



The wheel®



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



Solo II SFR
Round 9 & 10
p. 8

Hoosier Tire
SCCA Super Tour
p. 10

2019 Election
p. 20



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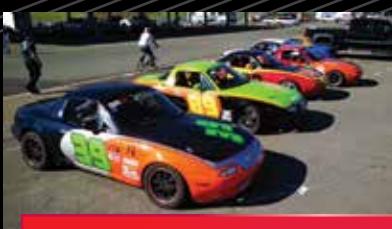
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SEPTEMBER 2019

On the cover: The Saturday afternoon race winners Courtney Crone and Marjorie Lundberg photo by Cathy Jardine

Above: #17 Howard Sklar photo by Ron Cabral

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

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CALENDAR

UPDATED 2019 FRESNO CHAPTER SOLO SCHEDULE

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

*Held at Fresno Fairgrounds

Event 12 - **November 9***

**Joint event with SFR at Crows Landing

Event 13 - **November 10***

***Buttonwillow Kart Track

More dates and locations may be added;
check our website for updated calendar:
www.FresnoSCCA.com

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

SACRAMENTO SOLO SCHEDULE

August 17 - Round 11

September 21 - "Bill Fleig Memorial"
Enduro Practice

September 21 - "Bill Fleig Memorial"
Enduro

All Races held at Thunderhill Raceway

August 18 - Round 12

Sacramento Awards Banquet - Del Web
Roseville

SFR SOLO SCHEDULE

October 6* - Round 11

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

November 3**

November 16** - Practice / Starting Line
November 17**

***Marina**

****Crows Landing**



The advertisement features a Formula Ford race car in the foreground, with the number 30 prominently displayed on the front. In the background, another race car is visible. The text "CELEBRATING 50 YEARS OF FF" is written in large, bold, white letters across the top left. On the right side, there is a logo for "THUNDERHILL RACEWAY PARK" and another for "SAN FRANCISCO REGION SCCA Sports Car Club of America". At the bottom, the date "OCTOBER 25-27" is displayed.

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2019

2019 SFR/SCCA RACE SCHEDULE

OCTOBER 25-27

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RE News

BY BARBARA MCCLELLAN

Body contact at our road races is a subject where there have been recent letters to the BoD and The Wheel as well as comments on social media. Both the National Stewards program, our Regional Stewards program and your BoD are taking this seriously and are working on plans to provide guidance on how to deal with this issue. There is a process already in place and I'd like to briefly explain it. Our Supplemental Regulations state that if you are involved in any body contact, you are to report to Impound at the end of that session. Reports of body contact observed on the turns are given to the Tech Stewards to investigate and triage. They talk with the drivers and make a decision if there is fault. Frequently a driver will waive it off as a "racing incident." If the Tech Steward can quickly determine fault, then a penalty can be assessed at that time under a Chief Stewards Action (CSA). If a more thorough investigation is needed, then it is Referred for Action (RFA) to the Stewards of the Meet. It is at that time videos can be seen, but not at Tech since they become evidence which is retained in the event of future hearings. In addition, a driver may choose to Protest another driver when s/he deems there was fault and Stewards did not take action. All too often drivers do not want to protest a fellow driver who might be considered a friend. But the onus is on drivers as well as Stewards to make safe, fun and fair races. I like to refer back to the Super Tour where Ken Patterson, Series Chief Steward, had a full pull after the first qualifying session for each group. He held a drivers meeting and covered a number of subjects. But I'd like to quote him on one thing: "Body contacts - Just don't."

Lunch time Group driver meetings with the RE have seemed to worked well this year. I've certainly enjoyed my opportunity to talk with each Group of drivers. I've been very pleased that we've had constructive suggestions presented. Not every idea worked but communication is ongoing. Mike Smith started this practice when he was RE and it had dropped through the cracks after he was no longer RE. I'm confident that Tim Sullivan, next year's RE, sees the benefit of these meetings and will continue the practice.

Trophies have been an issue as of late with our road racing community. We've found that many drivers don't pick up their trophies so we end up with lots of extras. So we decided to only order trophies for the top three finishers in each class. And we still ended up with left over trophies. But there are some drivers who want to receive a trophy when they are "on the podium". Earlier this year we had a photographer who took care of one of the races each weekend, but it did not turn out to be a role that worked well. So we turned to a vendor to supply trophies for both Race 1 and 2 for each Group. Unfortunately there were problems. June trophies had misinformation—incorrect dates. So a list was taken at Race Administration of the drivers who wanted trophies and provided to the Region office with the expectation that they would be mailed to the drivers. Unfortunately this didn't happen in a timely manner. Labor Day weekend trophies arrived for Saturday but none for Sunday even though they were ordered. The office has been asked to find those trophies and send both those and the June trophies to the drivers who have requested them. So this is a priority item on their to-do list.

Election time for SFR Board of Directors is coming up and you will soon receive information on how to cast your ballot. I'm very pleased to say that the office has received signed petitions from five individuals running for the three seats for BoD and one for the RE position. I don't think it is appropriate for me to recommend any one person over another but I do recommend that you read each candidate's statement carefully and determine if that is someone who is the leader for this club.

This column is usually devoted to road racing, but I want to give a big shout out to our Solo Chapters who represented SFR at the Solo Nationals. Eleven of them brought home National Championships.

By the time you read my column, many of you will have already become aware that Youmna Zalzal is no longer our Region Office Manager. We wish

her the very best on any future endeavors.

I do want to take this opportunity to thank everyone who has complimented me on my role of Regional Executive the past two years. There have been challenges and I've had a great Board of Directors to work with. I've been part of your Board 11 out of the last 19 years. I've been asked what I plan to do once I'm off the Board. I'll still be a very active Race Official with SFR-SCCA (that means primarily as a Steward) but I'm always there to listen. As I've said before, I may not have the answer to your question, but I'll see if I can't help find the answer.

Til next time, your RE, Barbara



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Wheelworks **Majors My Take**

BY BLAKE TATUM

All SCCA members especially those that race know there are basically two avenues of road racing. The Regional program and the Majors/Super Tour program.

The Regional program is hosted by the various regions within the SCCA umbrella. These races were initially designed as a training ground for drivers who would eventually aspire to run the National/Majors events and then eventually compete in the Runoffs. Regional races offer advantages to the host in that they can offer classes of racing cars that are not raced on a national level and they have more freedom on the schedule. Regional races are where we find all of our regional only classes such as improved touring, Super Production, and any specialized formula car classes such as Club Ford. All of these classes are just as much fun to race in as the Nationally recognized classes but are not eligible to compete in the Runoffs.

The Majors program and the Super Tour events are designed for the person interested in earning points towards eligibility for the National Runoffs. Participants in the Majors program traditionally travel further and on average have been members of the club longer than the regional drivers. Major events used to be called Nationals but several years back the SCCA National office rebranded them. Majors events are billed as the highest level of competition for the amateur racer.

In almost every region of SCCA the Majors program events have greater participation than the Regional events. Every region except the San Francisco Region. This is most likely because traditionally the SCCA National office has hosted the biggest race of the year, The Runoffs, several thousand miles away from us. Because the distant and the expense of attending the Runoffs was such a big nut to crack a lot of the west coast racers had a tendency of focusing on the local events, aka the Regionals.

Back in the early 2000s our regional program was so strong and the then National Program (today they are Majors events) were so weak that as a club we concentrated on our Regional races. The National races required more work; we made less money, and they tended to draw significantly less than the Regionals. Because of this the San Francisco Region focused mostly on the Regional Road Racing program and usually had only one Major event.

We focused so much on the Regional program members that aspired to go to the Runoffs ended up racing with other regions. As a result our National program suffered even more, but at that time it did not matter because our Regional Program was going strong. It got to the point that we even quit recognizing National Champions at our annual banquet.

When our Regional program was running real good we had seven run groups and everyone of them had at least 25 cars. The bigger run groups averaged about 40 cars. Times were good, the region was making money and everything was running smoothly.

Meanwhile our neighbor to the south was not doing as well. Southern California the car capital of the world and the infamous CalClub was really suffering with their Regional Race program. They shifted their attention to hosting Majors events. They had a limited number of race dates that had good weather and they needed to maximize their return on those dates. I do not know exactly why they shifted their focus to the Majors but I am sure it had a lot to do with who was running the club. The fact that they had such a small percentage of their members running Regionals made their decision pretty easy. The other thing that played into CalClub's hand was their most desirable dates were early in the year and it just so happened that racers committed to making it to the runoffs tend to qualify early in the year.

CalClub started running a Majors event at California Speedway in January which became a stable for those trying to qualify. Then they added a Super Tour race at Button Willow in late April. I am sure these events were not an overnight success but as they gathered steam they became ideal races to

attend in order to get your Runoff points. Pretty soon the competition at these events became so good even those not looking to qualify attended because the racing was so good. CalClub also ran the events right. They listened to the competitors and did the extra things that made the event fun. Things like reasonable entry fees, impound celebrations for the podium, and all inclusive barbecue dinners did a lot towards attracting competitors.

In the meantime up in the San Francisco Region we were running our one Majors event each year at Thunderhill. We treated this event like a red headed stepchild. We moved the date around and usually had it when it was highly likely to be snowing over the Cascade Mountains making it miserable for the people in the northern regions to attend. We charged a surcharge for the event because it was a Majors. We then crammed everything into two days making it so the track time was very limited and it virtually mandated the competitors sign up for the test day just so they could get some reasonable track time. This was a horrible business model and we did a good job of alienating most of our Majors competitors. In spite of this the Majors event at Thunderhill ended up being one of the regions best money makers.

