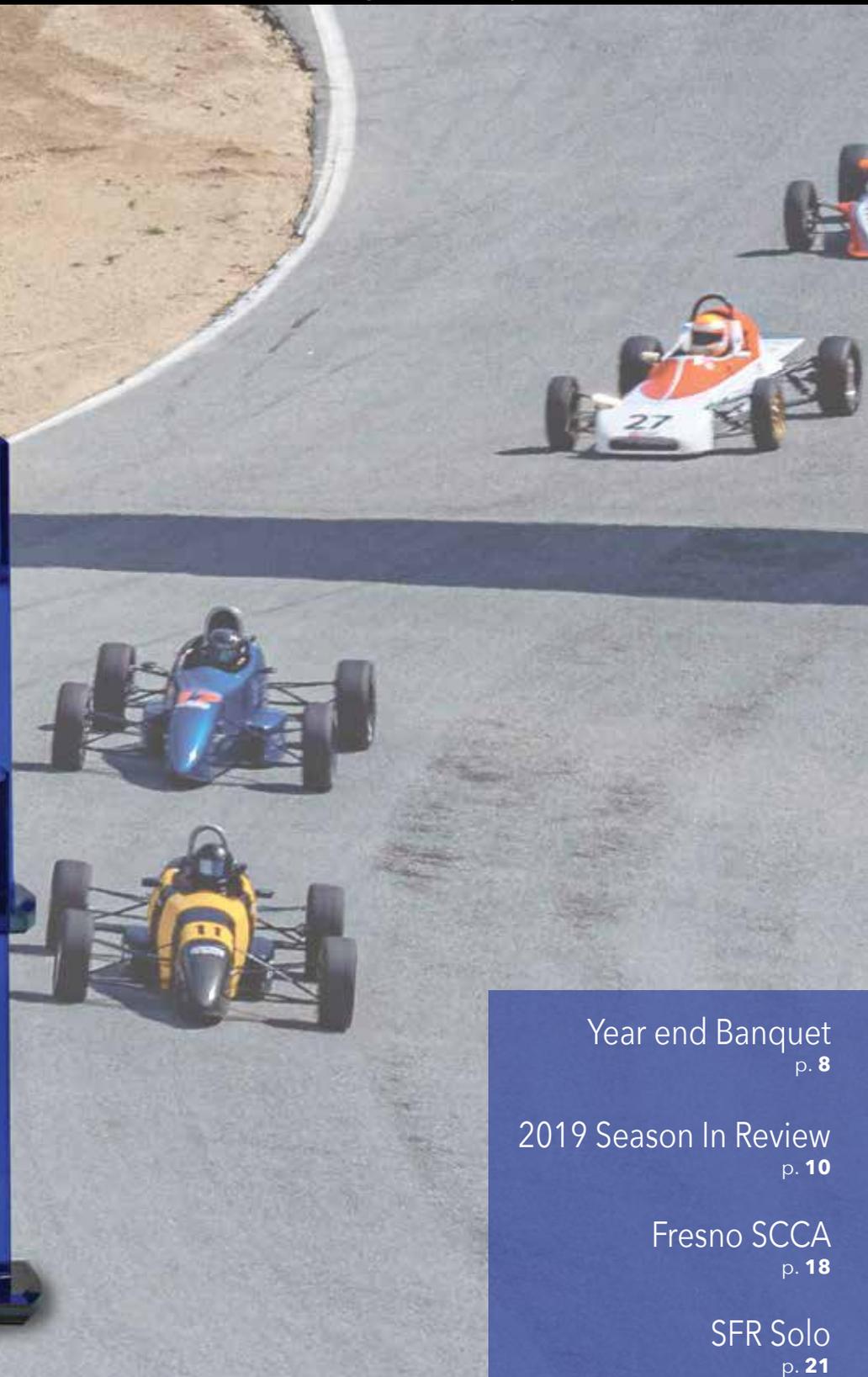




The wheel



VOL. 60 | DECEMBER 2019 The official publication of the San Francisco Region of the Sports Car Club Of America



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DECEMBER 2019

Above: 2019 P2 Regional Champion Paul Decker

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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

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BOARD OF DIRECTORS

TIM SULLIVAN Regional Executive
 Timbo0724@msn.com

LINDA ROGASKI Secretary
 lrogaski@hotmail.com

BLAKE TATUM Director
 wheel@sfrscca.org

R.J. GORDY Director
 rjgoldstar@sbcglobal.net

BEN FRENCH Director
 FrenchB@arc.losrios.edu

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 Blake Tatum, David Vodden, Gary Horstkorta, Ryan Panlilio, Tim Sullivan, Paul Newton

CONTRIBUTING PHOTOGRAPHERS & ARTISTS
 Mike Rosenzweig, JLR Productions, Ron Cabral, Dick Gordon

POSTMASTER, Please send address changes to:

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

CALENDAR

2020 FRESNO CHAPTER SOLO SCHEDULE

2019 Banquet - **Jan 11**
Driving School - **Jan 25***
Event 1 - **Jan 26***
Event 2 - **Feb 29***
Event 3 - **March 1***

Event 4 - **March 28***
Event 5 - **March 29***
Event 6 - **May 23****
Event 7 - **May 24****
Event 8 - **June 13***

Event 9 - **June 14***
Event 10 - **July 25***
Event 11 - **Aug 29***
Event 12 - **TBD Oct*****
Event 13 - **Nov 14***

Event 14 - **Nov 15***
*Held at Fresno Fairgrounds
**Crows Landing
***Buttonwillow Kart Track
www.FresnoSCCA.com

SFR SOLO SCHEDULE

TBA

SACRAMENTO SOLO SCHEDULE

Round 1 - **March 28***
Round 2 - **March 29***
Round 3 - **April 25***
Round 4 - **April 26***
Round 5 - **May 23****

Round 6 - **May 24****
Round 7 - **June 22***
Round 8 - **June 23***
Round 9 - **July 13***
Round 10 - **July 14***

Round 11 - **Aug 17***
Round 12 - **Aug 18***
Round 13 - **Aug 17***
Round 14 - **Aug 18***
Endro Practice - **Sept 21***

Endro Practice - **Sept 22***
*Held at Thunderhill Raceway Park
**Crows Landing

Annual Competition Licensing School
14 - 16 February 2020

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2020

2020 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

FEBRUARY 1-2

SONOMA REGIONAL 1&2 - SONOMA RACEWAY

FEBRUARY 14-16

DRIVERS SCHOOL – THUNDERHILL RACEWAY PARK

MARCH 14-15

DOUBLE REGIONAL 3&4 – THUNDERHILL

APRIL 3-5

SCCA MAJORS WEATHERTECH RACEWAY LAGUNA SECA

APRIL 30-MAY 3*

SVRA/TRANSAM WEATHERTECH RACEWAY LAGUNA SECA (FULL SUPPORT)

MAY 23-24

REGIONAL 5&6 – THUNDERHILL

JUNE 6-7

DOUBLE REGIONAL 7&8 – THUNDERHILL

JUNE 26-28

DOUBLE REGIONAL 9&10 AND TEST DAY SONOMA RACEWAY

JULY 24-26

FERRARI CHALLENGE WEATHERTECH RACEWAY LAGUNA SECA (LIMITED SUPPORT)

JULY 31-AUG 2

REGIONAL 11&12 WEATHERTECH RACEWAY LAGUNA SECA + TEST DAY

AUGUST 8-9*

PRE-REUNION WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 13-16*

REUNION WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 29-30

DOUBLE REGIONAL 13&14 WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 10-13*

IMSA WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 17-20*

INDY CAR WEATHERTECH RACEWAY LAGUNA SECA

OCTOBER 23-25

TRIPLE REGIONAL 15,16,17, DOUBLE POINTS/5 MILE TOM MCCARTHY TRIBUTE RACE THUNDERHILL RACEWAY

***Pro Race Support for Volunteers**

Double points for the Triple race weekend Oct. 23-25





Hello Everyone! This is my first column as the RE of the Region. I want to thank everyone for the support and hard work this past year in making SFR grow and prosper. We also have two new BoD members this year. Both Linda Rogaski and Ben French were elected to the BoD. I believe we will have an active Board this year, and welcome both Linda and Ben on board.

Most of you have seen our schedule this year. We start the first weekend of February and end at the end of

October. It will be a challenging schedule. Our commitments for the Pro Races at WeatherTech Raceway Laguna Seca further increase the weekends at the track. With our robust Club Racing program and the Pro races, it seems a bit daunting. The Ferrari Challenge was also moved to later in the year, making our Pro support program even more challenging. I am sure we will make it through the late summer months and hope to see you all there. We are always looking for ideas to recruit more members, so if you have one let me know. We will continue to offer the discounted hotel rooms at Laguna events. We added more for Indy and IMSA. While it started slowly last year, by the end of the year, all the hotel rooms were utilized. This year, if you get a hotel room, you can use VIP points for them. The rate will remain the same, \$100/night. We are also getting the rooms for the night prior to the event. We hope to have all the sign ups on MSR before Jan 1, which will give everyone a chance to reserve their rooms as well as get an indication of how many people will be attending. The rooms for the events will be at the Colton Inn. The only exception will be the Re-Union week, when they will be at the Courtyard by Marriott in Salinas.

As far as Laguna Seca is concerned, we are on solid ground there. Our agreement is with the County. In terms of SRAMP being out and a new operator coming in, that won't affect us in significant ways. We are not sure of the track's personnel, but we should after the first of the year. Change happens. As a Club, we want to retain the same relationship with the County, which we will.

As far as change goes, we have had a change in our Regional Office in Willows. Nan Mendes is no longer working for the Region. Nan was with us for five years and most everyone knew her. She always greeted everyone at the races with a smile, as well as taking calls at the office with her friendly attitude. While no longer an employee, she is still a member of the club, and I hope to see her at the track in the future. We have hired a new employee for the office. Patricia (Trish) James came on board a couple of weeks ago and she is looking forward to meeting everyone. Some of you already know her, as her fiancé, Charlie Laster, runs the #22 Camaro. She has also volunteered in Social, Race Admin, as well as timing and scoring. She brings a strong office management background and is a great addition to the Club in terms of management skills.

In terms of our socials at all the events: We will be using Jim's team at Thunderhill. Jim runs the food concession there and has been doing this for us for a while. We will be taking care of the beverages, mainly the beer and wine. At our Sonoma dates, we will be using Levy's. They did a great job last year, and I am sure they will this year. We will also be taking care of the drinks on our own. At Laguna we will be using Loose Caboose for the sandwiches at lunch, and Gordon will provide for us at the dinners. Again, we will be doing the drinks. If anyone has

an interest in assisting, mainly for the PRO events, we would welcome it. We don't have a Chief as of the moment. But would be willing to talk to people if they are interested. The Pro events are critical and while it is not a paid position (Chief), there are the benefits of the VIP points, as well as the lodging option. We really want to streamline and make this a fun position.

We will also be using MSR for all the volunteer registrations. This will ensure that we get good counts as well as get accurate count on our lunch and dinner needs. Yes, it is another change. We rolled it out last year and got a lot of the bugs out, and for ease of use, and simplification for the Chiefs, we will be using it as the Regions sole registration vehicle for volunteers as well. Contact your individual Chiefs for details.

