness. Very light. No expense spared during the build. Perfect NA car for SMT (SCCA) or SM (NASA). Comes with extra set of wheels/tires & other extras. More pix available. \$11000. Al Gjedsted alangj@comcast.net 1812



1999 Spec Miata. Well sorted car, super reliable and many podium finishes in SCCA Calclub. ACT Clutch, Koyo radiator, Torson diff, SS brake lines, Racetech seat with head restraint, manual steering rack, Momo steering wheel with quick release. AIM MXL data system. 2 sets of Team Dynamic wheels. Come with spare parts. Current SCCA log book. E-mail me for more pictures and video of races. fhu@performancecomposites.com \$15,550 OBO. 310-927-4368 1707



For Sale 1987 Porsche 944 Track Car. Orange/Blue Gulf livery. Built to SPEC 944 specifications. 2.5 liter 4 cylinder engine. Upgraded suspension. Hawk Blue pads with steel braided brake lines. Auto Power roll cage and seat brace. Kirkey race seats with cam lock harness. Toyo Proxy RR 225/50R/15 with 15x7 phone dial wheels. Magnaflow muffler and resonator. IO Port and Simpson nets.

All interior parts included. \$8,500.00 Tim @ 530-512-5020 tdran1970@gmail.com 1810

1971 Datsun 510 4 Door. SCCA ITC Racer GRP 5. Car won 2015 ITC Champ. Ready to race, good first car. L1600 Robello Engine 40 over. Additional Pictures 4x4xf88@gmail.com Text 209-613-4813. With spares \$6500 17



1990 Spec Miata. Very well-sorted 1990 Spec Miata. 2017 SFRSCCA SSM Championship car. Great dyno numbers (no longer sealed) - dyno sheets available. SCCA Logbook. Comes with many extras, including extra set of wheels/Toyo RR's and more. Al Gjedsted alangj@comcast.net 415-694-8519 1810



'08 Spec Mustang SMG / American Sedan A/S: Car is 100% ready to race and compete for top podium finish. Too many spares to list, such as extra wheels / tires, much more. Car performs flawlessly and with seasoned driver in 1.58s at TH. Always maintained to perfection. Two first places this year at Sonoma. Contact: Don Van Nortwick or Darrell @ AV8 Supercars at 408-813-9755. Reduced to \$35k / OBO.

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

2001 Spec Miata. The car is well sorted and very fast. Has many championships and track records. Third in 2016 Teen Challenge. 1. New motor dyno time only. 2. New shocks. 3. New Clutch. 4. Rebuilt trans, no race time. 5. New wheels this year. 6. New wiring loom. 7. New Coil packs. 8. New Belts. Many extras; Receipts available. (949) 413-2220; noahgrey-racing@gmail.com 1710



Built to current SCCA FP specs this 1962 P1800 is the winningist Volvo in the U.S. Several west coast track records held, 2nd place finish in the 2018 SCCA Runoffs, this car is built to be driven fast or proudly shown in Vintage events. Race ready now and comes with a number of spares. The car is located at Sonoma Raceway in California. For inspection and details contact Bruce Ackerman @ backerman@sbcglobal.net or 510.549.9330



For sale: 2006 Winning Blue MX5. Full STR prep. I drove this to second in pax at last SSSCC event of the season by 0.1 seconds. Two sets of wheels with good rubber. RE71R'S and R1R's. \$13000 obo Will deliver with a deposit up to 1000 miles from 99338 for \$0.75/mile. Trophied at the Packwood Tour in 2013 (Rex), 2014 (Mark, Lynn and Dennis Healy), 2015 (Mark & Lynn) and 2016 (Lynn). 2006 Mazda MX5 GT with 74XXX miles Winning Blue, 60,000 when we bought it in 2012. We are the second owners and can put you in touch with the original owner if needed. All in decent condition (for an autocross car, not a show queen) with minor road chips on hood and at rocker panels. 6 speed with stock Mazda LSD. (Only mod it does not have is the OS Giken) PPE Engineering LT Header and midpipe put on in 2014 and much more. Contact me for details. roadracere@gmail.com 509-551-2681 1703



Two BMW E36 IT-prepared rollers for sale, one with some front end damage. Complete race-ready drivetrain for ITS 2.5l and complete drivetrain for ITA 1.8l available, prepped to IT limits and chipped. Aggressive limited slips for each. Fully built suspensions. 2002 ITA 3rd place SFR region championship car. Make offer. banta@racer.net, 650-472-1486 www.fizzball.com/bmw01 1701

## TRAILER AND CAR



1999 SM for sale/TPD Trailer combo Race winning car. Refreshed for 2014 Runoff's. Top 10 at the Runoff's. Stored since. Great spares. 3 sets of wheels. Drago motor. Will part with 24ft fully load 2012 TPD with every option as package. 18K for car + spares. 35K for both. Email for build sheet for trailer or more info on car. Located in Pleasanton. Barretttilley@hotmail.com 1701

## TRAILER/TOW



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

44' Featherlite Gooseneck (1989); dual 7500 lb axles, Low Profile, Hydraulic Ram Lift, Diamond Plate floors, Insulated Interior, \$11,500 415-298-3917 1803

18 ft Enclosed Carson Trailer, 6ft tall, two tires racks for ten tires, Cabinet across the top front, enough space to haul a SRF, two Craftman tool boxes, 4- 5 gal jugs of fuel, two generators, misc. parts, and supply bins, jacks stands, and alignment bars. Built in 2006, replaced brakes in 2013 and tires in 2015. Total weight 5000 lbs., tows easily behind my Tundra and Motorhome. Call Bob @ 916-489-7182

## TOOLS/ EQUIPMENT /MISC FOR SALE



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

Motion settings tuned by IndyCar racers James Hinchcliffe and Sebastián Saavedra make this unique SimXperience Stage 5 Full Motion Racing Simulator simply everything you need to enjoy professional racing simulation in your home or facility. The sim comes with the innovative pressure feedback of the G-Seat, a one-of-a-kind custom feature provided for the original customer exclusively by RaceCraft1.