But back then it did not matter because we had this Regional Race program that was running real good. The problem was that no one predicted the trends. No one saw that the formula car groups were looking elsewhere to race. No one predicted the SCCA national office rotating the runoffs to the west coast. We were not paying attention to the car counts and the fact that we were becoming a two class region just as CalClub did in the early 2000s. Before we knew it we had half of our run groups suffering in attendance. We then looked to see where those cars went and found a lot of them running in Majors events in CalClub.

Pretty soon we found ourselves with a dwindling Regional Race program and a Majors program that was in need of some repairs. The good news was that the SCCA national office designated two of our race venues as the site for the 2014 Runoffs and the 2018 Runoffs. Because of this our most of our Majors events have been very successful. The lone blemish was the recent Super Tour event at Laguna Seca.

I have to take some of the blame on this one. I was hoping that the lure of running a Majors event at Laguna would be enough to overcome the late date and the fact that the runoffs were being held in Virginia, but I was wrong. I pushed for this event and ended up convincing the board it would be a money maker. We ended up losing money on the event mostly because we did not have the usual entries in the Miata Race group.

Because of the poor performance the board feels that running a Super Tour event in the future is a waste of time, they cite the lack of control in the schedule and the added cost of the event since it has to be three days. I hotly disagree with the rest of the board. First off the Majors program needs a lot of attention and a lot of fence mending to get it to the level of CalClub's. Secondly just because we miscalculated on the date and the interest does not mean the Super Tour concept should be abandoned. If you asked the competitors the Super Tour Race brings about something that is sorely lacking at most of our events and that is energy. The Super Tour brings in professional race announcers. They bring in impound celebrations for the drivers. They bring in segment timing available on the SCCA web site. They bring in mandatory track time which makes the preparations for the event worthwhile.

I know SCCA has certain protocols that make the event more work, but those protocols were put in place because Regions have constantly been shaving track time from events and charging more money, the rules for the Super Tour were most definitely written by racers! I realize that the impound

CONTINUED ON PAGE 22

Solo II SFR Round 9

Photos by Ric Quinonez

Marina

By Ryan Panlilio

August 3, 2019



CS244: Steven Hurl finished in 10th in S3 in a 2004 Honda S2000.

Round 9 of the SFR Solo II series headed back to Marina on August 3, 2019. The course was designed by Arvind Govindaraj.

Mary Pozzi led the SSC class in a 2015 Subaru BRZ. She was followed by Ricardo Quinonez in a 2013 Scion FRS, with Bill Charron rounding out third in a '15 BRZ. Dhiraj Jadhav and Ed Runnion round out the rest of SSC.

Adam Tarnoff, in a 2004 Mazda RX8, took first place in STX. Adrian Cardenas, in a '10 RX8, took second place, while Brian Stanaway took third in a '13 FRS. The rest of STX included Catherine Tran, Glen Anderson, Kurt Wong, Erik Acks, William Stanaway, Cheng Li, Megan Anderson, John Schubert, Kaihua Tan, Ryan Teon and Calla Schubert. Katherine Flater ran uncontested in STX-L in a '13 FRS.



DS89: Howard Yang took third in S2 in a 2018 Alfa Romeo Giulia Ti.

Ben Martinez took the top spot in Modifieds in a 1984 Van Diemen. He was followed by Barry Spencer in a Lotus Europa. Gary Ratliff took third in a '69 VW Beetle. Steven Goldine, Barry Goldine, Dave Henry, Greg McNair and Jaime Mendoza round out the rest of Modifieds.

Dwayne Komush ran uncontested in Prepared class in a 1982 Toyota Starlet.

Manuel Ruiz led the CAM class in a 1970 Chevrolet Camaro Z-28. John Lawrence came in second in a '17 Camaro SS 1LE, with Troy Jennings rounding out third in a '18 Ford Mustang GT. The rest of CAM included Michael Gardner, Karl Noworyta, Damian Huertas-Ruiz, Samuel Ruiz, Darren Voges, Kim Jennings, Leon Weinroth, Greg Back, Greg Guio, Glenn Bennett, Taylor Samora and Colleen Echter.

S1 was led by Monty Pack in a '18 Porsche GT3. He was followed by Thomas Lindle in a '18 Camaro ZL1, with Boris Elpiner taking third in a '16 Porsche GT4. Artem Rakhov, Joseph Feghhi, Michael Salo, Peter McMillan and Steven Smith round out the rest of S1.

Karlton Lew took first place in S2 in a '18 BMW M2. He was followed by Glenn Austin in a '05 Nissan 350Z. Howard Yang took the last podium spot in a '18 Alfa Romeo Giulia Ti. The rest of S2 included Donald Lew, Fred Campbell, Gary Fazekas, Kevin Bui, Eric Zhao, Ayush Malhotra, Akash Mohanan, Ryan Runyan, Daniel Diaz, Eddie Xue and Holly Dukeshier.

Mark Scroggs led S3 in a '19 Mazda Miata. Jonathan Lugod came in second in a '19 Miata, while Jessica Yeung took third, also in a '19 MX-5. Ryan Cirillo, Vincent Pizzo, Vernon Head, Eric Nielsen, Timothy Woo, Steve Calkins, Steven Hurl, Tulio da Silveira, Wade Spurlock, Pelle Brix and Frank Ji round out the rest of S3.

Joe Mercado, in a '05 BMW 330i zhp, took the top spot in S4. Al Anderson, in a '16 VW GTI, came in second, with Glenn Tozier rounding out third in a '18 Ford Fiesta ST. The rest of S4 included Jeffery Campbell, Van Huynh, Chris Attebery, Eric Zhao, Denny Laines, Brian Boothe, Nikbir Bath and Esteban Aldaco.



ES41: Vernon Head finished sixth in S3 in a 2001 Toyota MR-S.

SMP was led by Darrell Moskowitz in a 1994 Honda Prelude. Isaac Acks took second in a '13 BRZ, with Abheet Brar taking third in a '06 MX-5.

Jimmy Au-Young took first place in ST1 in a '06 Mitsubishi Lancer Evolution. Praneil Prasad, in a '16 Miata, came in second, and David Peterson, in a '16 MX-5, rounded out third. The rest of ST1 included Scott Garris, James Laeno, Mike Monegan, Arvind Govindaraj, Paul Tibbals, Hal Dorton, Eileen Blando, April Thompson, Wesley Legaspi, Zachary Shubin, Andrew Homan, Khoa Cao, Eric Bakan, Ricky Bride and Carlo Mendoza.

Randy Krider, in a '89 Honda Civic Si, led the ST2 class. He was followed by Andrew Padua in a '17 Civic Si, while Matthew Ouellette took third in a '90 Miata. Daniel Hu, Luisa Velasquez and Marlon Lee rounded out the rest of ST2.

STM was led by Cliff Fong in a '93 Honda Civic. Grant Keyser, in a '19 Porsche 911 Carrera T, came in second, with Larry Sharp taking third in a '16 Focus RS. Daneil Marien rounded out the rest of STM.



BS152: Karlton Lew took first place in S2 in a 2018 BMW M2.

Solo II SFR Round 10

Marina

Photos by Khoa Cao

By Ryan Panlilio

August 25, 2019



EM98: Christopher Spencer took third in Modifieds in a Lotus Europa

Round 10 was the last chance for competitors to practice for SCCA Nationals in Lincoln, Nebraska. It was held at Marina Airport on August 25, 2019, with the event co-chaired by Carole Zepeda and Alex K. The course was designed by Ben Martinez.

Mark Lindle, in a 2018 Chevrolet Camaro ZL1, took the top spot in S1. Peter McMillan took second place in a 2001 Porsche 996, while Jaylyn Hagen took third in a '18 Camaro ZL1.

S2 was led by Justin Moore in a '06 Porsche Cayman S. In second place was Glenn Austin in a '05 Nissan 350Z, with Rishi Kirby taking the last podium spot in a '18 Honda Civic Type R. The rest of S3 included Youmna Zalzal, Eric Martin, Howard Yang, Gary Fazekas, Jonathan Domagala, Chris Guzman, John Gamble, Wade Spurlock,



SSM81: John Schubert takes his 1981 Mazda RX7 to eighth place in STM

Ryan Herbst, Tj Kloby, Fangzhou Jiao, Aaron McCollum, Amon Pereira, Thomas Flewell, Robert Hudspeth and Brian Berry.

Tony Rodriguez took the top spot in S3 in a '03 Toyota MR2 Spyder. He was followed by Maurice Velandia in a '16 Mazda MX-5, while Alex Kang finished in third in a '03 MR2 Spyder. Sean Velandia, Cole Paterson, Chinmay Pandit, Timothy Woo, Darren Shortes, Vernon Head, Steven Hurl, Steve Calkins, Tulio da Silveira, Trevor Uyeda, Patryk Skowronski-Stec and Frank Ji round out the rest of S3.

Al Anderson led the hot hatches in S4 in a '16 VW GTI. Glenn Tozier came in second in a '18 Ford Fiesta ST, with Yongzhe Wen rounding out the top three in a '13 Ford Focus ST. The rest of S4 included Joseph Mercado, Van Huynh, Lawrence Chen, Skyler Burton, Denny Laines and Dave Calkins. Penny Juco ran uncontested in S4-L in a 1998 BMW 328i.



HS5: Dave Calkins takes his Toyota Echo through its paces in S4

SMP was led by Hung-Jen Hung in a '14 Nissan GTR. Darrell Moskowitz came in second in a '94 Honda Prelude, while Wayne Overbeck took third in a '78 Ford Fiesta.

Aaron Topal took first place in ST1 in a '07 Honda S2000. Praneil Prasad finished in second in a BMW M3, with David Peterson taking third in a '16 Mazda MX-5. Mike Monegan, Paul Tibbals, Hal Dorton, Mark Bacani, Eric Preciado, Syed Ahmed, Tom Tibbals, Adam Thipphavong, Eric Bakan, Khoa Cao, Erik Drobey, Sterling McLane and Briant Hanashiro Marques rounded out the rest of ST1. Carole Zepeda ran uncontested in ST1-L in a '17 Focus RS.