Thanks to everyone who attended the End of Year Awards banquet! It was a fun event. The Kart racing went well. We had more entrants than last year, and there were some wild finishes. Dinner was also great. We had over 160 attend. We plan on using the same location next year. There were quite a few awards, too many to list. I do want to congratulate Erich Woolley for getting Rookie of the year. He started Driving School last year having never driven a car, let alone a manual transmission. He finished the year 6th in a crowded SRF field. Congrats Erich. We also awarded the Driver of the Year award to Bob (Bobcat) Bradfield. Bob won both ITA and SMT championships. They were very crowded fields and Bob took home the gold! Unfortunately, Bob passed away shortly before the Banquet. Bob's wife Annie, his best friend, Rusty, and other family members attended and accepted the awards. It was an overall moving event. Bob will be missed!

The National convention will be in January. If you haven't been to one before, it is quite the experience. There are roundtables and seminars on almost every topic. It will again be in Las Vegas. Registration details are on the National website.

I look forward to a great year in the SFR region. We are the largest region in the country, followed by Central Florida. We need to be the trendsetter and problem solvers. My ears are always open to new ideas that can benefit the club. Here's to a great 2020! Have a great Christmas and New Year's!



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Dear Santa,

I know it has been a long time since I have written, I think the last time I wrote Rudolph was still playing those silly reindeer games. I have grown much older now but I have never quit believing in you. I can honestly tell you that I have been a good boy. But I am sure you know that because you can see me when I am sleeping. I have long since moved out of my parent's house but I still do anything they ask me to do. If they need the trash taken out I am Johnny on the spot. I have kids now and I have raised them to be respectful so I only have to yell at them occasionally. Getting up to date, I now brush my teeth regularly and no longer wet my bed. Now that I have grown up, I eat my vegetables regularly and do not talk with my mouth full. I know you know when I have been naughty and nice, but I want to point out that I always pick up the dog poop when I take my dog for a walk. When I am at the grocery store I always let the moms with kids go ahead of me in the check out line and never get in the express line when I have more than the maximum number of items in my cart. Anyway the last couple of years have been tough on my racing budget and I was hoping this year I could cash in on all those years of being good.

I would not be asking for any help but you see I am part of the 99% of Americans who do the right thing but seem to be going in the wrong direction. I have money in savings but the bank is about to charge me a fee for holding on to my money.

Santa as you can see times are tough and after sixty years and I feel I am worthy of a few items I need for my racing hobby. Santa here is my Christmas wish list:

I need a HANS device. Ever since SCCA has mandated a HANS device I have had one that is quite uncomfortable. Could you put on of those lightweight carbon models under my tree?

Santa SCCA tells me the seat belts in my car only last five years. I have used mine a total of five times but they are expired. Willans makes some really nice seat belts that work really good with the HANS device.

Santa the last few years the cost of entering the races had gotten more expensive. \$645 at Laguna Seca. Plus my Visa is getting too high, could I possibly get a season pass?

My racecar has several races on the motor could I possible get a rebuild with a few extra horsepower? The older I get the faster I was.

Somehow the bosses at SCCA have decided that my Helmet is no longer capable of protecting my head any more because they say it has expired. Funny it was OK a month ago. So I would like to get a new one preferably a super lightweight one that looks fast sitting still.

Santa my tow rig is older then my children. When I go up that hill at Laguna I cross my fingers and hold my breath until I make it to the top. Could you please have one of your Elves pick out a new 1/2 ton truck for me, nothing too fancy just power everything and leather, if you don't mind. (In black)

I really enjoy going to the races but all of my crewmembers have gotten too old or moved away. Could you send me a crew person who knows everything there is to know about race cars? Preferably someone who does not eat too much.

Santa, I know this is quite a list but in the overall scheme of things it is not asking too much. Heck some of my friends are asking for a Formula Atlantic racecar. So as you can see my requests are very sensible. I do not think it is asking too much for a fresh breath, vegetable eating, dog poop picker upper, grocery store etiquette check out line, nice guy.

Thank you very much,

Blake Tatum

P.S. I will not have a fire going on Christmas and will make sure adult beverages are by the tree!!!

P.S.S. My kids were not very good this year so they do not need anything!

Happy Holidays!!

YEAR END BANQUET



The Double Tree Inn was host to the 2019 San Francisco Region Banquet. This is the time and place for drivers and volunteers to share stories and reflect on the racing season. This is also one of the few times where the volunteer work force gets to sit back and relax letting others do the work for a change.

If we could, every person that volunteers their time to the club would get an award. Many of those in attendance have received numerous awards for past performance. Yet, when it comes time to decide who gets what award, it is a painstaking process which has no perfect outcomes. Those of you who received awards this year - congratulations. Those that did not know that every time you show up to the region members, the Board of Directors, and especially the drivers, appreciate all that you do to make the machine the SCCA run.

The first set of awards to be given out were the Board Awards. This is the award a particular Board Member gives to someone that he or she felt made a difference in the club or made the club a better place. This year's Board Awards recipients were:

Jennifer Bicket

Bob Heisig

Joe Kirby

Edward Therrian

Butch Wright

Race Chairman's Award. This award is given to the person the Race Chairmen felt went above the call of duty to make the race events work smoothly. This year's winner was Jessica Link.

Tim Sullivan wanted to recognize World Speed Racing Telo Stewart. After years of decline in our Formula Car categories Telo brought his Formula Car Challenge Series to the San Francisco Region of SCCA. Now the Formula car numbers are back to healthy figures thanks to Telo and his group of racers. Telo was given the Special Recognition Award.

The San Francisco Region has an annual award that recognizes those that provide excellent customer service. This award is called the PIRF



Bernie Novak PIRF recipient

award which stands for Professionalism, Integrity, Respect, and Friendliness. The Winner for 2019 was Bernie Novak.

Outgoing Regional Executive Barbara McClellan gave out two Regional Executive awards. These are designed for people the Regional Executive feels contributed long lasting benefits to the club. This year she recognized Jeff Olinger and Paul and Mona Gilbert.



Jeff Olinger receiving a Special Recognition Award

Bruce Trenery received the lifetime Achievement Award. Bruce was retiring from the SCCA and over the years he made so many contributions to the club we all lost count. Bruce was an excellent racer, a great father, and a friend to the entire paddock. Amongst the volunteer work force Bruce was universally liked and to a person, they are all sad that he will not be racing with us anymore.

The most prestigious Award the Region gives out is the Premier Award of Merit. This award is meant for the person who year in and year out has dedicated his or her heart and soul to the club. This year the choice was easy to make as Barbara McClellan has done just that. She was the Regional Executive, she was a Board Member for years, She continues to Work as a Steward. If there is a job that has needed to be done, chances are that Barbara has done it. Barbara has always looked out for the people doing the grunt work. She has fought to give workers decent breaks, good meals, and the best working conditions that can be afforded them. She has always dealt with issues with a sympathetic heart and has always looked for the best possible outcome for every one involved. Congratulations Barbara, you certainly deserve the recognition.



Barbara McClellan receiving the Premier Award of Merit



Bob Bradfield's Family and Friends



Jessica Link and Michael Cantu



Jeff Olinger



Robert Fox's Friends and Family were in attendance to Celebrate his enshrinement into the SFR Hall of Fame



Injured SCCA volunteer Keith Joseph joins the Banquet via FaceTime from his hospital bed

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2019 SEASON IN REVIEW

The 2019 San Francisco Region Championship is over. After a brutal 15 race schedule we have crowned the champions. Lets look back at the winners, losers, and could have beens for the past season.

We have 57 different classes on the books in our region. Some of the classes evolved from the very beginning of SCCA and others have evolved due a particular niche we were trying to satisfy. Classes like EP, FP, and HP have evolved from the very early roots of the club when a bunch of wealthy aristocrats wanted to play with their sports cars together. Other classes have been around for a long time but have had their name changed. Back in the sixties SCCA had several sports racing classes - it went from ASR (Can Am Cars) to ESR which was a full bodied purpose built Sports car with a small engine. Now these cars are Called prototypes and we have two classes of Prototypes P1 and P2.

The problem with offering 57 different classes is not all of them have people that participate in them and some of the classes only have people that run one of two races during the season. The other conundrum is how do you eliminate a class? Because the class was created for a reason and there could be a very good reason for no participation in a particular year but you never know what will happen the following season.

In order to be classified as a regional champion a driver has to run at least 51% of the races. If a driver finished in second place in the points, but ran the minimum number of races -- whereas the first place points-getter did not run the minimum number of races, the guy with the lesser points but the minimum participation record won the championship.

Lets look at each group and see who won , who did not win, and who could have won if they participated in enough races.

Group 2 FA, FB, FS, F4, P1, P2, FE, FE2, FM, S2, DSR, ASR



FE2 Regional Champion Jim Devenport

This group features the fastest cars SCCA has to offer. From the P1 prototypes to the full ground effects FA cars this is a pretty exotic group of cars and our region is lucky to have a pretty healthy group of racers that support it.

ASR which is a regional only class is the catch all class for Sports Racers that are over prepared for the P1 rules. If you had an old Can Am car and you wanted to race it with SCCA this is where you would bring it. This year's champion was Vasili Stratton. Vasili ran 12 races this year and won all but 2 of the races he competed in. ASR had three other drivers enter during the year with Jim Devenport as the

only other driver taking victories in the class at the final two races of the year.

DSR saw Andy Juner driving his AMAC AM6 to the championship. Andy ran 10 races during the year and won all except one when Hall Of Fame Driver Robert Fox took regional #6.



ASR Champion Vasili Stratton



Bill Weaver took honors in FM

FA was taken by Jim Mali in his 2006 Pro Mazda FA car. Mali had a good season and competed jointly in the Formula Car Challenge and the FA regional Championship. A pro Mazda car is slightly slower than a state of the art Swift Formula Atlantic car which Graham Rankin campaigns. Rankin competed in four races during the year and won three of them. The lone non-winner was due to a DNF. Had Rankin raced the entire year he would have given Mali a run for his money. Troy Tinsley won the first two races of the year FA but when Mali and Tinsley were on the track at the same time Mali had the upper hand. FA had eight people compete at various levels during the season.



Andy Juner DSR Regional Champion

P1 cars are the most exotic and fastest cars in SCCA Racing. They feature carbon Fiber every where. They exploit the wind going under the car and going over the car. They can be powered by almost any type of motor. This is a class for the adventurous, the innovative, and the talented. In recent years Jim Devenport has dominated this class but this year he did not enter his P1 car at any of the regional races. Bruce Brown was there to take over the crown in the P1 class. Bruce has a 2007 Stohr WF-1.



P1 Champion Bruce Brown

P2 is the baby brother to the P1 cars, but at times the baby brother is actually faster. It really depends on several factors, but the point is the P2 cars can be really fast. This year P2 suffered from a lack of consistent competition. Three different drivers took turns at the front. Chuck Bona ran only three races. He won two and finished second in the third race. Eric O'Brien entered six races winning four and finishing third in the other two. Eric actually had more points than the regional champion Paul Decker but he did not enter enough races. He did compete in the season finale but for some reason he did not enter race #15, which would have given him the championship. Paul Decker entered seven races, won four of them and finished second in the other two. The reason O'Brien had more points was because the season finale was worth double points for all three races.

FE2 is a spec class created by the SCCA. The original version of the car was simply called FE (Formula Enterprise), but due to several issues the car was updated at great expense (\$21,000) which has hurt the popularity of the class. Jim Devenport spent his regional racing efforts in his FE2 car and won 11 out of 12 races entered. His lone second place was when Tom Burt from the Northwest Region beat him in the second race of the season. John Yeatman came in second in FE2 competing in six races which was not quite enough to earn a second place trophy in FE2.