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1812



Hewland LG 500 4 Speed Transaxle Gearbox

- disassembled
- some missing parts
- 19 gear ratios

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Value: \$ 3,475.00 SALE: \$ 2,900.00  
Call: Philip (415).827.0393. or Enzo: (415).827.7927.



Set of four Rota lightweight (14.3 lbs) aluminum alloy wheels for sale. Fit either Ford Focus or Alfa Romeo with four bolt pattern, a direct replacement. They are in excellent condition, no dings, rim edge scraps or scratches. They come with matching lug nuts (special style for security) and a special socket to remove them.

The rim specs are: 15X7, bolt pattern 4 x 108, offset +30mm, hub bore 73mm, weight 14.3 lbs. each. Sale price \$350 obo Buyer pays shipping or available for pick up in Livermore, CA. call/text Gary at 925-980-5159 Cash only, no emails they will not be answered

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 jombang wheels and all the parts to put it back on track. Needs to have the nose fit and paint. Jay. (805) 459-0229. abarth-west@hotmail.com \$6500 1709

HP full race engine. All the good stuff. Email me for a complete description. No reasonable offer refused.

Ray Hiatt. 11HPrrhiatt@gmail.com 1708



(4) Brand new Ford Performance wheels and Pirelli P-Zero asymmetric tread tires. Not used - Take offs from New FP350S. Size: 275/40 ZR19 Priced to sell @ \$800 less than half the value. A real bargain for someone. Tires in San Jose, can deliver in a reasonable distance. Don Van Nortwick 408-813-9755.

Girling aluminum calipers in as new condition, 1 1/2" Rears 2" Fronts. All are dated 1962, \$2000 US. Smiths 8000 rpm Chronometric tach with tattle tale. \$600 US Please contact Ron Lynch at 775-453-5532 or raintreehandyman@gmail.com

## BUSINESS OPPORTUNITIES

Business Opportunity: Office space with conference room, show room, bathrooms and showers available starting in June of 2018. Ideal for Driving School, marque-club or specialty vehicle dealership and more. Be in the growth curve of the sport and the industry at prices well below the competition. All or part available with full access to all activities at Thunderhill Park. E-mail dvodden@thunderhill.com to learn more and arrange a lease. 1803

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

## SHOP/STORAGE SPACE

Trailer taking up valuable space? Why not store it at Thunderhill? Contact Thunderhill office 530-934-5588, a live person will answer all your questions!

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

Lots of storage racks. Izzy 650.279.7252 or izzysanchez78@yahoo.com. 1808

Garage Space Available at Thunderhill starting in June of 2018. 1,400 sq. feet. Large bay door. Bathroom stall available. Rental fee \$1,000 per month. Only eight spaces available. Located on three mile track area near new Solo Pad and SCCA office. E-mail dvodden@thunderhill.com to put your name down on a waiting list. First come, first serve. Great deal!!! 1803

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

Happy Wife- Happy Life!!! Get that ugly trailer off your side yard. Store it at Thunderhill, your wife will be real happy. Call 530-934-5588 and talk to an expert on keeping marriages intact.

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

GARAGE RENTALS AND TRAILER STORAGE: Store your toys and trailers - including that long trailer or RV - at Thunderhill Park. Base garages of about 800 sq. feet rent for \$630/month. Hub garages of 1,380 feet rent for \$1,300/month. Call now to get more information on availability and location on the property at Thunderhill Park. 530-934-5588 Ext. 101. Availability varies but openings do occur. Trailer spots available now. First come first serve. You will truly enjoy having a garage or storing your rolling stock at Thunderhill.

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

TRAILER/RV Storage. Gated area. Security guards most hours. Call Geoff 530-934-5588 Ext 105.

Half the trouble is getting there!!! Store your race car at Thunderhill and be ready for the Season opener. Call 530-934-5588 and talk a track employee, they make a commission on all sales so they will be very helpful (just kidding on the commission part) It is a proven fact, Race Cars stored at the race track are much faster. Call 530-934-5588 to get in on this speed secret.

## GET ON THE TRACK

TRACK DAYS AND SKID PAD DAYS AVAILABLE: You can rent Thunderhill Park's 3-mile, 5-mile and 2-mile track for a pittance on most weekdays throughout 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]

DRIVE ON DIRT: When you are at Thunderhill Park sign up to slip and slide around our new dirt track and oval for fun and thrills. \$5.00 per lap or \$100 for your vehicle for the day. Call in advance to make sure that the dirt playground at Thunderhill Park is available. 530-934-5588 Ext. 103. Ask for Shannon Ell or Ext 105 and ask for Geoff Pitts.

## DRIVING CLASSES

TEEN CAR CONTROL CLINICS- Life saving experience for your teen age drivers - June 23 and August 24. \$129/student. Use personal vehicle. Sign up on www.thunderhill.com/teen-car-control-clinics.

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**SERVICES**

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

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



All-Weather Storage Lockers – Now @ Thunderhill Park! Finally a solution to having to deal with all your race equipment! Don't bother lugging your gear around or leaving it out in the cold. Rent a 4' X4' X8' Thunderhill locker daily, weekly, monthly, or even yearly to make sure you always have a place to keep your important and valuable items. These lockers are big enough to store almost everything you could need for your time at Thunderhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1502

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

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E-mail me to discuss your racing needs. References gladly provided. Competitive rates and will travel. Tim Slagle (916) 730-7223 timsagle@hotmail.com  
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Send any responses to westcoastfv@gmail.com

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