STR115: Khoa Cao took 13th in ST1 in a 2000 MB SLK230 Kompressor

Randy Krider took the top spot in ST2 over Jason Hammond. Both were driving a 1989 Honda Civic Si.

Cliff Fong took first place over co-driver David Chau in STM. Both shared driving a '93 Honda Civic. Larry Sharp took third place in a '16 Focus RS. The rest of STM included Daniel Marien, Mert Solis, Jourdan Risoen, Max Paolozzi, John Schubert, Earl Francisco and Ben Metzger.

Classic American Muscle was led by John Lawrence in a '17 Camaro SS 1LE. He was followed by Anthony Olea in a '07 Corvette Z06, while Karl Noworyta took third in a '01 Chevrolet Camaro. Carl Sing, Darren Voges, Troy Jennings, Samuel Ruiz, Greg Back, Greg Guio, Kim Jennings and Taylor Samora rounded out the rest of CAM.

Bill Charron took the top spot in SSC in a '15 Subaru BRZ. Ricardo Quinonez came in second in a '13 Scion FRS, with Dennis Quilantang finishing third in a '13 BRZ. Ed Runnion took forth in a '16 FRS.

Mack Tsang led the STX class in a '13 BRZ. He was followed by Erik Acks, also in a '13 BRZ. Justin Tsang rounded out the top three in a '13 BRZ. The rest of the STX class included Richard Lee, Kurt Wong, Glen Anderson, Cheng Li, Nikhil Juturu, Megan Anderson, Katherine Flater and Carlo Mendoza.

Ben Martinez once again led the Modifieds in a '84 Van Diemen. Barry and Christopher Spencer finished 2-3, co-driving a Lotus Europa. Steven and Barry Goldine finished 4-5, sharing a '73 Tui BH3. Chris Warner rounded out the rest of the Modifieds.

Jesus Villarreal took first place in Prepared class in a '98 Camaro. Darrel Lunge finished second in a '75 BMW 2002.

Round 11 will be held on October 6, 2019, also at Marina Airport.



CP95: Jesus Villarreal waits for his run in a 1998 Chevrolet Camaro

HOOSIER TIRE SCCA SUPER TOUR

SFR held its first-ever Hoosier Super Tour at WeatherTech Raceway Laguna Seca the last weekend in July, a four-day event including the Thursday test day. The weekend was the last SCCA Majors of the 2019 season, before the Runoffs. SCCA National hadn't been out to the Monterey race track since the 2014 Runoffs, and there were significant changes. The most noticeable thing was the missing Pagoda, which had been torn down. To out-of-region drivers, it was the paving of the former dirt paddock parking area behind Turn 5. Also, new permanent bathrooms were installed in the paddock, new or refurbished turn boxes built on most of the corners, and additional/taller safety fencing added, with additional and stronger cables.

While the turnout wasn't as large as the previous Sonoma regional, there was a healthy turnout of out-of-region competitors, with nearly half the field being visitors. While most of the visitors were from the Western US, some were from as far away as Detroit, Minnesota, and North Carolina. There were some out-of-region workers also. The test day had nearly 100 entries.

The weekend had good weather - foggy mornings Saturday and Sunday, but warm to hot days, which occasionally bordered on scorching. The fog was heavy but dissipated quickly enough so the schedule wasn't too badly impacted.

Sound Control selected Worker of the Weekend, and spread the wealth: Race Control's Rhea Dods, Grid Crew, Cheryl Groth in Social, and the out-of-region Workers. That trophy will reside in the region's trophy case at Thunderhill on the Observation Deck in the Club House.

The track has complicated sound window requirements, which controlled the tight schedule for the eight run groups - one of which was added at the last minute due to an influx of open-wheel entries. The schedule was tight and had to be kept, so lunch breaks were shorter than planned. Only two of the eight groups had more than 20 entries.

The sound restrictions caught a few drivers off-guard. Several lost their qualifying times.

Further adding to the scheduling challenges were Super Tour protocols, which called for every single session to be gridded, rather than set randomly as cars showed up. This, required a Grid Sheet to set the lineup. Practice was gridded by Entry Registration dates, for those who entered at least two weeks prior to the event. Each session produced an increasing number of factors to determine grid positions. These requirements led to some delays awaiting Grid sheets.

After each Qualifying session, it was a 'Full Pull' and the Race Director, Ken Patterson, held a Drivers' Meeting in Impound.

The busy schedule included a practice, two qualifying sessions and two races for each group. Saturday's races were 25 minutes and Sunday's were 35 minutes long. Sunday was a long day for the Tech Crew as each group was a Full Pull.

New Track Records were set in Group Five for prototypes and FC's, one each day in P2 by a SFR driver. Saturday it was Tim Day (1:26.391) and Sunday it was Chuck Bona (1:26.231.)

Another record or noteworthy event occurred Saturday. Maybe for the first time that anyone can remember, two women won their respective class races in their group. FV driver Margery Lundberg from SFR and FF driver Courtney Crone from Cal Club each won her class in the afternoon Group Three FF/FV race; and in each case, the ladies bested veteran racers. They each won by large margins, and Crone set the fastest overall race lap. It made for a Kodak moment at the SCCA podium ceremonies.

The weekend wasn't all racing. Friday night there was a Hospitality Party in the garages hosted by SFR's Social Crew for all participants and the visiting SCCA Officials. Saturday night was the event Party in the garages, again hosted by SFR, for all participants with dinner and giveaways for lucky Workers.

Group 1

First Race



#24 Todd Harris out of Portland fell two spots in the Saturday race and finished 7th

The frisky SRF3 race was the only one with a full grid - 25 cars and they all finished the race on the lead lap! This was the second-to-last race of the day, during the hottest weather - 80+ degrees. When the field came around the track in close formation on the first lap, it was beautiful and colorful. There were a lot of spins and offs, but no body contacts. Pole Sitter Tj Acker/No.62 led the first 12 laps in the 16-lap race, before 2018 National Champion, Mike Miserendino/No.11 passed him in Turn 3. The two Cal Club drivers swapped the lead again unofficially in Turn 2 and again officially on Lap 14. On the

penultimate lap, Miserendino retook the lead and went on to win. The Margin of victory was 0.225 seconds—the closest finish of the day; and Acker ran the fastest race lap of 81.596 mph. Mike's father Tom Miserendino also ran the race and finished fifteenth. SFR's Umberto Milletti/ No.34 was the top placing SFR driver. He gridded third before going off in Turn 6 on the second lap. He recovered and mounted a charge back through the field to finish fifth. Sixteen of the drivers were from out-of-region.

Class Winner: SRF3-Mike Miserendino/No.11 CSCC



#62 TJ Acker leads Saturdays eventual Winner Mike Miserendino out of turn three

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Group 2



#07 Tim Auger

This group had the smallest field of the day and was the last to run Saturday afternoon. This usually scrappy group was fairly well-behaved, with just a few attempts to overdrive. Pole sitter Tristan Littlehale/No.14 led every lap, followed by Justin Casey/No.85 who chased him from second place and had the fastest race lap of 75.286 mph in the effort. Third place was where the action was, with Tyler Quance of Houston Region and Tim Weaver/No.75 racing closely. They swapped places officially there time. Brandon Sloan/No.32 was up there also until he and Weaver tangled in Turn 7. It was a close

finish between Quance and Weaver, but the Texan prevailed and Weaver finished fourth followed by Sloan. Although entered, Tommy McCarthy didn't qualify or compete.

Class Winner:

SM-Tristan Littlehale/No.08 SFR



#12 Bradley Oneto

Group 3



#54 Chuck Horn is hotly pursued by #72 Courtney Crone

SFR's Chuck Horn/No.54 Swift had the overall and FF pole for this race, which was right after lunch. Dennis Andrade/No.87 Vortech had the FV pole. The two-class race didn't have a split start, but rather a 'self gapping' start. Horn ran ahead for five laps, before spinning out in Turn 2. Teenager Courtney Crone of Cal Club then took the lead and ran with it, all the way to the checkered flag and victory. Her Margin of Victory was 16.549 seconds ahead of runner-up Doug Learned Jr/No.17 Piper. Horn finished third, close on the tailpipe of Learned.

Andrade spun out in Turn 11 on the first lap, dropping him to the back. This gave the lead to Marjorie Lundberg/No.24 Caracal who held on to it and won the class. Meanwhile, Andrade steadily improved his position to run second by his half-way mark. He finished runner-up in FV.

Crone set the fastest race lap of 84.701 mph. Each young lady

won by a considerable margin, after starting second. The field had 14 starters and 13 finishers, which strung out at the race progressed. The FF's lapped the Vees before halfway. The FF's all finished on the lead lap, and the Vees all finished two laps down. The race was almost orderly, with a few spins and offs but mostly no drama.

Wheel Editor Blake Tatum/No.3 FV Crusader had to work on Friday and missed qualifying, so he started at the rear. He finished 11th. Dave Jalen/No.50 FF Mygale was entered, but withdrew as his car wasn't ready. He was hit at the last race and was still awaiting car parts for his rebuild.

Class Winners:

FF-Courtney Crone/No.72 Piper CSCC; Doug Learned Jr/No.17 Piper SFR; Chuck Horn/No.54 Swift SFR;

FV-Marjorie Lundberg/No.24 Caracal SFR; Dennis Andrade/No.87 Vortech Nwst; Lawrence Bacon/No.67 Protoform SFR



#40 Don Manthe checks his mirrors prior to turning in at the Corkscrew

Group 4

This group had fifteen starters, 11 different marques and four classes. Max Fedler/No.5 T2 BMW from Colorado Region had the pole, led flag to flag, and turned the fastest race lap of 80.533 mph. His Margin of victory was 25.787 seconds ahead of runner-up, Nathan Pope/No.24 STU Honda CRX. Third and fourth were David Fiorelli from Texas in No.190 STU Subaru and Bill Collins from Land O'Lakes in No.63 T2 Corvette. Those three had a nice race swapping positions among themselves.