FM is also a spec class and is based on the original Jim Russell School Cars. They are powered by Mazda Rotary Engines. Bill Weaver took the championship and won every race he entered. He was a perfect eight for eight. Derry O Donovan came in second place with two victories in the class.



FA Champion Jim Mali

Group 3 ITE, SS, GT1, GT2, GT3, GTA, GTX, S/EP, N3, T1, T2, T3, PC, E46, AS



SS Regional Champion Charles Laster

Group three cars are usually referred to as the ground pounders. The reason for this name is the loud noise they make as they motor around the racetrack. Before the days of noise pollution these ground pounders really made the earth beneath your feet pulsate. The sheer power of these cars makes it so some of them cannot compete at tracks with severe noise restrictions, which limits the numbers of cars that can race with us.

ITE is a very diverse group of cars. In this class we have Corvettes, Shelby Mustangs, Honda S2000s, Mazda Miatas, and BMWs. ITE Rules were originally designed for cars that ran the World Challenge series. However the rules are pretty liberal, therefore you get lots of different ideas on the best package. For the purpose of this year the Shelby Mustang of Kevin Patten proved to be the most successful.

This is a class that would be really interesting to follow if the whole group showed up on a consistent basis. Sean Wheeler entered only the Sonoma races and won both of those. Randall Mackintosh ran two races with a win and a second place. Even the Honda S2000 of Rylan Hazelton took a victory. Kevin Patten proved to have the upper hand more times than anyone else with six victories out of 12 races.

SS used to be the AV8SS class, which stood for American V8 Supercars. I think this class has seen a decline in the number of competitors due to the advent of the Spec Mustang Class. This year we had three people sign up for the class. Charles Laster is the 2019 Champion for SS with five victories out of seven attempts. Richard Pryor competed in four events all at Laguna Seca and he won all four events that he entered.



GT2 Regional Champion David Jansen

GT1 had only two people enter the class this year. Michael Fine and Michelle Nagai. Fine ran seven races with the San Francisco Region and also ran five races with the professional West Coast TransAm series. Nagai concentrated on the TransAm series also. Fine was the regional champion with wins in all seven races.

GT2 had 12 drivers compete in the class this year. Last year's GT2 champion Lars Mapstead ran only two races with us this year, but he made the most of them with two victories. Mustang Driver Byran MacMillan entered 10 races but did not start in four of them thereby making him ineligible for the regional championship.



T1 Regional Champion Tim Sullivan

David Jansen ran nine races with us this year and was a regular visitor to the podium. His Porsche 911 RSR proved to be very reliable finishing in all nine races.



ITE Regional Champion Kevin Patten

T1 was won by Tim Sullivan. Tim ran 12 of the 15 races this year in his T1/SSC5 Corvette. T1 had seven competitors with some significant performances by Darrell Anderson who won three out of four races entered, Clark Nunes who won both races he started, and Don Van Nortwick who finished either first or second in the six races he entered.



Super Production Champion Joe Montana

AS in my opinion is the class closest to the original Tran Am cars of the early sixties. As a little boy the Trans Am cars were my favorite. They were the Mustangs, Camaros, and Firebirds, that were being offered in the showrooms of the American Car manufactures. The factories all had teams and the drivers were a virtual who's who of American Road Racing. With names like Donahue, Follmer, Revson, Posey, Parnelli Jones, Dan Gurney. They all raced the Trans Am Series. The racing was intense and the stakes were high. AS in our region is a pretty popular class with 13 entrants during the year. The problem is most of the 13 were partial participants. With some of the heavy hitters like Roger Eagleton, Clark Nunes, and Beau Borders spending the majority of the year competing in the West Coast Trans-Am series. Igor Gandzjuk took on anyone that showed up and never finished lower then third place. Race ten of the regional championship series he made up five positions over where he qualified to beat Bonino, Nortwick and Nunes.

SP Joe Montana ran 13 races in Super Production and won all but two of them. Darrel Anderson won one and Bruce Trenery won the other. Trenery won when Montana was penalized for passing under a yellow flag during race ten at Sonoma Raceway. Anderson also won at Sonoma when he brought out his ultra cool 1970 Ford Mustang rocket ship.



GT1 Regional Champion Michael Fine

Group 4 FC, FF, FFT, CF, FV, FST, F500



FF Regional Champion Chuck Horn

Boy have things changed since I joined the club. The small bore formula car group dominated the landscape with FF and FV. Forty car FV fields were quite common and thirty plus fields of Formula Fords were the norm. Nowadays FV had only two people compete in the class on a regional basis this year and FF is involved in a slow rebuilding phase.

FC is the fastest class in this group. A FC car is the sixth fastest class offered in SCCA racing, FA, FB, P1, P2, and ASR are faster. FC enjoys a pretty good level of popularity mainly because of Peter West's Pacific F2000 Racing Series. The series splits it's time between Northern and Southern California. FC had ten people earn points in the class but that does not represent the entire story because a lot of the drivers that ran with us during the year are not region members and therefore do not get regional points. Paul Rodler had a 20-point lead going into the triple header

double point season finale at Thunderhill. He won all three races that weekend and ended up beating out Lynn Greenhill.

FF is in the middle of a major overhaul. The class was originally designed for the 1600 cc Ford Cortina engine. As time has past the need for a different engine has emerged and several of the participants have converted their cars over to a Honda Fit powerplant. The problem is the conversion is costly and several of the people who have run the class for so long have not converted their cars over. But the people who do show up put on a great show and are always entertaining to watch. Chuck Horn ran 13 races this year and won 11 of them. The guy filling up his mirrors most of the time was Denny Renfrow. Denny won the first two races of the year and race ten at Sonoma Raceway. The Chuck and Denny show is very entertaining and worth taking time out of your weekend for.

FV was won by Ron Wake. Ron ran nine races during the year and won all but one of them. Blake Tatum won the lone race Wake did not win.



FV Regional Champion Ron Wake



FC Regional Champion Paul Rodler

Group 5

ITS, ITA, ITB, ITC, ITX, FP, HP, STL, STU, E30, B-Spec, SMG, ITR, T4, GTL, SM5, SSC5, NL



ITX Regional Champion Ross Lindell

ITA is a very competitive group. Basically take half of the Spec Miata field and insert them into ITA. ITA is where a majority of the Spec Miata racers go to double up on their racing fun for the weekend. 41 different racers tried their hand at ITA during the 2019 season. ITA had three competitors race all 15 races. Even though the competition was fierce Bob Bradfield won 10 of the 15 races entered and finished second four times. Joseph Kou came in second in ITA winning race eight at Laguna Seca. Lawrence Murdter finished third in the class and won the first two races of the year.

ITX is also a class that sees a lot of the Spec Miata guys dual enter. With 19 entries during the year ITX can be a pretty competitive class. There were two drivers in ITX who started all 15 races, Ross Lindell and Rob Fuller. Going into the season finale Ross Lindell held a 238 to 225 advantage over Rob Fuller before the drops were figured into the equation. Lindell was able to secure the victory by winning two of the final three double points races.

ITR was won by Wilson Powell in his highly modified Mazda Miata. Tim Weaver and Ken Pederson each took a turn at ITR this year.

STL was won by Tim Auger. Tim ran eight races and won six of them. Nathan Pope was able to beat Tim during the season finale weekend for three victories.

STU was Bruce Trener's personal playground having won the class the last three years. Bruce has a 2002 Acura RSX that just keeps on going. Bruce has raced this car for the past several years and at the conclusion of this racing season he has decided he has had enough of car racing and has retired. Bruce will be missed. Without a doubt he was a friend to everybody in the paddock.

SMG had 12 competitors enter during the season. Igor Gandzjuk ended up taking the championship over Michael Lowe. Lowe was always in the top five in the class with several second place finishes. At the end it was the overall top line performance by Gandzjuk



ITR Regional Champion Wilson Powell

that propelled him to the class championship. Gandzjuk won four races and came in second four times. Other people winning the big trophy included David Ray, Clark Nunes, Beau Borders, Ken Pederson and Roger Eagleton.

SSC5 had six people compete in the class this year. SSC5 stands for Sealed Spec C5 (which was a model of the Corvette). Ten competitors turned out for races 11 and 12 at Laguna Seca. It was exciting to see all of these SSC5 Corvettes run around the track. Hopefully this class gets some traction and we continue to see good size fields in 2020. Tim Sullivan was the SSC5 champion for 2019 in addition to the T1 Champion.



STU Regional Champion Bruce Trener



STL Regional Champion Tim Auger

Group 6 SRF3, SFR



SRF3 Regional Champion Bill Booth

Without a doubt the most successful Spec class in American Auto Racing. SCCA designed and built this class first based on Renault Alliance parts. But as the Renault engines became obsolete they were replaced by 1.9-liter Ford engines and transmissions. In 2013 the 1.9-liter Ford engines were no longer available and they were replaced by a smaller 1.6-liter Ford engine with about thirty more horsepower. The cars running the larger Ford engine run as a regional only class. Both classes are highly competitive and attract large fields.

In **SRF** three people from the Woolley family competed in all 15 races. Michael Woolley beat out Kevin O'Connor for the regional Championship. Michael Woolley won six times and O'Connor won three times. Thirteen different drivers took the green flag over the course of the 2019 season in SRF.

SRF3 is now a pretty fast racecar. With 135 horsepower, a lighter engine, and real race tires the cars have gained speed. With all of these changes, the one thing that has not changed is the intensity of the competition. With Alex Kwan, Bill Booth, Brandon Lewis, Frank Valente, James Chartres, Joe Briggs, Joe Viso, John MacIntyre, Robert Breton, Robert Sachs, and Yehia Eissa running all 15 races the championship was going to be decided by whoever could keep their nose clean for the entire season. Bill Booth was just that guy with one victory to his credit and a lot of top five finishes he was able to hold off Alex Kwan by 21 points. Kwan had four victories during the year, but had too many finishes out of the top five.



SRF Champion Michael Woolley

Group 7 SM, SSM, SMT



SM Regional Champion Tommy McCarthy

The car that changed SCCA, the Mazda Miata is featured in run group 7. In fact it is the only make and model of car run in this group. At the start of the race the only thing we know for sure is the winner will be driving a Mazda Miata. The San Francisco Region of the SCCA has three classes of Spec Miata. The original class that runs the tire prescribed by the National Rules (SM), a class that runs a tire are local competitors feel give them more bang for their buck (SMT), and a class that has a sealed engine to reign in the high costs of building a competitive Miata Engine (SSM).

SM was a dogfight between the well rounded Tommy McCarthy and the always tough Cole Gibson. Gibson took the first race of the year only to see McCarthy take the next three. McCarthy went on to win six races out of the 15 which turned out to be the difference. Gibson never finished out of the top four but the lack of wins hurt his bid for the regional championship.

SMT was dominated by Bob Bradfield who never finished lower than third. He won 11 times, finished second 3 times, and third 1 time. The next closest competitor was Joseph Kou who was 132 points behind Bradfield. This was the second championship for Bradfield both in highly competitive classes.

SSM saw a familiar battle. Ross Lindell and Rob Fuller took their title fight in ITX and continued it in SSM. Lindell ended up on top again but with a little more cushion in SSM (38 points compared to 21 points). Lindell too won championships in two highly competitive classes.