Another good race was going on in T4 with longtime veteran driver, Izzy Sanchez/No.78 Toyota FR-S coming out of 'retirement' to make a run for it. He was leading the class until he spun in Turn 10, allowing his longtime 'rival' Lance Stewart from Cal Club pass and take the class win in No.10 Miata. By the five-minute mark the field had strung out and lapping had begun. Nine of the 16 entries were from out of region/country, and two didn't qualify or race Saturday.



#5 Max Fedler over all winner leads the #09 driven by Quirt Smith

Group 5



#32 Jason Reichert won the Saturday race

The Group 5 race was the largest group (26) and had the fastest cars. They had a split start with the ten FC's in the second wave. But with two Safety Car situations - to tow hazardous race cars and to put out another car fire, they only ran 14 laps. SFR's Jim Devenport/No.23 P1 Norma had the overall and P1 pole position, with Todd Slusher of Las Vegas besides him in No.62 P1 Elan. Slusher got by Devenport on the second lap and took off. He kept the lead despite all the incidents. Devenport was on his trail, coming in a close second, 1.245 seconds behind. Slusher turned the fastest race lap of 98.347 mph, easily the fast best race lap of the day, and of the weekend.

On the same early lap, two separate incidents brought out the Safety Car to cover the rescues: Chuck McConica/No.0 P2 Speads of Colorado parked hazardous in T5; and Nick Persing/No.03 FC Van Diemen from Cal Club spun off in Turn 10. Then on Lap 12, Jeff Read/No.18 FE2 Van Diemen got stuck in Turn 6 bringing out the Safety Car

Class Winners:

T2-Max Fedler/No.5 BMW Colo; Bill Collins/No.63 Corvette LOL; Quirt Smith/No.09 Porsche Cayman Tex

STU-Nathan Pope/No.24 Honda CRX SFR; David Fiorelli/No.190 Subaru Tex; Kevin Lachance/No.88 Acura CSCC

T4-Lance Stewart/No.10 Mazda RX-8. FL; Izzy Sanchez/No.78 Toyota FR-S; Steven Lakey/No.13 Mazda RX-8

STL-Tim Auger/No.07 Acura SFR; Thomas Lepper/No.42 Honda Prelude SFR; Morgan Trotter/No.61 Honda Civic CSCC



again. This was immediately followed by John Shine/No.115 P1 Stohr catching on fire and making it part-way down the Back Paddock ramp, where he was met by Emergency vehicles. Meanwhile, back on Turn 6, Read got restarted and continued. There was further drama in Turn 6 when Daniel Swanbeck/No.4 FC Van Diemen stalled going uphill. The Safety Car led the field home via the Pit Lane. SFR's Tim Day/No.08 Stohr won P2, and set a New P2 Track Record of 1:26.391. John Yeatman/No.3 Van Diemen of SFR won FE2. This race had a split start, with the FC pack starting second.

Class Winners:

P1-Todd Slusher/No.62 Elan LV; Jim Devenport/No.23 Norma SFR; Jeffrey Lederman/No.55 Stohr SFR

P2-Tim Day Jr/No.08 Stohr SFR; Kevin Mitz/No.13 Stohr SFR; Chuck Bona/No.42 Stohr SFR

FE2-John Yeatman/No.3 Van Diemen SFR; Jeff Read/No.18 Van Diemen SFR; Brandon Aleckson/No.33 Van Diemen SFR

FC-Jason Reichart/No.32 Van Diemen LV; Robert Armington/No.9 Van Diemen SFR; James Hakewill/No.5 Van Diemen SFR

FB-Jake Latham/No.15 Stohr Colo



Pole Winner #23 Jim Devenport was passed on lap two and never regained the spot

Group 6



#50 Aaron Downey leads the field into turn two. Downey would go on to win #4
Glen McCready finished second.

The first race of the day woke up everyone. The race for production cars was exciting, but perhaps not for the right reason. It had the only Alert situation of the day, when Brandon Droeze of Cal Club caught fire in his No.02 EP Mazda RX-7. He made it around to Turn 5 and pulled off right in front of the Emergency Crew, who made quick work of the situation. Drowse was alright. This brought out the first Safety Car for the day, driven by Mike Hayworth, who had visiting flagger David Bailey from San Diego as his Pace Car Rider.

Aaron Downey/No.50 EP Mazda RX3 won the 14-lap race. He had a good run for the money with Glen McCready/No.4 EP Mazda MX-5, who ran the fastest lap of 79.898 mph. FP winner, Joe Huffaker/No.177 MG Midget, had also entered his car in the GTL class. By practicing and qualifying the car in both classes in the same Group, he could qualify the car in two National races for the Runoffs. Taz Harvey/No.8 Mazda MX5 won the GTL class. The B-Spec contingent 'self-split' or "gap-split" their start, and Joseph Gersch/No.19 Yaris won that class. Most of the racing and dicing occurred early on in the race, and then once positions were reached after the Safety Car, they were held to the finish.

Class Winners:

EP-Aaron Downey/No.50 Mazda RX-3 SFR; Glen McCready/No.4 Mazda MX-5 SFR; Kale Swifts/No.96 Mazda RX-7 Nwst

FP-Joe Huffaker/No.177 Midget

GTL-Taz Harvey/No.8 Mazda MX-5 SFR; Tim Linerude/No.95 VW GT1

HP-Lee Flemming/No.00 Midget SFR; Brian Linn/No.21 Midget CSCC

B-Spec-Joseph Gersch/No.19 Yaris Hous; Cherie Storms/No.16 Mazda 2 Nwst; Ali Naimi/No. 14 Mazda 2 Ore

Group 7



#51 Don McMillon did not have a great weekend his sixth qualifying position ended up in a DNF. The cause of the DNF prevented him from racing on Sunday

The big bore group revved up and stretched out the field early on in the race. Don McMillon/No.51 GT2 Camaro from Texas pitted early, oiling the pit lane. Then Cal Club's Robert Kahn/No.35 GT2 pulled off mechanical in a safe place, keeping the race green. Cars settled into place and maintained their positions to the finish. There was very little drama, just a few spins and offs.

Class Winners:

GT2-Kristofer Olson/No.49 Acura SFR; Christopher Qualls/No.73 Camaro CSCC; Robert Kahn/No.35 Corvette CSCC

GT3-Collin Jackson/No.53 Nissan 240 SX SFR; Mike Henderson/No.12 Mazda RX-7 CSCC; Taz Harvey/No.8 Mazda MX-5 SFR.

T1-Ross Murray/No.74 Mustang CSCC; Sean Whitwood/No.6 Corvette CSCC; Igor Lyustin/No.71 Acura SFR

AS-Clark Nunes/No.79 Mustang SFR; Andrew Gardner/No.21 Mustang SFR; Igor Gandzjuk/No.29 Mustang SFR



#79 Clark Nunes won AS and finished 9th overall.



#89 Bruce Semler from Bigfork MT is getting his feet wet on the test day.



#94 Alan Tang was the hard charger of Saturday's race he gained five positions



#5 Kyle Loh was the first in F4 on Saturday

Group 1

#36 Randy Mcayea from Loomis California moved up four spots from his starting position.

Pole sitter TJ Aker/No.62 led the first half of the race until he pitted and retired. Umberto Milletti/No.34 led the next lap before being overtaken by Mike Miserendino/No.11 who kept the lead and won the race. Steve Fogg/No.21 of Oregon started fourth and worked his way up to second, turning the race's fastest lap of 81.722 mph.

An early incident in Turn six involved three cars. Calvin Harris/No.42 of Oregon was able to continue, but Tim Miserendino/No.15 of Cal Club

was hit by Michael Boyle/No.6. Boyle was stuck in the tires, and the Safety Car came out to retrieve the cars. Things then settled down, with just a few offs. All 20 finishers were on the lead lap. Over half the field were from out of region.

Class Winner:

SRF3-Mike Miserendino/No.11 CSCC



#34 Umberto Milletti finished third in Sunday's race.

Group 2

#12 Bradley Oneto moved up three positions on Sunday

This was the first race of the day on Sunday and the smallest field of the weekend. Eight cars took the green with Bryan Quance/No.69 and Bret Snyder of Hous joining on Lap 2. Quance was lapped early on. Pole sitter Tristan Littlehale/No.08 and Justin Casey/No.85 ran in tight formation, as did Tim Auger/No.07 and Ryan Gutile/No.06, who were racing for fifth position. Front runner Tim Weaver/No.75 retired after three laps.

Casey led for awhile, but Littlehale was the leader at the halfway mark. Casey and Brandon Sloan/No.32 were racing hard, nose to tail for second and third.. Meanwhile Juan Graziosi/No.99 inserted himself into the mix for fifth position. Snyder retired. Littlehale won, with a Margin of 26.517 seconds ahead of Casey who passed Sloan on the front straight going for the checkered flag. Littlehale turned the fastest race lap of 75.929 mph.

Class Winner:

SM-Tristan Littlehale/No.08 SFR



#06 Ryan Gutile was the hard charger on Sunday

Group 3



#72 Courtney Crone driving the Brad Hayes Racing Piper

Sunday's race was quiet and predictable. Most drivers finished where they started. Pole sitter Chuck Horn/No.54 FF Swift led every lap but one, when young Courtney Crone/No.72 FF Piper took the lead on Lap 15 of the 21-lap race. Horn retook the lead next time by and won the race, but it was close - just 0.386 seconds separated the two at the finish. Crone turned the fastest race lap of 84.355 mph.