SMT Regional Champion Bob Bradfield

As is the tradition with the San Francisco Region of the SCCA we recognize certain drivers with Special awards for their achievements during the season. This year we choose **Erich Woolley as the Rookie of the Year**. Erich came into driver's school with absolutely no driving experience at all. On top of that he did not know how to drive a stick shift transmission. When the school was over the instructors were not quite sure he was going to be allowed to move on. But with Special instruction from Mike Smith, Erich was given his novice permit. As the season progressed Erich saw a steady climb in competitiveness.

The Region also recognizes drivers for their achievements based on the spirit of competition and the overall sportsmanship. This year we named the driver of the year award the **Lynne Hunting Driver of the Year** because she always paid close attention to every driver competing in our events. She appreciates quality efforts and writes about those efforts of the Region's drivers in The Wheel.. This year the Lynne Hunting Driver of the Year Award went to Bob Bradfield. Prior to receiving this award Bob Bradfield died in a tragic bicycle

accident in Santa Cruz. Bob will always be remembered for his big red cheeks, his big smile, and his humble demeanor. But above all Bob will be remembered as one hell of a racecar driver!

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Fresno SCCA's Season Finale Ends Competitive Year with Closest Finish Yet



Drivers await their turn at the Fresno SCCA Season Finale.

November 9 and 10 marked the season finale for the Fresno SCCA, as the central valley crew stormed the Fairgrounds asphalt one last time in 2019 for an autocross doubleheader. Saturday's autocross and Sunday's enduro-format autocross challenged drivers to edge the competition one last time to stake top season honors and lay claim to a trophy. And as the checkered flag finally waved on what may have been the club's most competitive autocross season to date, those in attendance witnessed the closest ever finish in Fresno SCCA's recorded history.

A cold spell across the valley broke just in time as racers showed up 65 strong to contest Saturday's Autocross Event 12, chaired by Keith Bullock. Drivers were greeted by a challenging, fast course that progressively tightened, catching many off guard. Cone carnage quickly became the theme of the day, and the overwhelming majority picked up a one second penalty at some point.

You wouldn't find an orange scuff on Jimmy Au-Yeung's STU Mitsubishi Evo however, as the Visalia driver kept it between the pylons for all five runs, scoring top time of the day in the process on his final run with a time of 40.756 seconds. Paul Newton, having an unremarkable day until finding nearly 1.2 seconds on run five, picked up second place overall with a run of 41.276 in his AS Lotus Elise. Ken Vaughn slotted in third, his CSP Miata turned a 41.566, with Michael Gardner's CAMC GT350 finishing just a tenth slower. Justin Tang in

his DP 1986 Corolla claimed the final spot in the top five, edging out Yang Moua and his SMF Civic by just two milliseconds. Rounding out the top ten were Roger Oaks in the CAMS Corvette, Corolla co-driver Jensen Tang, Jeffery Jantz (CAMC Mustang), and Ryan Zelinski (SMF Integra).

Though he finished 11th in raw time, it was Jonathan Cadiente pushing his ES MR2 to the limit as he captured top PAX. Newton again settled for second, this time in the PAX ranks, as he narrowly edged Au-Yeung. Jonathan's brother and co-driver Josh claimed 4th PAX, followed by Gardner and Jantz. Jake Harris scored 7th PAX in his BS STI, while Ricardo Quinonez (SSC FRS), William Marlow (STS CRX), and Roger Oaks rounded out the top ten.

AS Class saw its largest participation of the season, with David Jackson and his Lotus Elise topping the competition. Event chair Keith Bullock found cone trouble early and often in the Corvette, as he coned away a winning run and ended up second. The Carter family Alfa Romeo Giulia finished third and fifth as father-son team Aaron and Griffen split Jay Srivatsan's corvette.

BS saw Jake Harris top Eric Pena, as the battle of STIs went to the older generation. Mark Weaver competed unopposed in his DS Subaru BRZ. The Miatas were no match for the MR2 in ES; Jonathan and Josh took a Cadiente 1-2, topping Dennis Feasel and Gary Lieb.



Ming Tang shoots down the straightaway.



David Jackson rounds the turn.

Three 2018 Mustangs contested FS, as Gary Fazekas came out on top of Chris Rodriguez and Larry Date. Machaela Fox wheeled her Scion TC alone in HS.

Ricardo Quinonez managed to take the SSC victory with a hot lap on run number one. He stood on that time all day as Dennis Quilantang narrowed the gap, ultimately coming up short. Jimmy Au-Yeung took top honors in STU, besting Rob Schwabel and his 2017 Focus RS by three seconds. German Pulido had Arthur Cha covered in STX, managing a two-second win in his FRS over Cha's BRZ. William Marlow and Kevin Pena ran unopposed in STS and STR respectively.

Four miatas showed up to do battle in CSP, with Ken Vaughn's circling the course fastest of the bunch. Ming Tang scored second place, ahead of Israel Arroyo and Shane Smith. Sentra SE-R co-drivers Mas and Leng Vang competed in FSP with the more experienced Mas coming out ahead by a 1.5 second margin.

In the Classic American ranks, Michael Gardner had the most muscle, taking the win in a talented CAMC field over Jeffery Jantz, Leon Weinroth, Richard Schmidt and Greg Back, all in some form of Mustang. Roger Oaks took the win in CAMS, edging out son Tyler by just over a second, as the younger Oaks found cone trouble all day. James West and the fastest El Camino in the state made his first appearance of the season in CAMT and took the win in the process over fellow truck driver George Dias (F150). Steven Schiedel and his 1967 Camaro took third.

SMF, the most popular class this season, saw another deep field as the top three spanned less than a one-second margin. Yang Moua took his seventh win of the season, this time over Ryan Zelinski in second and Richard Jensen's Mini in third. Gi Vang and Mark Gomez, both in Civics, claimed the final two spots in SMF, while Jerry Kell ran alone in SM. Justin Tang took top FP honors over brother Jensen.

Louis Lira ran by himself in the Corvair CP car, as did Manfred Oesting in his FP Mini, and Kenneth Lim with the vintage Celica in XP.

Index class saw five drivers compete, with Paul Newton taking first. Audrey Tan driving Skittles, the familiar purple Miata, to second place over two FS-level cars: Greg West's Charger and Carissa Teixeira's Camaro. Franchiseur Shelton, codriving the purple car, just missed out on 4th, settling for 5th. Eight novices took to the course, with Jesus Garcia walking

away victorious in his CAMC Camaro. Christian Messina took second in the SM Evo, followed by Kyle Matusmura in the DS G35 in the final podium position. Steven Manguino (STX FRS) took 4th, with Jacqueline Vazquez (DS FRS) fifth, followed by James Zimmerman (FS Mustang Boss 302), Luis Luna and Jesus Meza, both in MR2s. Samantha Oaks ran alone in Ladies class, driving the ES Miata.

Sunday's annual season-finale enduro event brought a unique, rare challenge to the autocross format. Drivers were given a two-lap practice run to find the course, followed by one single five-lapper for all the marbles. Consistency was the name of the game, and keeping one's composure was key to avoiding mistakes.

"Just don't forget to breathe," Ricardo Quinonez guided. "Make sure that on about the third lap you take a deep breath so you can stay calm and keep your focus."

At the end of the day, it was a mistake that nearly wiped out a top time of the day, and resulted in the narrowest margin of victory seen in the Fresno SCCA in memory. Paul Newton, chasing Ken Vaughn's provisional top time, put in five clean laps and appeared to have the slight edge until striking the final cone on the approach to the finish line. The one-second penalty dropped Newton's run to 157.463 second, just barely edging Vaughn's 157.473 by .01 seconds, the closest finish since the club began archiving records. This beat out 2019 Event 4's .012 second margin and marked the third time this season a top time victory has come down to less than a tenth of a



Christian Messina kicks up some dust.

Fresno SCCA *continued*



Ken Vaughn takes a passenger for a spin.

second, tying a season-long Fresno SCCA record.

A third driver in the mix, Jensen Tang, put down a scratch time that could have taken away that top time win, but two cone penalties relegated him to the last step on the podium, with a 158.918. Michael Gardner took 4th place with a clean 159.943, followed by Justin Tang, who despite keeping clean, couldn't match his big brother's time and ran a 160.611. Sixth, seventh, and eighth went to the Hondas, with Ryan Zelinski, William Marlow, and Yang Moua taking those spots. Ming Tang and Ricardo Quinonez rounded out the top ten.

Newton managed the sweep, taking top PAX honors ahead of Gardner, Marlow, and Quinonez. Vaughn still managed fifth despite a tough PAX index for a CSP car without slick tires. Zelinski followed in sixth, ahead of the Tang brothers Jensen and Justin, in that order. Rob Krider, driving a bone-stock Fiesta ST, managed to push it hard enough to 9th, with Moua rounding out the top ten.

In the street classes, Gary Lieb pulled out a victory in ES by a wide margin over first-timer Aaron Rodriguez in a 1986 MR2. Dennis Feasel took third, though a mistake on course left him with a DNF on the run that counted. Krider took HS honors over Joshua Stevens, now piloting a 1988 CRX. Two drivers ran unopposed in the street category ranks, Anthony Topalian in an AS Corvette, and Gary Fazekas in FS.

German Pulido made it a weekend sweep in STX, taking the win over Arthur Cha again in second, and Cha's BRZ co-driver for the day Shia Moua. William Marlow and Kevin Pena again ran unopposed in STS and STR, while Quinonez saw no other cars in SSC.

Five Mustang drivers contested CAMC as Michael Gardner took the win ahead of Leon Weinroth and Jeffery Jantz. Richard Schmidt claimed fourth by a

narrow margin, just .06 seconds ahead of Greg Back over the course of five laps. James West, despite tagging six cones along the way, took the win in CAMT ahead of Steven Schiedel.

CSP was the hot class of the day as six drivers, all in Miatas, took the green flag. Ken Vaughn was the best among them, winning with a gap of seven seconds over Ming Tang. Javier Sanchez took third place ahead of Brandon Moua, Israel Arroyo, and Shane Smith.

Ryan Zelinski closed his season with a win in SMF, crossing the line 3.6 seconds faster than Yang Moua, with Richard Jensen not far behind. Newcomer Ulises Miguel Garzon clocked in fourth fastest in his CRX, with Mark Gomez finding trouble, and a DNF, placing him fifth. Jerry Kell took SM, running alone. It was Jensen Tang taking the top spot over Justin Tang in DP, with Manfred Oesting running alone in FP.

Paul Newton won index class ahead of Audrey Tan. Two rookies were up for the Enduro challenge, as Jacqueline Vazquez capped her novice class championship with her first win of the season ahead of Brad Dawson in a WRX.

The Fresno SCCA would like to thank everyone who participated in the 2019 season. We hope to see you all back in 2020, starting with our annual awards banquet held January 11, with the Performance Driving School and Event 1 taking place two weeks later on January 25-26.



I think Jerry Kell might be carrying a cone on this run, as the Fresno SCCA cleans up after another great season. Photo by Arthur Cha

SFR SCCA Solo II closes out 2019

November 3, 2019 Crows Landing

By Ryan Panlilio



John Lawrence

The last SCCA SFR Solo II event of the year, round 12, was held on November 3, 2019, at Crows Landing.

Ovidiu Predescu led in S1 in a 2016 Porsche Cayman GT4. He was followed by Juven Lat in a '14 Cayman S, with Justin Bowen rounding out the top three in a '14 Cayman S. Alan Patterson, Mark Lindle, Christopher Scholer, Boris Elpiner, Jeff Glorio, Eric Frasch, Jaylen Hagen, and Craig Boyer round out the rest of S1.