The FV's put on a great show. FV pole sitter Dennis Andrade/No.87 Vortech led the class for six laps, followed by Ron Wake/No.11 Mysterious and Marjorie Lundberg/No.24 Caracal. Then

Andrade faltered and Lundberg moved into the lead, followed by Wake and Lawrence Bacon/No.67 Protoform. Wake took the class lead for four laps while Andrade fought his way back up. Lundberg led Lap 13. Andrade regained his lead for two more laps. Lundberg was not to be denied and took the lead on Lap 16, but Andrade passed next lap and went on to win the class, followed by Lundberg and Donald Manthe/No.40 Lynx from Cal Club.

Class Winners:

FF-Chuck Horn/No.54 Swift SFR; Courtney Crone/No.72 Piper CSCC; Brad Hayes/No.74 Piper SFR

FC-Dennis Andrade/No.87 Vortech Nwst; Marjorie Lundberg/No.24 Caracal SFR



#52 Charlie Turner and #87 Dennis Andrade turn in for the corkscrew

Group 4

The race got off to a slow start for two drivers. Carl Young/No.23 STL Honda Civic was late to grid and went back paddock. Tim Auger/No.07 STL Acura couldn't get started and had to start all over. The race was relatively drama free, with just several offs, mostly by Morgan Trotter/No.61 STL Honda Civic. The field stretched out early on. Izzy Sanchez/No.78 T4 Toyota FR-S and Lance Stewart/No.10 T4 Mazda RX-8 FL region renewed their rivalry. Sanchez led the class until the last lap when Stewart was able to pass Sanchez and take the class win. Half the field was from other regions.

Class Winners:

T2-Max Fedler/No.5 BMW Colo; Bill Collins/No.63 Corvette LOL; Quirt Smith/No.09 Porsche Cayman Tex

STU-Nathan Pope/No.24 Honda CRX SFR; David Fiorelli/No.190 Subaru Tex; Kevin Lachance/No.88 Acura CSCC

T4-Lance Stewart/No.10 Mazda RX-8 FL; Izzy Sanchez/No.78 Toyota FR-S SFR; Steven Lakey/No.13 Mazda RX-8 SFR

STL-Thomas Lepper/No.42 Honda Prelude SFR; Morgan Trotter/No.61 Honda Civic CSCC; Wilson Powell/No.77 Miata SFR



#61 Morgan Trotter from Temecula California finished second in STL

Group 5

Second Race



#18 Jeff Reed finished third in FE2

The largest group of the weekend had a split start, with the FC field in the second wave. The Safety Car came out early when Jake Latham/No.15 FB Stohr from Colorado got high centered in Turn 9 and had to be towed. Jim Devenport/No.23 P1 Norma had the pole, but Todd Slusher/No.62 P1 Elan got by on the second lap and led the rest. The top four cars ran in formation: Slusher, Devenport, Chip Romer/No.29 P1 Elan from Las Vegas and Chuck Bona/No.42 P2 Stohr. Midway another Safety Car was dispatched when Nick Persing/No.03 Van Diemen had to be rescued from T5. It wasn't his weekend. Three drivers were having a good race: Honda, John Manfroy/No.8 P1 Dauntless-Stohr, and Tim Day, Jr./No.08 P2 Stohr. Day set a New P2 Track Record Saturday and Bona broke that record Sunday at 1:26.23. The three swapped positions, each having a run at being ahead. In the end Bona was ahead, winning P2, followed by Manfroy. Day spun out in Turn 10 and retired, after a rough ride through the dirt into the pits.

Class Winners:

P1-Todd Slusher/No.62 Elan LV; Jim Devenport/No.23 Norma SFR; Chip Romer/No.29 Elan LV

P2-Chuck Bona/No.42 Stohr SFR; Robert Kazen/No.12 West CSCC; Kevin Mitz/No.13 Stohr SFR

FE2-Brandon Aleckson/No.33 Van Diemen SFR; John Yeatman/No.3 Van Diemen SFR; Jeff Read/No.18 Van Diemen SFR

FC-Jason Reichert/No.32 Van Diemen LV; James Hakewill/No.5 Van Diemen SFR; Robert Armington/No.9 Van Diemen SFR

FB- Jake Latham/No.15 Stohr Colo



#99 Peter West had an up and down race Sunday but ended up two positions better than he started

Group 6

Second Race



#00 Lee Fleming and #21 Brian Linn, Fleming would go on to win, Linn had mechanical problems

The field was informally split, with the B-Spec cars holding back for their gap start. They were all from out of region. This race for little production cars wasn't the most exciting, but it was safe. Everyone behaved. The field stretched out early on, becoming very processional, with all the B-Specs getting lapped. Most drivers finished where they started. Glen McCready/No.4 EP Mazda MX-5 won the race and EP, followed by Joe Huffaker/No.77 GTL Midget and Kale Swifts/No.96 EP Mazda RX-7 of Northwest. The Margin of Victory was 45.518 seconds and McCready turned the fastest race lap of 81.543 mph.

Joe Huffaker/No.77 GTL raced his familiar black MG Midget as a GTL on Sunday and as FP on Saturday, so the car could be qualified in both classes. At the Majors both classes run together. At the Runoffs, they will be run separately. Six of the fifteen starters were from out of region.

Class Winners:

EP-Glen McCready/No.4 Mazda MX-5 SFR; Kale Swifts/No.96 Mazda RX-7 Nwst; Joe Car/No.12 Honda 2000 SFR

GTL-Joe Huffaker/No.77 Midget; Taz Harvey/No.8 Mazda MX-5; Tim Linerude/No.95 VW GTI

HP-Lee Flemming/No.00 Midget; Michael Cummings/No.32 Sprite SFR; Brian Linn/No.21 Midget CSCC

B-Spec- Frank Schwartz/No.24 Mini Cooper DET; Joseph Gersch/No.19 Yaris Hous; Cherie Storms/No.16 Mazda 2 Nwst



B Spec Cars mixing it up in turn two #24 Frank Schwartz won on Sunday

Group 7

Second Race



#73 Christopher Qualls from Los Angles California finished third in GT2

Class winners:

GT2-Kristofer Olson/No.49 Acura SFR; Bryan MacMillan/No.44 Mustang SFR; Christopher Qualls/No.73 Camero CSCC

GT3-Collin Jackson/No.53 Nissan 240 SX SFR; Mike Henderson/No.12 Mazda RX-7 CSCC; Albert Correia/No.19 Porsche Boxer SFR.

T1-Marc Hoover/No.98 Mazda RX-7 SFR; Igor Lyustin/No.71 Acura SFR; Ross Murray/No.74 Mustang CSCC

AS-Clark Nunes/No.79 Mustang SFR; Igor Gandzjuk Mustang SFR; Andrew Gardner/No.21 Mustang SFR



#29 Igor Gandzjuk finished second in AS

Group 8

Second Race



#77 Derry O'Donovan had a tough day Sunday falling back four places from his starting spot.

Another split start for this two-class group. The field strung out early on, but the Safety Car bunched the up when Kyle Loh/No.5 FA Ligier got loose in Turn 5 and went into the tires. He was rescued. Otherwise the drivers mostly kept it on the track. The mid pack F4 Ligiers, running as FA, had some fun with each other, with Loh - before he spun out, Marco Kacic/No.95, Rayce Dykstra/No.13, and Alan Tang/No.94 swapping positions. Kacic and Tang spun and each continued.

Jim Mali/No.38 FA Pro Mazda won, followed by Pole sitter Jay Henry Horak/No.37 Star Pro Formula Mazda of AZ, and John Purcell/No.14 Star PFM from Northwest. Bill Weaver/No.67 Star Mazda Formula Mazda won the FM class, followed by Dutch Schultz/No.44 Mazda Star of Cal Club and Owen McAllister/No.66 Mazda Formula Mazda from Texas.

The six F4 Ligiers entering at the last minute in addition to the World Speed cars were what prompted the addition of the eighth run group.

Class Winners:

FA-Jim Mali/No.38 Pro Mazda SFR; Jay Henry Horak/No.37 Star Mazda AZ; John Purcell/No.14 Star PFM Nwst

FM-Bill Weaver/No.67 Star Mazda SFR; Dutch Schultz/No.44 Mazda Star CSCC; Owen McAllister/No.66 Formula Mazda Tex.



#41 Robert Merritt from San Diego California dropped all the way down to ninth before he recovered and finished 5th

The next event for SFR is Regionals 11 & 12 at WeatherTech Raceway Laguna Seca.

2019 Election Board of Directors and RE

This year there are 5 people vying for three spots on the Board of Directors. We also have one person running for Regional Executive. The candidate statements will appear in two issues of the WHEEL as per our by-laws.

Unfortunately two of the Candidates were unable to get their statements in due to personal emergencies. As club members we look forward to next month's issue of the WHEEL so we can see what they have to say and use that information to make an informed decision on who our next leaders will be.



Linda Rogaski



Doron Dreksler



RJ Gordy



Tim Sullivan



Roger Kraus

Candidate Statement

LINDA ROGASKI



Hi, my name is Linda Rogaski. People are asking me, why are you running for the Board? Good question. I like many of you have been complaining about how things are going. I decided it's time to stop complaining and take responsibility to try and help.

This Region belongs to all of us, and our voices need to be heard. If I am elected I commit in the first 12 months to:

- Opening two-way lines of communication, I will let you know how and why decisions are made. I will listen to your concerns and suggestions and take the information to the Board.
- Establishing work-groups to address issues the Region is facing today, such as:
 - Member recruitment
 - Volunteer training
 - Competition from other sanctioning bodies
 - Passing the torch from baby boomers to millennials and younger members
 - Identifying what we do well and how do we build on it
 - Identifying what we should be doing better and how do we get there

Jim and I have been members of SFR for almost 40 years. In the early years we were auto-crossers and then moved to road racing. I started doing registration back in our autocross days and stayed with registration in road racing. It's the best crew there is, you get to meet everyone! I have seen a lot of change in those 40 years. Once upon a time we were the only game in town. Times have changed, people have changed, and we need to make sure the Region changes also.

We have an outstanding autocross program in three different areas of the Region. The needs and challenges are different for each area. Let's address those needs and make sure our autocross program remains strong and grows.

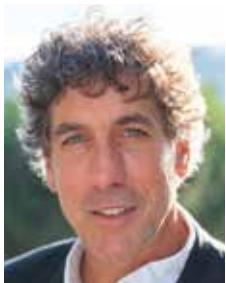
Road Racing has seen many challenges over the years. Right now we are experiencing strong competition from other sanctioning bodies, escalating track rental costs, and reduced number of volunteers. What can we take from other groups that make them successful, how can we adapt those programs to fit our needs? We need to build a Region that supports the passion that our members have for the various racing venues.

This certainly is not going to be done by one person or five people. This will take the efforts of all our membership to build the Region we want SFR to be.

Let's do this!

Candidate Statement

DORON DREKSLER



Hello everyone, My name is Doron Dreksler and I am running for a position on the Board of Directors for the San Francisco Region of the Sports Car Club of America.

As you know, the SCCA started in 1944 and had its first sanctioned amateur race in 1948. It has been amazing what has been achieved in these past 75 years. No matter how you look at it, the SCCA is a business. To provide an automobile based racing experience, the SCCA

requires purpose built facilities, support staff (paid and volunteer), and a viable and reliable income stream to keep it operational. We do not have the luxury of simply maintaining the status quo and expect to retain the stability of the SCCA for the next 75 years. I want to be part of reinventing the SCCA for the future.

I have been a member of the SCCA since 2002, when I purchased a new Subaru WRX. It wasn't until 2012, when my youngest child took off to college, that I was able to complete drivers school. 2018 was my first full season of racing and I love it. I have learned a lot about myself, met lifelong friends and discovered an activity that inspires me. I intend to continue racing as my schedule and obligations allow. More importantly, I am committed to getting more involved with the SCCA to make it a better club.

In 1994 I started a residential design and drafting company. Today, the company focuses on design based architectural projects, design/build construction projects, industrial design, packaging design and product design. As an architect, I am trained to capture data and decode the problem, organize the information for analysis, develop multiple

strategies without limitations, communicate the options for consensus and implement the strategies to meet the project objectives. I would like to apply those skills to the SCCA.

In my career, I have had the opportunity to present to hundreds of boards, diverse committees, cumbersome design review boards and planning/building departments. I have over 15 years of experience as a member of community design review boards and currently hold a position on the Tamalpais Valley Design Review Board in Mill Valley. My patience, positive attitude, focus and listening skills have served me well and would positively contribute to the SCCA board.

If elected, I vow to collaborate with other board members and SCCA members to help stabilize the future of the club by maintaining a level headed perspective, while embracing needed change and innovation - with the focus on constant improvement for all appropriate aspects of the club.

Specifically, I will focus on the business demands of the club to ensure stability, help rebuild the road racing program, foster and develop creative ways to stimulate attention for the SCCA, activate current membership to meet club needs, and build and increase new membership to solidify our future.

I will do everything I can to help the SCCA move forward productively while supporting the SCCA mission: "To bring motorsports to the masses of American men and women who are passionate about automobiles, speed and competition."

Please consider voting for me for the SCCA Board of Directors.

Thank you, Doron Dreksler

Candidate Statement

RJ GORDY



By my best recollection I got involved in the politics of our club in 1988. I have witnessed the good, the bad and the ugly. Each of those to an extreme. My continued involvement in club politics has been driven by the belief, accurate or not, that I can make a positive difference in what we do for fun.

At this point in our history it is my belief that we are coming away from a tumultuous period and heading for better times that will emphasize the fun factor that keeps most of us off the golf course.

There are some substantial issues ahead of us. Guess what? Most of them have been on our table for nearly 75 years. Guess what? Many of them are going to outlive us. It is incumbent upon our club leaders to improve our lot in life to the best of their ability. This cannot be done by one individual but can improve if the leadership will work together on identified challenges that can be overcome mutually.

This belief that we can make positive changes if we work together to overcome attainable goals, and that those who want to improve our club will step up, was the deciding factor in my decision to run for another term on the Board of Directors.

First, there is Tim Sullivan. Tim took over this past year as our Competition Director, among other things, and has announced he is running for Regional Executive. He has earned your support and I am very excited to work with him and try to keep him from burning out.

Our relationship with Sonoma Raceway is improving daily and I will work to keep this opportunity beneficial for our club racing program.

WeatherTech Raceway at Laguna Seca has undergone political upheaval over the past two years. Our club has a very unique and valuable relationship with the track, and we need to continue to keep that relationship alive and well.

We need to keep in mind our business side of the equation. This year we have been able to bolster our infrastructure by, among other things, buying a new trailer for Tech and a new grid board for the grid crew. We have been able to maintain our emergency equipment and purchase new technology for timing & scoring.

We continue to steward our club owned facility at Thunderhill keeping it among the finest motorsports facilities in North America.

We have continued to have one of the more active autocross programs in SCCA as well as almost unheard-of participation in Concours D'Elegance events in Northern California.

Yes, there are issues with volunteerism and staffing events, but guess what? Those same challenges plagued our club in 1948!

I hope you can see, from my point of view, that "things" are looking positive, and with some hard work and the enthusiasm of a motivated Board of Directors we can improve our club.

I ask for your support in making good things happen.

Thanks,

RJ Gordy-

Candidate Statement

TIM SULLIVAN



WOW! Two years on the Board. It has been an amazing learning experience. I read my candidates statement from 2017. Boy was I a novice.

Leadership in this club takes many forms. It is not always from the RE position. It comes from the Chiefs, Volunteers, Drivers and everyone who works so hard to make this club work. In the last two years, I have learned it takes everyone's input to make the whole club operate. As most of you know, my ears are always open. I want feedback. No, not all feedback will be implemented. That is the nature of a club. But feedback is important, as without it, we can't make intelligent decisions.

If elected RE, I want to continue that. All Directors, and especially the RE, need to take and seriously listen to all feedback. While this is a Candidates Statement, I would like to thank Barbara McClellan for all the invaluable knowledge she has shared with me the past two years. While she is stepping down, she will still be at the racers and available. I want to also thank the rest of the Board, the Chiefs, Drivers, Volunteers, as well as all the members that have helped me gain greater knowledge of how we work as a Club.

We have had a challenging year. A lot of that was involved with change. We attempted a January Majors, we had never done this before. On a Sunday and Monday. As a lot of you know, it was done to improve our relations with Sonoma. In the past, our arrogance eliminated our spots at Sonoma. That was not in the best interest of the club. This coming year, for 2020, we will have 2 actual weekends. I hope to foster and build this relationship, it will only happen with your help.

We also changed 3 day events to 2 day events. This increased our weekends at Laguna to 4 weekends. This was due to surveys we sent out. We also agreed to a Hoosier Super Tour. It was too late in the season. It was a fun event, but a bust. We won't do that again. In fact, we will only have one Major next year. While I would like two Majors,

conflicts with other regions will not allow that. I hope we can change that in the future.

We also revamped and changed some of the volunteer rewards. We addressed the inequities in the Volunteer points system as well as the DRAFT card process. In addition, we are subsidizing rooms at Laguna for volunteers. This has proved popular, and increased Volunteer participation. I just got a call from a new volunteer who said it was the easiest check in ever on MSR. There are still some bugs, but we will get it right.

As part of SCCA's "Welcoming Environment", we have moved to free dinners for ALL. This promoted camaraderie. It was a hard sell at first, but it is working. We are a family, a team. Sometimes it's hard to change things, but when we work together, as a Club, it works.

Moving forward, we still have challenges. Driver Safety on track and enforcement of rules is paramount. If we don't do that, we will lose people, principally, the drivers. They have other venues that they can choose to participate in. We need to realize that. We are a club, but we are not the only game in town. Those days are long gone. We need to adapt to the times and be flexible.

While I have spoken about the last year or two, I would urge you to vote for me to keep this process rolling. While I am a relatively new member, I have worked with folks with decades of experience and knowledge. Trial by fire, so to speak. Why would anybody want this position? The answers may vary, but for me, it is to further our Clubs prominence and keep the road racing program sustainable and moving forward. We have the most robust program in the nation. We want to keep it that way. Our SOLO program is really doing well, and has high turnout. Fresno, Sacramento and the SFR Bay Area groups all are highly attended. Rally Cross is starting to take hold. Time Trials is also starting to look promising as well. There is also a new program, Bracket Road Racing, which could also show some promise.

There are lots of ideas out there, perhaps you are reading this, and you have one. As the RE, I will always welcome ideas, and listen.

I humbly ask you to vote for me for Regional Executive.

CONTINUED FROM PAGE 7

procedures for the Majors event results in stacking of groups which does not make sense and needs to be adjusted. But if we as a region are ever going to get the Majors program where it needs to be taking one swing at the Super Tour certainly is not the answer.

Part of the problem is that the qualifying requirements for the Runoffs were also written by Racers. Additionally the rules for qualifying for the Runoffs were designed to increase the participation of the Runoffs regardless of merit. The fact that a person can earn qualifying credit towards the Runoffs by driving down the pit lane and never put a wheel on the track in anger is a joke! These rules were written solely for the benefit of competitors that wrote them and the National office without regard to the regions ability to attract participation at events later in the season.