Alex Muresan, in a '19 Honda Civic R, took the top spot in S2. Glenn Austin took second in a '05 Nissan 350Z, while Mark Allen took third in a '19 Tesla 3. The rest of S2 included Howard Yang, Fangzhou Jiao, Rob Luis, Tiberiu Muresan, Dustin Hatcher, Gary Fazekas, Ray Bareiss, Darrel Huckabay, Amon Pereira, Michael Waltz, Yang Du, Larry Date and Steven Smith.

The S3 group was led by Eric Shin in a '19 Mazda Mx-5. Vernon Head, in a '03 Toyota MR-S came in second, with Eric Nielsen taking the last podium spot in a '99 Mazda Miata. Charlie Davis, Timothy Woo, Darren Shortes, Trevor Pontifex, Sergei Avedisov Yuheng Zhan and Cristian Porter rounded out the rest of S3. Yuan Zhu was uncontested in S3-Ladies in a MX5.

Brandon Porambo, in a '19 Ford Fiesta ST, finished in first place in S4. He was followed by Matt Hillock in a '18 Toyota Corolla, while Sean Andersen took third in a '16 VW GTI. The rest of S4 included Al Andersen, Chris Estrada, Alberto Fait and James Waltz.

Dennis Quilantang took the top spot in Solo Spec Coupe in a '13 Subaru BRZ. Ed Runnion came in second in a '16 Scion FR-S.

Adam Tarnoff, in a '04 Mazda RX8, finished in first place in STX. He was followed by Richard Lee in a '14 BRZ, while Blaine Sparling



Darrell Moskowitz

rounded out the top three in a '17 BRZ. Glen Anderson, Megan Anderson and Nikhil Juturu rounded out the rest of STX.

Classic American Muscle saw Eric Lam take the top spot in a '18 Chevrolet Camaro. Takeshi Yoshida, in a '15 Corvette Z06, came in second, while Michael Gardner finished in third in a '16 Mustang GT350. The rest of CAM included John Lawrence, Troy Jennings, Anthony Olea, Bruce Hopkins, Carl Sing, Brien Bluihn, Darren Voges, Glenn Bennett, Samuel Ruiz, Leon Weinroth, Greg Back and Craig Boyle.

Ben Martinez finished in first place Modifieds in a '84 Van Diemen. Jake Obniski took second in a '17 Exocet, with co-driver Kelly Prior in third place.

Dwayne Komush took the top spot in D-Prepared over co-driver Neal



Hung-Jen Hung

Ryan. Komush and Ryan piloted a '70 Ford Escort Mexico.

Jeff Wong led the SMP class in a '20 Camaro SS. His co-driver, Nicole Wong, came in second while Isaac Acks took third in a '06 Mitsubishi Lancer Evolution. The rest of SMP included Hung-Jen Hung, Alex Kang, Ryan Cirillo, Darrell Moskowitz, Danial Stalcup, Julian Zatorski, A Saechao, Carlo Mendoza, and Reid McLeod.

David Peterson took the top spot in ST1 in a '16 MX-5. Steve McLaughlin, in a '07 350Z, came in second while Todd Winstanley finished third in a '08 Honda S2000. Matt Ales, Mack Tsang, Jimmy Au-Yeung, John Hunter, Karlton Lew, Justin Tsang, Praneil Prasad, James Laeno, Hal Dorton, Donald Lew, April Thompson, Brenna Comacchio, Daniel Marien, Khoa Cao, Eric Preciado, Daniel Labao, Jason Hammond, Nikbir Bath, Chris Orton, Sergey Kataev, Adam Thippavong and Vladimir Kataev rounded out the rest of ST1. Carole Zepeda ran uncontested in ST1-Ladies in a '17 Focus RS.

Randy Krider took the top spot in ST2 over co-driver James Krider in their '89 Honda Civic Si.

Maurice Velandia, in a '95 Toyota MR2, handily took first place in STM. Matt Marchini came in second in a '89 Nissan 240SX.

Lindell Races for Free! Rodler Tests for Free!



Paul Rodler



Ross Lindell

So you raced three weekends last year and did not win the regional championship because you did not meet the minimum participation requirements?

And the guy that did win the championship never actually beat you on the track. Maybe the regional championship trophy does not mean much to you but

how does 17 races worth of entry fees sound? How does prepaid testing at all Thunderhill SFR SCCA events sound? Pretty darn good if you ask me. By winning the regional championship Ross Lindell's and Paul Rodler's names were thrown in a hat along with every other regional champion from the 2019 racing season. Their names were chosen and now Ross has an entire season worth of entry fees paid for, Paul has his testing paid for prior to all SCCA regional races. What's the value of something like this? In Ross' case \$5395.00 and Paul's case \$1800. No other region in the country does anything like this. No other region in the country has three really cool race tracks that we call home. No other region in the country has a 17 race regional program. So for your New Year's Resolution vow to yourself to not let something like this happen again, because like they say with the lottery **"if you don't play you can't win!"**

Finally a Sensible Runoffs Qualifying Criteria

No more pit lane drive throughs to Qualify for the Runoffs

TOPEKA, Kan. (Dec. 5, 2019) -- The Sports Car Club of America® Board of Directors has approved changes to Runoffs® qualifying criteria for the 2020 U.S. Majors Tour season. Highlighted by the return of a point standings performance criteria, the changes will be applied to drivers attempting to compete at the 2020 National Championship Runoffs taking place Oct. 5-11 at Road America in Elkhart Lake, Wisconsin.

While the first step toward qualifying for the Runoffs through the U.S. Majors Tour program is to participate in three separate events, for 2020, the requirement for three race "starts" criteria has been replaced with three U.S. Majors Tour race "finishes." A finish is defined as completing at least half of the laps of the overall race winner.

Also for 2020, performance requirements have been reinserted into Runoffs qualifying criteria for the U.S. Majors Tour path. Those receiving an invite to the 2020 Runoffs must place in the top half of a car class's Hoosier Racing Tire SCCA® Super Tour Points Championship or a U.S. Majors Tour Conference Points Championship by the end of the "regular" season. For classes with 20 or fewer participants, Runoffs invitations will be offered to those finishing in the top 10 of the class.

"The Runoffs is the culmination of our Summit Racing Equipment SCCA Road Racing season," said SCCA Road Racing Director Deanna Flanagan. "It is a great celebration for our Club, but also a gathering of the best-of-the-best. Bringing a performance requirement back into Runoffs qualification supports that goal, while also encouraging more competition throughout the year."

A Divisional Path to Runoffs qualification still exists for the 2020 season and is unchanged from 2019. There, competitors must participate in four Runoffs qualifying event weekends in a single Division in the same class, and finish in the top three -- or top five if

competing in Spec Miata or Spec Racer Ford Gen3 -- in a Division's Point Standings for the class. Divisions may count Regional or U.S. Majors Tour events within a Division toward this criterion. Drivers should check local Division Championship programs for further details.

SCCA Regional events are also still an option for the 2020 Runoffs. For that alternative, one U.S. Majors Tour event weekend may be substituted with participation in two Regional event weekends. However, drivers must still complete the U.S. Majors Tour race finish and point standings portion of the qualification criteria. Regional events must occur between January 1, 2020, and a date not less than two weeks prior to the start of the Runoffs (September 22, 2020) and may be in any division. Enduros are excluded from this pathway.

There also remains an SCCA Pro Racing provision for 2020 Runoffs qualification. Drivers in specific classes, as defined in GCR 3.7.4.A.1.a, may swap participation in up to two Majors event weekends with SCCA Pro Racing weekend(s). Drivers doing such must still record a minimum number of individual Majors/Super Tour race finishes and also satisfy the U.S. Majors Tour Path point standings requirement. Drivers must request this replacement via email to runoffs@scca.com by September 16, 2020.

Last but not least, current defending National Champions may enter the 2020 Runoffs in classes being defended, without meeting any of the noted criteria. This provision may not be invoked two consecutive years in the same class, even if a driver repeats as a National Champion.

Full details of the 2020 SCCA National Championship Runoffs qualification process will be available in the January 2020 SCCA General Competition Rules (GCR).

As a long term, or new member, of the Sports Car Club of America there are many things that you may not know that could add value to your experience as a member. This is SCCA 101. It is intended to focus on our Club, noted as Region 33, on the National books.

To begin with the overall SCCA is like the BELL SYSTEM before its breakup by the government. The SCCA offices in TOPEKA do not own anything beyond their rolling stock, intellectual property and the office buildings they are in. That said they do have control over Enterprises as a subsidiary. This is the company that builds the Spec Racers and has since their inception as a Renault powered racing machine. All of the regions, including SFR, stand alone as 501 C-4 or C-7 or some other corporate form within their state's jurisdictions. There are, no doubt, more variations than those mentioned above.

The San Francisco Region is a 501C-4 which means it is a non-profit but not of the charitable kind. Its mission is to provide "educational and recreational opportunities associated with the automobile". This is what our existence as a non-profit company would be measured against in an audit. There are lots of non-profit classifications with the most notable being those who can give you tax-deductions for giving them money. These are C-3s.

Our Club was incorporated in the State of California on April 15, 1953. Over the years it has evolved to include three Solo groups, each slightly different but operating under the corporate umbrella of the Club, a Concours de Elegance segment driven in the early days by a fellow named Sid Coleman, and, in 1990, the creation of the for profit subsidiary, San Francisco Region Properties Inc, that does business as Thunderhill Park. At the center of the Clubs reason for existence is the road racing program. This was why the club was created and this is its primary function today. That said, the Club has, over the years, taken on an increasing role in providing low-cost race-officials and expensive equipment to staff pro-events at Laguna Seca. We used to do this at Sears Point for their car races. This stopped several years ago.

In its hey-day the region boosted close to 6000 members. Today we remain the largest region on the books of the National office at about 2,900 members. Over the year's statistics said we had about a 30% turnover in membership each year, in and out. This is less today in part because the more casual members from the days when the SCCA was the only game in town have found easier ways to get on track and have fun with their cars. Today open track clubs like HOD, and other organizations such as NASA have changed the exclusivity of SCCA membership requiring all regions, and especially ours, to compete for membership and drivers. Competition is good! The one-time arrogance of the club and the belief that we ruled the world changed amidst cries of foul and attempts to demean the competition rather than step up our game. We are stepping up and we are in the process of rebuilding the best amateur road racing program in the marketplace!

SCCA National is also changing to better compete in the marketplace, funded, in part, by increased fees from the various regional clubs. The uniqueness of SOLO and the immunity in the market of the race officials has buffered these segments to some extent. Today, the volunteers remain largely unaffected except for the ongoing, 50+-year problem, described as the aging of the volunteers. In our Club this is more accurately described as the overworking of this segment of our membership due to the staffing of numerous, multi-day professional events. We can mitigate these

impacts too when we get around to doing it.

Membership costs \$95 annually with \$25 kept by the Club and the balance sent off to National. Membership does have it privileges but in fact far too many non-members share most of these benefits and contribute zero to keeping it all going. There was a time when you needed to show your SCCA membership card to get into a Club event, but no more. Non-members back then had to buy a \$10 ticket which we called an "Overbuy". Members entering races were given four passes that allowed their helpers to get in for free. You are supposed to have an SCCA membership to get in the hot pits and some other special places. Today one can only guess how well this is enforced. For sure, members only get the monthly tabloid the WHEEL and the magazine Sports Car. With on-line editions out there now, again this value as an exclusive membership perk becomes questionable. Members are, however, covered by a special event insurance policy for injuries and liability at a level not available to non-members.

All drivers, the source of most of the non-race support revenue, must pay dues and have membership cards and race licenses and medical reports and then pay entries to race. Entries have gone up over the years in part to fund the plethora of programs the club has in place.

A regional race entry in 2020 will cost \$450 at all tracks except Thunderhill where the same entry will be \$375. The same deal for a double regional is \$645 but only \$515 at Thunderhill. Our major race entry fee will be \$595 at Sonoma and \$695 at Laguna Seca. We do not have a Majors at Thunderhill in 2020. To enter in more than one class a driver has to add up to \$300 more in fees. There are added fees for special groups imposed to fund National compliance checks.

These same racers have to have a race car, tires, fuel, help and hotel nights just like all the rest of those at an event. I believe that all members are at our events to have fun and do so in different ways. In a future column I will identify a number of ways we spend Club money. I think you will be amazed. There are solutions for all of the challenges we face but it will take some strong, passionate, aggressive leadership that knows the survival of the whole club, including the race program, far outweighs short-term solutions to age-old problems.

Feel free to send any questions you have about the Club to me and I will add them to this tutorial.

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People in the News....

BY DAVID VODDEN

Welcome Patricia [Trish] James to the SFR/SCCA team. Her assignment is aimed at making the business of the Club work as smoothly and progressively as possible. Trish, a seasoned veteran of administrative work at well know companies, is relatively new to the SCCA. She has been a member for just about two years. She started her relationship with auto racing on dirt circle tracks and local motocross courses with her significant-other, Charles Laster. Laster was the one who shifted gears and came to SCCA road racing about two years ago. He entered the sedan classes as a result of a friendship with long-time club racer Richard Pryor. Trish came with him. Once in the paddock, she worked in timing and scoring, registration and social. Seeing how things were done, she felt that she could help our club be better organized and get more done. She and Charles hale from Gridley California and share their four grown children and one grand child named Kaylee. Born in North Carolina, Trish has long-since lost her southern-bell accent, having moved to the state of Washington before heading to northern California. She has a BS degree in business from Yuba College and a strong penchant for cleaning things up and making them organized. Regional Executive Tim Sullivan discovered Trish and interviewed and hired her to do what Sherry Grantz did so well for so many years. She took the job because she likes challenges, learning new things and the opportunity to create a professional business office for the Club. I think it is safe to say that all members of this Club value a well-organized and effective business office and look forward to helping Trish in making this happen. Call her at the office in Willows and say "Hi" and be sure to smile and welcome her to this Club at the driving school and every race weekend where she is in attendance. Welcome Trish!

The 2019 Club Awards and annual meeting weekend was fun! For Directors it started Friday night with the last regular board meeting of the sitting members. This meant that R.E. Barbara McClellan held court over Sullivan, Roger Eagleton, Seth Reid, Blake Tatum, R. J. Gordy and yours truly for the last time following her two-year run at the helm. In 2020, Sullivan replaces McClellan. Ben French replaces Eagleton. R. J. Gordy was re-elected and Linda Rogaski fills in for Sullivan who moved up. Blake Tatum, Seth Reid and I complete your board. We are the people who will lead the charge in creating the new SFR/SCCA in 2020 and beyond. You too!

Thanks are due Roger Kraus and Doron Drexler for throwing their hats in the ring. Our need for new, creative, and dedicated, leadership remains critical. You should plan now to run for one of the available board seats when the election process renews next September.

Saturday featured the annual membership meeting attended by an ever-decreasing number of members who know or want to know what is going on and why. For those who have attended in the past I can accurately say that it was largely the same cast of characters but with less fire and brimstone this year. The highlight of the day may have been the kart races were members got to race in groups, qualifying, based on times, for "C", "B" and "A" main events. I made the "A" main but fell back one spot in the final results due to trying to pass the guy in front of me which is how most passes were made. Try to pass, get passed. The other passing technique required serious contact to a part of the kart in front that knocked them far out of the way. It was fun and will happen again at next year's annual celebration of 2020 Driving Champions.

The dinner was also great, if a bit crowded, as more people came than signed up resulting in added tables as well as chairs added to existing settings. Even with the good turnout we still need more

drivers to come and enjoy the attention and awards that are offered. These awards include significant values in the form of A YEARS FREE RACE ENTRIES, which was won by Miata driver Ross Lindell, and FREE TESTING before SCCA event weekends won by Paul Rodler.

Youngster Michael Wooley earned the 2019 Rookie of the Year Honors. Wooley was a graduate of the 2019 SCCA Driving school. What a school we have!

All in attendance were honored to have Anne Bradfield, wife of great, late driver Bob, his partner Rusty and the extended families for both. Many good things were said and done honoring the memory of Bobcat racer - Bob. It is obvious the respect and affection that Bob Bradfield earned in his time with us on track and in the pits.

Dewayne Woods, assistant Monterey County Administrator, was at the gala with his lovely daughter. Woods, who has led the effort to find a different management team to operate the 53 year old Laguna Seca facility, spoke highly of the San Francisco Region confirming plans to remain close to our Club in support of what we do and for the services that we provide to the government-owned facility.

Next up on the Club schedule for you all is the FREE TEST DAY for Solo and Road racers set for Saturday December 28th. Following that will be the first race of the all-important 2020 race series and then the driver's school. The club asks that you reach out in your world and ask, encourage, inspire and cause men and women to sign up for our school. The one clear-cut reality is that fewer drivers means less of everything and more drivers mean the opposite AND adds value to our top priority going forward = making our race program great again!!!! We can do this!

Club Anniversaries this cycle include: Ron Wake a 45 year paying member; Thomas Enis earning a 30 year pin; Chuck Horn, with us for 25 years along with Dermot O'Donovan. Congratulations to all SFR/SCCA members for their commitment to the Club through their continued willingness to whatever it takes and to pay annual dues for the privilege.

Special thank you to John Taylor, a long time SCCA member who stopped by my office today with some vintage posters and other materials he wanted saved for posterity. John shared with me a story about when he worked Cotati as a young flagger and how he worked in Tech and Timing and Scoring. Once when he was late to his T&S assignment because he had recruited two of his friends to join him, the Chief of the group chastised him in front of his friends. John responded in his defense that he had two new volunteers in tow adding that that the Chief could have him and his two friends or his workers license. The Chief took his license.



Buy Your Sweetheart Driver's School for Valentine's day

San Francisco Region's once a year competition licensing School will be held in February over Valentine's Weekend. I am sure everyone has bought all of those romantic gifts for their significant others, but what happens to those gifts? In the case of Flowers they wilt away, in the case of Chocolates they became a distant memory by president's day, the only memory is on your hips.

Why not give that love of your life something that will never wilt and something that will be unforgettable? Enroll them in San Francisco Region competition licensing school.

Licensing School is the only school that can boast three days of recess, which just so happens to be everybody's favorite subject. In licensing school you will learn how to drive the racing line. You will learn what the flags mean. You will learn how to race side by side with your competitors. You will learn that the experience racing cars is a nirvana type feeling that combines adrenaline with euphoria. To which I can think only one other activity that provides those same feeling but it does not last as long.

So surprise your significant other by enrolling them in the Competition Licensing School, because nothing says I love you more than a Novice permit.

Student welcome letter



NOTES from the ARCHIVE - NATIONAL HALL OF FAME

In 2006 the San Francisco Region established its Hall of Fame. Since then, 47 individuals have been nominated, considered and inducted to honor their contributions which changed and enhanced the course of the Region.

In 2004, SCCA Headquarters began the National Hall of Fame. Drawing nominees from all the regions across the U.S., the number of inductees now numbers 88 individuals. The names of the inductees for 2020 were announced recently and among them was Joe Huffaker Jr. Joe was preceded into the National Hall of Fame by four other members of the San Francisco Region. Below is a short biography of each of these individuals as presented on the SCCA National website at www.scca.com/pages/scca-hall-of-fame.

Joe Huffaker Jr - Class of 2020



Joe Huffaker Jr.

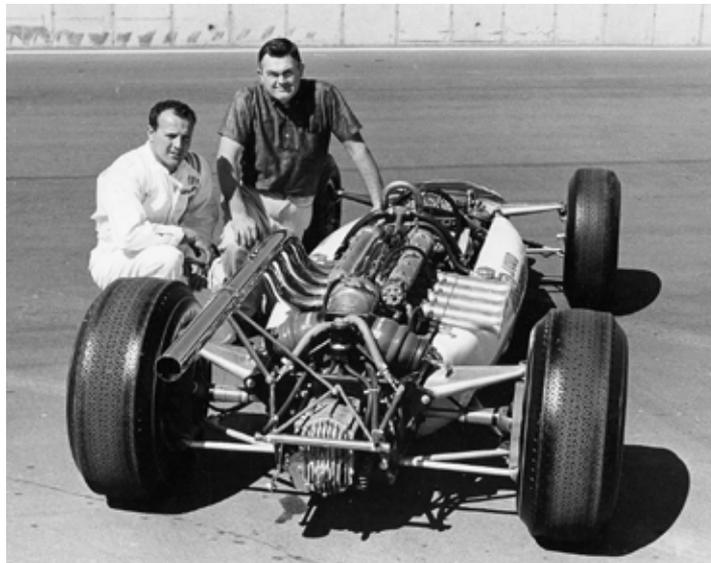
"Little" Joe Huffaker, the son of 2017 SCCA Hall of Fame inductee Joe Huffaker, has made a big mark in Sports Car Club of America road racing. At an early age, the younger Huffaker helped out around his father's garage before "officially" joining Huffaker Engineering in the early 1970s. Over the years he gathered a lot of useful knowledge, from his father and great drivers and mechanics, before taking over the business in 1991 when his father retired.

The younger Joe, however, didn't just continue his father's work. He significantly expanded the operation to become a force throughout SCCA Club Racing and Pro Racing, maintaining the highest possible standards in car construction and presentation, regardless of the series. As proof, note the fact that Huffaker Engineering has produced over 35 SCCA Runoffs® National Championship cars and claimed three SCCA Trans Am titles. Their successful record has earned the Huffaker's the honor of being the very first father-son duo to be inducted into the Sports Car Club of America Hall of Fame.

Beyond his car and engine building prowess, "Little" Joe – who actually stands 6 feet 5 inches tall – is an equally talented racecar driver. He has too many wins to count in SCCA road racing competition. But a couple highlights, as of 2019, include his 13 poles at the Runoffs and 10 National Championships gathered up across two

different classes in cars he designed, built and prepared – a feat that stands as testament to Joe's immense talent.

Joe Huffaker Sr - Class of 2017



Joe Sr. shows the Liquid Suspension Special to A.J. Foyt

For more than 30 years, Joe Huffaker Sr. was one of the most successful race car constructors. In 1954, he was contracted to build an Austin-Healey Special. The car, known as the Huffaker-Healey, was a common sight in the late 1950s on race tracks in Northern California. In 1959, Huffaker joined British Motor Cars in San Francisco to open a competition department. Known as BMC Competition Department, this effort spawned a very successful string of cars including the BMC Formula Juniors and Genie Sports Racers. During this era, BMC Competition Department became one of the largest race car manufacturers in the United States.

From 1964 to 1966, Huffaker's attention was turned toward Indianapolis 500 competition. He helped build the famous MG Liquid Suspension Specials, for which he received an engineering award for design and development. Huffaker also helped develop safety technology in the form of the deformable fuel cell.