While on the subject of the Runoffs I hear the National Office is considering not having the Runoffs on the West Coast again. They made a commitment to rotate the venue but rumor has it they want to back out of that commitment. For years the Runoffs were on the East Coast (Atlanta) or the Midwest (Wisconsin) either way several thousand miles away from us on the

west coast. After two attempts the National office wants to give up on the idea to rotate the venue in an equitable manner. This is a serious disservice to the members of the club on the west coast and if this does come about I urge you to notify your national representative on how unfair this is.

Holding the Runoffs on the West Coast has been a significant reason the Majors events on the West Coast have done as well as the have. Without the prize of the Runoffs I would venture to predict that not only will our Majors program suffer the SCCA will suffer as a whole. I am afraid that West Coast road racing will become a series of specialized groups that will run with NASA or pay for slot time with some other group. Either way the region and the National Organization will suffer.

Exactly what is my take on the Majors? First off the Runoffs need to continue to rotate across the country. Secondly, our region needs to continue to build the Majors program and strive towards one Super Tour Event and two Majors events. Lastly the National Board needs to put some dignity back into the Runoffs and make it so qualifying for the event is more difficult then merely driving down the pit lane.

People in the News....

BY DAVID VODDEN

Congratulations to all the SFR/SCCA members who did well at the Solo II Nationals in the first segment in Lincoln Nebraska. The results posted on September 4th show that winners from the good old San Francisco Region of the SCCA in this battle of the cones included: Jeff and Nicole Wong - [E-Street Prepared]; Shelly Monfort - [Super Street R]; Michael Maier - [D Prepared] ; Deanne Caraballo - [D Prepared]; Mathew Ellan [B Modified]; Anthony Porta - C Modified]; and Zak Kiesel - [F Modified] Don't stress over the classes. There is one for everyone and you don't need to know until you get out there and learn by doing. As you know we have three [3] Solo chapters operating under the Club banner in differing ways. These include Fresno, Sacramento and the Bay Area chapters. For years our Solo chapters have set the standard at the Solo II Championships and it would appear that we continue to set the bar. Out of 35 classes posted, SFR/SCCA is listed as the Region of Record for eight or 23% of the total winners. North Carolina and Kansas had three winners each. The rest were from all over the country as they should be. It is obvious that the SFR/SCCA continues to have a very strong Solo program and an eager community of participants. You should really try this. Check out the Solo contacts in this Wheel or call the Club office to find out how you can join this precise and fun form of motorsports at a flat paved area near you!

If you think that winning is not a really big deal, watch the drivers who win the Indy 500 or Daytona or the NHRA US Nationals. Men cry. All winners are jubilant and you can see what it means. As Al Unser Jr. said in victory circle with tears running down his face, "You just don't know what this means!" I share this because our road racing and solo programs are competitive events where winning is and should be a big deal. It sure was when the SCCA was formed in order to give men of means a place to race their sports cars. It became even more so over the years as real race classes appeared and we trained drivers who went on to star at all professional levels. It should be again. We race to win. Everything else is Open Track and there are a lot of people offering open track opportunities on racetracks. It is not racing! I feel the same about Solo. You don't participate in Solo to see how many cones you can knock down. You compete to win and to be better than everyone else and to get the best time and to go to the Solo II Nationals as a real threat to win there. The mission for the leadership of this Club is to make our road racing program, and the Solo program become, hella-competitive and real and serious and worthy of a risk-driven human being to engage in. We are going to do that and you can help, you should help! Call for now for how.

Speaking of winners here are the SCCA US Majors Champions from the WESTERN CONFERENCE for 2019. Please note: the US Super Tour and the Majors are proof positive that the BIG SCCA understands what we sell and what drives men and some women to compete. [See above] Look at what they are doing to make the racing feel real, look real, be real. This is not brain surgery. We need our own regional race program to have the same ingredients of real racing as demonstrated by the BIG SCCA. We can see that the BIG SCCA is taking our regional race drivers and giving them what they so desperately want and leaving us behind. We need to be better than the BIG SCCA like we were back in the day.

Back to the US Majors Tour Champions from our Club: Clark Nunes - [American Sedan]; Joe Carr - [E-Production]; Steven Hussey - [F-Production]; Michael Cummings - [H Production]; Jeff Read - [Formula Enterprises]; Chuck Horn - [Formula V]; Michael Fine - [GT-1]; Kristofer Olson - [GT-2]; Taz Harvey - [GT-3 and GT- Lite]; John Manfroy

- [Prototype 1]; Nathan Pope - [Super Touring Lite]; and Marc Hoover - [Touring -1]. These drivers are all 2019 SCCA National racing class champions. You think that means something? Hell yes!

We will soon know who will be the Region Class Champions for 2019 in our Club. It will mean a lot to each of them. One champion will race for free in 2020 for being the best in his/her class and for earning the most points! You? Why not? Next Year? Why not?

The last weekend at Laguna Seca had a huge turnout of over 200 entries. A bright spot in this number is the Formula car group led by one, Telo Stewart. After years as the biggest Improved Touring [IT] and Spec Miata [SM], club we are enjoying a resurgence in our formula car, open wheel classes. There were fifty-six [56] open wheel cars amounting to over 25% in the 200-car entry. This is not an accident and we have Tim Sullivan, Telo and many others to thank. My hope is that this trend continues and that we see more and more open-wheel race cars in our pits at Thunderhill in October for the BIG SEASON FINALE and also throughout next year.

There were thirty-seven first place winners in the final results at Laguna on Saturday with some new names in that category on Sunday. Overall it was a great weekend with an exceptional BBQ social on Saturday night that had Regional Executive elect, Tim Sullivan cooking the dogs and patties. Fun was had be all from what I could see. Thanks to all the racers that made what the rest of us do at Club events necessary! It is worth noting that there were twenty-five cars from Cal Club, and about eight from the Northwest and Oregon regions. There were three from San Diego and one each from Nebraska and Texas. Can you say, "longest tow?"

Long time racer and founder of Fantasy Junction, Bruce Trener announced his retirement form the driving job at the end of the year with the Thunderhill Park World Grand Prix being his last race. Trener has the disease pretty bad so there must be a real good reason for him to throw in the towel. He won in STU and got second twice in SP at Laguna. Not bad for the kid! David Allen won too in F-Production and E- Production on Sunday. For a full list of results go to the Club Web page or check out a future Wheel for the rest of the story.

BIG NEWS - we have five [5] solid Club members running for the three Club Board Seats that are up for election now, right now. They are: R. J. Gordy [Incumbent]; Linda Rogaski; Doron Drexler; Ben French and Roger Krause. All of these members are exceptional candidates and deserve your vote. Do you know what it takes to get elected these days since we went to on-line voting? Under 100 members saying yes will do it. Sad! We are no longer the biggest region in the BIG SCCA. Cal Club claims that honor but we are still strong and have viable programs that are close to the best if not the best, anymore. What can you do to help? VOTE damnit! Why not. It is not that hard to do so online and this Club needs you to at least take the time to learn about the candidates and vote for the three that you feel will carry this Club into the future. This is so important because if you don't care and no one else cares, pretty soon there will be no one and that will be the end. Vote. The WHEEL is your conduit to how to vote. The instructions will be sent out via an e-mail blast to all who are registered members of this Region and you need to vote. If you do not know the people running, read their candidate letters. Ask around. Do some level of research. It is not that hard if you care about road racing and Solo with the Club. Do you? Learn about the candidates and VOTE. The window is most of October but you can get better instructions elsewhere in this Wheel. "Just do it," Tom McCarthy's famous instruction!

Full Body Contact

SpecRacer Ford CSR Update

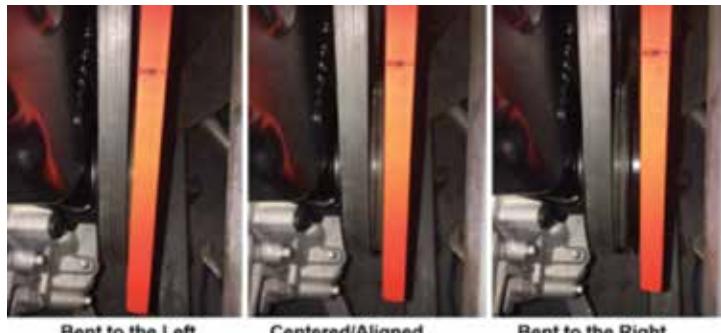
Alternator Alignment

The alternator belt on GEN3's can fly off if they are out of alignment. If the mounting brackets are not just right the belt can jump the pulley. The alternator belt drives the water pump and if the belt goes it doesn't take to long before the motor overheats. If the driver doesn't notice the temperature rise quickly, serious damage can result.

When installing a new alternator or if the car is having problems throwing a belt, we recommend the following alignment check. Use a 1/2" square bar about 18" long. Lay the bar on the side of the alternator pulley and check the alignment at the lower pulley. The bar should line up with outside the lower pulley. If there is a big gap or the bar is pointing to the belt side of the pulley the alternator is out of alignment and might cause problems.



Alignment Bar at Alternator

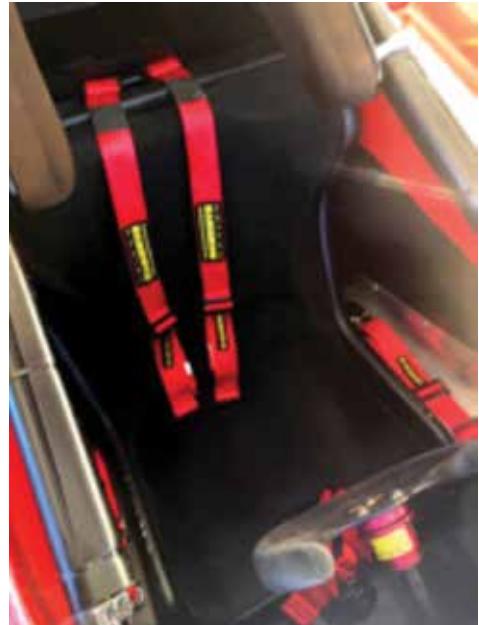


If the alternator is out of alignment check the tightness of all the bolts. If that doesn't solve the problem consider buying some new mounting brackets. The older or first-generation brackets are not as thick or strong as the latest generation. If you aren't sure which ones you can check with your CSR.