Not forsaking SCCA racing, BMC Competition continued to build dominate production race cars such as MGBs and Jaguar XKEs. But in 1967, Huffaker left BMC and formed Huffaker Engineering where preparation of winning cars continued. These included SCCA championship winning MG Midgets, MGBs, Triumphs and Jensen-Healeys. In the 1980s, Huffaker Engineering built Pontiac cars for the Trans Am and IMSA series. Following Mr. Huffaker's retirement, He left Huffaker Engineering in good hands with his son, Joe Huffaker, Jr.

Dr. George Snively - Class of 2015

A long-standing member of the SCCA, Dr. George Snively was at the 1956 Redwood Sports Car Races in Arcata, Calif., as a racer and track physician when well respected racer William "Pete" Snell had



Dr. George Snively
- The Snell Foundation

an accident that left him with a fatal head injury. Since Snell's death had unquestionably resulted from inferior head protection, the immediate need for helmet standards became apparent. Dr. Snively began a formal research program into head protection, and the San Francisco Region published preliminary results of Dr. Snively's tests in March of 1957. Armed with this data, the trustees of the William Snell Memorial Fund decided that helmet testing should be their

focus and donated funds to further Dr. Snively's studies; thus, the Snell Foundation was born. Since 1957, the SCCA has required helmets approved by the Snell Foundation, and that approval is also required by motorsports organizations around the world. First presented by the San Francisco Region and officially recognized as a National Award in 1988, the George Snively Award is presented when deemed necessary for outstanding contributions to safety in Motorsports.

Tracer Racing - Class of 2011



Tracer Racing -
Tom Foster Billington

Tracer Racing was formed in 1979 by San Francisco Region drivers Chuck Billington and Tom Foster. The pair began their partnership running in C Sports Racing, a natural fit, as Billington experimented with different chassis and engine ideas, and Foster loved to design different car body styles. The team raced for twenty years, claiming thirteen National Championships. However, it was not their on-track success that set them apart, but rather the attitude with which they raced.

Throughout their years at the track, they embodied the philosophy that SCCA Club Racers should be racing for the fun, the friends, and the fellowship. That friendship extended to every worker that made their races possible, and Tracer Racing frequently paid tribute to the volunteers of SCCA through special donations and activities.



Tracer Racing -
Chuck Billington

Kjell Qvale - Class of 2008



Kjell Qvale

Kjell Qvale was at the forefront of the sports car mania that fueled SCCA's growth in the fifties. He is recognized far outside SCCA for his impact on the US auto industry, yet his quiet demeanor allowed him to achieve a tremendous series of accomplishments, almost without anyone noticing. He became interested in the early MGs and was the first major importer of the tiny little cars, before

expanding his line to include Jaguar, Bentley, and others. Always one to see the sale-ability of niche cars, Qvale ultimately expanded his involvement to German cars, bringing Volkswagen into the country as well. In addition to providing the cars that made SCCA go, he was a key organizer in early west coast races at Buchanan Field, Golden Gate Park, and Pebble Beach. When racing was forced off the streets and onto permanent circuits, he helped with the creation of Laguna Seca, and is credited with the vision that created "the corkscrew," one of road racing's best known turns. He fielded numerous cars in SCCA races, and even a successful team at the Indy 500. Joe Huffaker Sr.

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STANDING

THUNDERHILL REPORT

BY DAVID VODDEN

It is approaching 5pm on Saturday December 7th at Thunderhill Park. Looking out my office window I see the increasing presence of colorful headlights and taillights lining the horizon as some forty-four race teams complete the sixth hour of the 17th running of the 25 hours of Thunderhill. This is a unique event made somewhat more unique by the recent release of the movie "Ford vs. Ferrari." In that flick fans who have no idea what endurance racing is about, see the magnitude of the commitment, the assault on insurmountable odds and the influence of the elements that all drivers face when they begin their long journey on the three-mile, fifteen turn racetrack.

About three hours ago, torrential rain and wind made the task of "racing in the rain" seem impossible. The start of the race is led by two-fast moving cars followed by a tsunami of water engulfing those that followed, carefully. Everyone made the first corner and many corners after that. Some spins were unavoidable but, for the most part, the drivers seemed to know that the race could not be won in the first hour. By mid-afternoon the presence of drastic weather gave way to partly cloudy skies and 50-degree temperatures. All the teams remained engaged. Temperatures are forecast to drop into the 30's and the chance of rain increase to 70% after midnight. All who survive that long will thank their lucky stars and those drivers on their team that know what they are doing.

All cars have multiple drivers, some as many as eight. Drivers will swap spots in a mad rush as if the few seconds lost in the process would decide the outcome of the race. Tires will be changed and fuel added, as much as 350 gallons per entry if they make the distance without a major down time. One team, that of Tony Heyer and Dr. Bill Brown piloting a Miata, will stop at dusk and go to dinner and get a good night's sleep. They will return to take the checkered flag at noon on Sunday. Some will stop for other reason like broken parts, body damage and engine woes. Some will finish.

When that last lap is identified by the NASA white flag at the Thunderhill Park start finish line, a burst of dopamine will fill flow in the control mechanisms of the humans that survived the ordeal. There is nothing like it. It is what humans do. We take on risks for the reward of knowing we can and that we might even prevail when the final act of racing is complete.

There are 190 drivers here. There are even more pit crew members, NASA officials and some fans. Together they will make motorsports history and the world will take note. The country of Japan will seek to know how their star driver Masato Kawabata fares in the blue and white Toyo sponsored, Flying Lizard car. Japan magazines journalists are here to cover his performance and the race.

The CEO of Toyo Tires, Western Division, is here embracing his company's commitment to this event. SCCA graduates, Taz Harvey, Spencer Trenery, Tim Barber, Tao Takoaka, Tim Auger, John Black, Roger Eagleton and many more are on track. Legendary racers Randy Pobst and Ross Bentley are taking turns. The female team of Michelle Abbate, Sarah Montgomery and Loni Unser, granddaughter of Jerry Under of the famous Unser family are making their mark.

Even the Chief Executive Officer of the famous road Circuit De Spa, Francorchamps, Nathalie Mailet is here as a driver. The one constant that all these folks from around the globe agree on about Thunderhill Park is how clean and neat, clean and well organized it appears. Compliments abound and Thunderhill Park continues to take its place as a circuit of magnitude and international importance on the motorsports landscape. Wow.

The sky is dark now and the colorful side, tail and head lights identify those circulating the track. The sounds bely their presence as shifting and braking interrupt the flows. The Thunderhill Grill is lit up for all to see as the scents of fried chicken, burgers and fries waft under the canopy in the slight evening breeze. The historic orange 76 Ball spins in the sky. The gift shop remains open. Fuel sales will soon pick up as the 55-gallon drums filled earlier are emptied. A lot of people are working very hard.

Race teams are starting their night-time rhythm. Driver schedules are being reviewed and adjusted. Covert dialogs are happening among those who know where the weaknesses have occurred and how their odds of winning, or even finishing, have changed. No one is numb yet, but they will be. Between the cold and the need to remain focused for so long, all involved will slip into another state, a hypnotic state that differs among the many players but will enable their minds and bodies to survive, to survive the 25!

The 18th running of this event will take place on Saturday and Sunday December 5 and 6, 2020.

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

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

OPEN WHEEL AND SPORTS RACERS



2015 Formula Speed 2.0
Easy to drive, easy to maintain.
Low miles on a stock Mazda 2.0 MZR engine. Years of life left on this engine.
6 Speed No-Lift Sequential gear box. Rated for much more powerful engine.
AIM Data system, two sets of rims and new rain tires.
Too many extras to list here.
All information and Specs on this car can be found at Worldspeed.com.
\$35,000 taotak@comcast.net

Gen 3 SRF. Chassis #76, three owner car, all log books since new, continuously maintained by Ric Heer CSR Performance last 12 seasons. Low hour conversion w/ approx. 35 hrs. on motor. Butler seat, 3 sets of wheels, AIM Solo data on Momo wheel, current belts, etc. Was SF Region #20. Fresh paint prep, Ric Heer will paint it your color, you choose your number. Car is at CSR Performance. To a good home for \$30,000. Contact tony@atarchitects.com 1812



Royale RP 18A Formula Supervee, 1972. Former Robert Bosch Gold Cup car 1972-74. Eligible CSRG, VARA, HMSA etc. Tub monocoque/rear drivetrain tubing frame. Wing set up not mounted has sports car configuration. New bottom end rebuild, line bore, less than 30 minutes, new Avons, spare Avon roll around/practice days, new belts. Some spares, extensive history file/pictures, three log books. Extremely clean! Run with twin cams for VW pushrod money! Hewland geared for Laguna, one additional gear set. \$14000 obo. Call 831-917-5952 1810

SRF3 #865: Built 2009, Converted by Cerini Motorsports Jan 2017. Gearbox rebuilt Jan 2017, Butler Seat & new style Butler "HALO", AIM MXL Pro 05 Dash, New Style UCAs, New Style Toe Adjusters, 2 Sets New Style Wheels, Laguna Muffler, AMB Transponder, Thermal coated headers, PBS Quick Jack, MSR Alignment Bars. SPARES: Nose, Uprights, Hubs, LCAs, Steering Arms & Box, Spare Half Shafts, & much more \$35,000 415-298-3917 1803

GT1 Rolling Chassis. Loffin/Philips GT1 tube frame, raced mid-80's Trans Am Series. No engine, trans, body, fuel cell, has exhaust system, stock products quick change, full fire system, NASCAR Modine radiator and oil cooler, 16x12.5 on 5 hubs, Durlite alloy rims, 4 fronts 2 rears, Locked front brakes, Hurst airheart rears. All gauges, seat, pedals, dry sump tank and hoses. Documented Trans Am history. Car located Hayward, CA. Make offer. Contact Don at 510-531-6632 1704



Super competitive SRF Gen 2.0 Top 10 in Runoffs past 2 years. Fresh national motor+ quality regional motor. 3 sets of wheels with tires including new rains. Brakes and rotors have one race session. Re-built transmission last year. \$15,500. Open trailer available for \$1000. Call/text Dan @ 443.742.7702 1702



Spec Racer Ford Gen 2.0 2004 Ready to race! Professionally maintained and very well sorted. Chassis completely rebuilt in 2012: new fuel cell, new clutch, new complete belly pans, frame painted with Rust Bullet, shocks rebuilt, all new heim and suspension bushings. 2012 Complete chassis reset- paint, heims, bushings- cleanest SRF on the planet! Includes tons of spares: 3 sets wheels and tires, quick jack, complete bolt on string bars for alignments, quick disconnect steering wheel, hot lap timing set, Butler racing seat upgrade, fire system, 2 sets brake pads, suspension spares, dynamic number system, oil filter, fuel filter, and spark plugs/plug wire set. Please email for extensive photo package. \$13,500 OBO, James "Cotch" Cotcher cell: 530-545-1765 home: 530-573-0505 jamescotcher22@gmail.com 1612



2010 formula enterprise race car in great condition.
Several podium finishes SF regional races
Call Brad Shaffer for more information \$19,000
(415) 317-1860

FENDERED RACE CARS

Acura RSX Fantasy Junction's STU/SP car, Multiple Regional Championships, winner Over class in Illigen 4hr., many good finishes in NASA 25 Hour, Pro-built Koni Challenge car, well maintained, spares \$17,500/offer
Bruce Treney, Fantasy Junction

1964 Chevrolet Corvette Coupe B Production Racecar, s/n 40837S110668. Solid original SFR SCCA BP car, restored by Herlinger Corvette back to vintage 1990, and run and maintained since. Correct and legal car with flat tappet 327. Has been run many times in Monterey Historics, Wine Country, Sonoma Classic, CSRG, up through 2019; and HSR, including podium finishes at the Datyona 24hr Classic. Recent work includes rebuilding limited slip and diff, transmission, and clutch. Needs motor freshened prior to 2020 season. Spares include: extra set of American Magnesium wheels, 3:07 gearing (for Daytona) comes with nearly thirty years of records. Run the last five years by Bruce Treney, founder of Fantasy Junction, a safe and fun car, capable of running toward the front, and an inexpensive ticket to some great events \$65,000

Street/Auto-X
1988 Corvette Coupe with small trailer & auto-x tires and tool box. Lots of upgrades to entire car. Calif. legal headers - Borla Exhaust. New heads/larger injectors & throttle body. New radiator/heater core/A.C. And more.
385 HP / 425 ft. lbs torque.
\$11,000
Kevin - kevin37@pacbell.net
Sonoma County



2008 C6 Corvette - SCCA SP Road Racing build • Only ran 3 races since build completion in late 2017 ... no time • SCCA log book, fully sorted, fresh and ready to run. • 442 LSX engine built by Long Engine Systems. • Additional pictures and full details available upon request.
Asking \$50,000.00
Chris 775-309-7981



Chuck McKinney's 2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX "Wonderbread" Car
My Wonderbread car is available for sale again. Buyer changed his mind and will not be continuing his GT3 effort so the car is

available. GT3 Nissan 240SX with plenty of history. I am in a position to make a special deal to someone that will campaign the car in GT3 this year. GT3 needs the numbers! Multiple purchase options available. Let's make a deal and get this car back out where it belongs. 24' enclosed Hallmark trailer is also available. New windshield, master cylinders, Long shifter & linkage, battery and clutch all new in 2019.

\$30,000 - Includes 3 sets of wheels, extra carbonfiber body parts, and my complete 25-year inventory of spares. Also available, 24' Haulmark enclosed trailer w/winch and load levelling hitch.
Go to: <http://raceclass.com/rpm/ads/1361/scca-gt-3-nissan-240sx-racing-car-for-sale-ready-to-race.html> for a complete build list and photo's. Chuck McKinney
(510) 812-1140 chuck@amtmetals.com

Extremely competitive SCCA Autocross/ Road Racing Race Car. Ready to race!
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 • Contact: 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 rollage 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 Quiick 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.



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/WT gauges, AFR gauge. Brand new Shroth harness. Very light. No expense spared during the build. Perfect NA car for SMT (SCCA) or SM (NASA). Comes with extra set of wheels/tires & other extras. More pix available. \$11000. Al Gjedsted alangj@comcast.net 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 4x4far88@gmail.com Text 209-613-4813. With spares \$6500



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 @ ackerman@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. roadracer-ex@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

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. Barrettilley@hotmail.com 1701

TRAILER/TOW



2007 Pace Shadow Ramp Stack, Bumper,

Pull 3 Dexter 6k axels, all wheel brakes, 25 ft box, 5 ft tongue, Double side doors 58" 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



FOR SALE (2) Complete WISEMANN 5-Speed Gearboxes With Tons of Spares Included!!! (2) Complete Weismann 5-Speed Gear Boxes, with Spares Package additional pictures of All Components that pertain to the Weismann Transmissions Package. Call for Details

- (2) Complete Fresh Weismann 5-Speed Boxes: Both Freshened with Zero time, by BUBBA'S Gear and Trans Sacramento, 4/19
 - Bellhousing Complete with Weismann
 - Adapter (as shown in attached pictures)
 - New 7 1/4" Tilton Clutch • (2) Used 7 1/4" Tilton Clutches • (2) Block Mount Tilton Starters • (4) Roller Bearing Yolks • (2) Shuttle Shifters • Spare Shafts, Shifter, Forks, Seals and more!...
 - All Gear Sets I received with the buying of a 2010 Weaver Corvette are Included...
 - Approximately 30+ Gear sets.
 - Price For Entire Package: \$15,000
- Contact: Michelle Nagai (916) 709-9668 Mike Myers (916) 202-0131

1969 Gottlieb's "Road Race" pinball machine in excellent condition. Recently serviced and tuned and functions flawlessly. One of only 1425 produced. I've owned for many years but out of space and need to find a new home. \$1200 Contact me for photos or description. Jeff Francis jeff@thespeedjournal.com

2 liter Bdg motor for sale with one race on it; less than two hours. I went from last to 3rd at the AutoClub Speedway in February of 2019. This Pick Racing Engine has excellent torque

through all RPMs. The engine is pickled and ready to go. It also includes a set of March 78 headers, air intake with filter, spare plugs, spare wires, engine stand, documentation, and engine gas analyser. \$28,500 to someone that wants to go scary fast, contact Larry Savage at 805 969-9389

Mk4 Triumph Spitfire parts for sale: steel hood, engine blocks, cams, timing covers, suspension pieces, body trim pieces, much more. Richard Spencer 510-774-8834



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.

Whether you are interested in preparing for an upcoming race or just want to have some fun the SimXperience Stage 5 will exceed your expectations. This is one of the most advanced, customizable and immersive simulations available at any price point, a clear winner. White glove delivery, setup, and expert RaceCraft1 instruction available upon request. 1812



Hewland LG 500 4 Speed Transaxle Gearbox

- disassembled
- some missing parts
- 19 gear ratios

In storage for last 40 years.

\$4000.00

For more photos and information contact Lou @ bbhillsantacruz@gmail.com



ZEROLIFT air jacks, NEW from Japan. Sold as a set, both connected together, used with air compressor (not included), extremely fast, safe, can be used under wheel or side or front and rear. One man operation.

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 jongblood 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 Hiett. 11HPrhiett@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. 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

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.

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.

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 - November 29th and December 21. \$129/ student. Use personal vehicle. Sign up on www.thunderhill.com/teen-car-control-clinics.

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



FREE 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. Bring your own lock. Day use only or event use, meaning when you leave at the end of your event, you take your stuff with you including your lock. Locks are removed Mondays and Fridays if left in place. These lockers are big enough (4'x 4'x 8') 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.

DNS? DNF? It's hard to keep your hands on the wheel and on a wrench. Lewis Hamilton doesn't work on his car, why should you! Let T Speed be that second set of hands. We offer a full range of race car services, including prep, maintenance and fabrication at our Sacramento area shop or in the comfort and security of your garage. Trackside support for any type of race car. Experience from vintage to modern, club car to ChampCar. Call or 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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RACE CAR RENTALS

Larry Okan

Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services
 11771 Foothill Rd.
 P.O. Box 350, Sunol, CA 94586
 925-890-3555



A+ Racing Spec Miata Rental, Service and Support. We have over a dozen Spec Miatas to suit your needs. All of our cars are designed to be Safe, Fast, and Reliable. We race what we rent so you know all of our cars are ready to win. Beginner rates start at \$550 a day and Racer rates start at \$700 a day. Discounts for multiple days and multiple cars. Includes, Track Support, Competition Tires and Fuel. See us at www.aracing.org Contact Al Angulo at 530 277 6311 or alangulo530@gmail.com

Auto Spa Racing Service - In our 25th year, still located at Sears Point / Sonoma Raceway, continues to provide our customers with full service race car fabrication, restoration and trackside support. We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment, transaxle service or any fabrication project you might have. We can now offer race car storage, long or short term. Call Steve 707 938-8727, auto-spa.com

Mazda Miata Rentals
 Good Times Racing- Ron Carroll and Donna Gilio. We have front running, winning Miata's for rent for all SCCA and Nasa events, SMT SM ITA ITX PTE. Arrive and drive with full support, coaching also available. Contact Ron 530-210-3848 recmotorsports@gmail.com or Donna 775-781-3385 racecarbetty5@gmail.com

Diamond FORMULA CARS 916-801-9728 scott@diamondformulacars.com www.diamondformulacars.com Formula First ITA Mazda Rx7

Formula First race car for rent for SFR drivers school and select regional races. The car is very well prepared and ready to go. It will fit large/tall drivers. It has a full GPS based data system and cameras onboard for driver development. Take advantage of my 35 years of racing experience to help you learn, or fine tune you're driving. Call Scott 916-801-9728



SPECRACER RENTALS & SUPPORT: AccelRaceTek has fast cars for rent and offers great arrive and drive trackside support. Rental cars are well maintained and have the latest upgrades. Trackside sup-

port includes more than just getting your car to the track, we will help you get faster. Our attention to detail and experience will give you a competitive advantage. Our rigorous service and preparation results in reliable cars, we don't have any DNF's due to poor maintenance. AccelRaceTek is now the SFR CSR and can support any SpecRacer driver with parts and support at the track. www.accelracetek.com. Bruce Richardson @ (408) 499-7266 or brichardson@accelracetek.com 1607

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JOBS

PAID FLAGGING Opportunities daily and on weekends. Year round. Some benefits and more. Call Geoff Pitts 530-934-5588 E105.

SCCA LICENSED WINNERS WHO ATTEND THIS YEAR'S END OF YEAR BANQUET & Celebration, NOVEMBER 9th --- TO RACE IN "CHAMPIONSHIP GO KART - MAJOR-NATIONALS-RUN-ONS"! ONE DRIVER WILL BE THE CHAMPION AND WIN THE GRAND PRIZE PLUS ALL CONTINGENCIES POSTED. Call the Club office to sign up. This will be so much FUN!! Must attend Banquet to receive recognition!

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ATTENTION

Attention FV Owners
 It is time to dust off that car and clean out that solex carburetor. I am currently interested in starting a registry of FVs on the west Coast. The purpose of this registry is to get Fv owners together and talk about ways of getting the class rolling once again. I would like to start with getting the name rank and serial number of any Fv owners on the west coast. I would also like to know the type of car and the current condition. I am interested in all FVs. Send any responses to westcoastfv@gmail.com

Attention Race Car Drivers
 Looking for a class to run consider FV. FV offers many advantages over most SCCA classes. It is the cheapest class in SCCA to run. Initial purchase price of car is very low. Stable rules mean cars do not get outdated. Spec tire that has a lot of grip and no set up changes. Freedom to express your mechanical ingenuity. Very close racing with drafting and wheel to wheel completion. Great father and son class. Fellow competitors that will give you the shirt off their back to help. Very safe and will teach you more race skills than any other class, ask Rick Mears. Readily available supply of cars which I will help you with. Call Blake Tatum 209-403-2452

ATTENTION ALL DRIVERS - mandatory requirement to participate in the Club's Season Finale at Thunderhill Park on October 25,26,27. BIG TEST Day Oct 24th. Make it a great year-end race weekend and race and race and win! Sign-up soon and often. Encourage others in your class to enter too. The more the merrier! Call 530-934-4455 to get the inside scoop! Hundreds of entries expected!

"Book 2020 TRACK DAYS AT THUNDERHILL PARK NOW. Call 530-934-5588 Ext 103 to get first choice of the best dates.

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ADVERTISE

Advertise in the next once-a-year, annual Thunderhill Park publication. Call Geoff at 530-934-5588 Ext 105. Don't miss out. Get your name in front of thousands of potential and current customers with a low-cost ad in this fabulous and historical publication No one ever throws them away so think of it as life-time advertising!

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