Bead Seat

One of our drivers, Frank V. did one of the nicest jobs I have seen with his bead seat. Frank first tried modifying a stock fiberglass seat. He has very wide shoulders and the standard fiberglass seat just wasn't wide enough. The seat was cut up and re-fiberglassed but the seat never really fit him well and was uncomfortable. He also tried using a Butler seat but it didn't fit that well either. Also, the Butler seat made him sit higher than he likes. So, he bought a bead seat and went to work

He installed the fiberglass bucket and then his buddy Jerry helped him pour the seat using a BS Seat kit. After pouring the foam, Frank trimmed the excess material and then covered it with the cloth material supplied with the kit. He now has a seat that is comfortable and he sits at the lower height he likes. Also, the seat looks great, it is one of the best examples of a bead seat that I have seen. If you are interested in a bead seat, I recommend you take a look at it if you are in the SFR region.



Transmission Gear Shortage

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

Straight cut gears are available and in stock at SCCA-E or your local CSR.

AccelRaceTek's New Semi-Trailer Stacker

.AccelRaceTek has a new (at least new to them) semi stacker trailer to better support SpecRacers and Prototype drivers. The Accel team modified the trailer to hold a total of 8 SpecRacers. The trailer has a rear lift gate for easy loading of both levels. The trailer also has a ton of space that enables us to bring additional support equipment to the track.



New Semi-Trailer with Tent



*Semi-Trailer with
Two Levels 2X4 Cars*

AccelRaceTek typically brings the following equipment/supplies to the track. The equipment we bring is available to all teams not just our customers. If you need something just stop by and we will try to help.

1. Welder - MIG Welder and square tubing.
2. Hydraulic press - To press bearings in and out
3. Portable Ram - To bend back bodies and frame bars.
4. Diagnostic Equipment - Compression, leak down, exhaust gas in radiator, fuel pressure, and all other typical test equipment.
5. Electronics Kit - Wire, terminals, soldering tools, and other stuff to fix wiring.
6. Numbers - We bring multiple sets and different colors of 10" numbers.
7. Class Stickers - Class decals for SRF3 and prototypes
8. Vinyl Cutter - Some of the bigger race weekends we bring a vinyl cutter and different colors of vinyl.
9. Scales - Alignment scales and toe alignment bars.
10. Spare parts - Most the spare parts needed for a SpecRacer Ford.

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NOTES from the ARCHIVE - THE ERMINI



Orr's Ermini at Stockton in 1957

During the early 1950's, MG TCs and TDs dominated the grids of sports car races throughout the country. Gradually as interest in the sport grew, more brand names began to appear at races particularly in the under 1500cc engine size class. Many of the cars came from small, specialist Italian manufacturers including Siata, Giaur, Nardi, Volpini, Bandini, Moretti and Abarth. These cars became known as the "Etceterinis", a catch all name for these types of Italian sports cars.

One such car, the Ermini, made a brief appearance on the west coast in the later part of the 1950's but soon disappeared. However, this one car had a lasting affect on sports car racing in a unique way which we will discover after a brief look at the Ermini's history.

Like many other car enthusiasts of the 1920s and 1930s, Pasquino Ermini was involved in racing as a driver and mechanic specifically with Bugatti and Talbot. Of course World War II interrupted everyone's peace time careers which were redirected towards the production of vehicles and material for the war effort. Once the war concluded, Ermini returned to his first love



The Ermini (background on trailer) at Bill Breeze's Sports Car Center 1956

or 1431 cc, four-cylinder twin cam engine. Equipped with the larger engine, the type 357 competed in the 1956 and 1957 Mille Miglia. In 1958, Ermini passed away which meant the end of manufacture of these stylish, fast and advanced little cars..



Orr raced the Ermini at Stockton in 1957, finishing 9th

of cars and built his first car based on a Fiat 1100 chassis and Alfa Romeo 2500 engine. He raced this creation in several events but decided to produce his next car of his own design for the very popular 1100 cc competition class.

In 1947, instead of sourcing an engine, Ermini designed his own twin cam unit with a capacity of 1094cc, one of the first twin cam engines in the 1100cc class. It was an immediate success and was sold to many competitors for installation in a wide variety of cars. In 1949, Ermini began building complete cars with his engine, a Gilco tubular chassis and body by Tofani. The car sold very well, so much so, Ermini contracted with Motto, Morelli, Scaglietti, Frua and Michelotti to also supply bodies. In all, Ermini built approximately 39 cars, mostly with his 1100cc engine for sport cars along with a couple of coupe bodies.

In 1955, Ermini built what would be his last model - the type 357 barchetta. The shapely Scaglietti designed sports car looked very much like a smaller version Ferrari 121 LM and could be purchased with either an 1100cc

The Ermini made its way to the U.S. via New York importer Tony Pompeo who raced the Type 357 1100cc at the 1955 Nassau Speed Week. Pompeo raced the car in two events finishing 4th and 2nd in class. Also competing at Nassau was James Orr, one of several San Francisco Region and west coast racers attending the event. While at the Bahamas Speed Week in 1955 as part of the "California Gang" (Orr, Harry Banta, Phil Hill, Jack McAfee, Jim and Marion Lowe, Lou Brero Sr. and Jr.) he spotted a really good looking sports car which upon further investigation turned out to be an Ermini model 357. Orr was smitten with the car and bought it from its driver/owner, Antonio Pompeo. After the races, Orr shipped his Devin Panhard and the Ermini back to Kentfield.



The Ermini ready for transport to another race. Orr's daughter stands next to the car.

One month later he drove the car in a race at Torrey Pines but suffered a DNF then did not use the car again until August 1956 at the Arcata Road Races. While he took the car to the event, he ended up driving his Devin Panhard in the race. This is where the Ermini story takes a turn and becomes a part of west coast sports car history. James Orr was one of Bill Devin's early customers and good friends, acquiring a Devin Panhard racer which he had great success with, winning the 1956 H Modified National Championship.

Between those two events, Orr agreed to loan the car to his friend Bill Devin who loved the body style of the Scaglietti designed Ermini. Devin wanted to expand his product line and felt the Ermini was the ideal car to use as a "plug" to make molds from

for his new body. The first advertisement appeared in the November issue of Sports Car Illustrated magazine priced at \$295. Not long after, Devin introduced a larger version of this body which he called the Devin SS and it became his best known product.

Orr sold the Ermini in 1957 to Lew Florence of Washington State who raced it for a bit then sold it to another owner who also raced it but eventually the car disappeared from sight for several decades. It wasn't until 2018 the car resurfaced again, in of all places, the San Francisco Area. Seems the Ermini had found its way back to Italy at some point but was stored, gradually wasting away. On one of his many trips to Italy, a local restoration shop owner found the car, purchased it and brought it back to the Bay Area for restoration. Hopefully in the near future, we will see this beautiful example of a rare "Etceterini" back on the track.



Lew Florence in the Ermini at Bremerton Airport (WA) 1957

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THUNDERHILL REPORT

BY DAVID VODDEN

As we approach October it is appropriate to remind everyone that Thunderhill Park held its first SFR/SCCA Race on Halloween weekend in 1993. It was a big deal, a big event and the beginning of a boom in road track construction across the country. Once Clubs and wealthy racer-people saw that it could be done many set out to do what we did in very imaginative ways. The list of new road tracks that came on-line after us is impressive. Most are still going. Some are not.

That was 26 years ago and leads me to say that everyone with an SCCA race car on the West Coast that is not racing at Buttonwillow in their PCRRRC the same weekend, should be at Thunderhill Park to race and celebrate the existence of a track built especially for them. It is a BIG PARTY with the best dinner of the season on Saturday night with championships decided, friends made and plans started for the 2020 racing season under the Club banner. Special features include a day of testing on Thursday the 24th of October. Two days of on-track fun on the 3-mile and the big finale on the 5-mile course all day Sunday. The 5-mile track is a hoot! Anyone who says otherwise just has not figured it out and blames their discomfort on their not having mastered the many challenges that this one-of-kind road course offers. The proof of this comes when you ask anyone who has raced it several times and come to really like the 5-mile. You can see the sense of achievement glowing from their face because they can now drive the 5-miles of Thunderhill, fast and well! And, it was not an easy task. All great achievement comes with great rewards. Come race October 24-27 and end your year of SCCA racing at the biggest party ever at Thunderhill Park. It will be fun!

I am pleased to report that by the time you read this the Thunderhill Properties Foundation will be up and running. This, 501 C-3 entity, will enable the track to provide educational and recreational opportunities for adults, young and old, in the areas of car control, safety, scholarships and much more. It is common in our industry for entities such as ours to have a Foundation set up to do benevolent acts that are deemed serving the needs of our public. Local community outreach, high school scholarships, training programs and much more will appear on the docket of our Foundation in the years ahead. Funds donated to the Thunderhill Properties Foundation will be tax deductible as charitable contributions. Straight donations, bequests and fund-raising programs are all ways to fund the Foundation. Think about what you can do to help our Foundation start up and sustain its benevolent activities within our sphere of influence.

Another item moving to the forefront at Thunderhill is our new gasoline

station. After over two decades of dispensing gasoline at Thunderhill Park we have entered into an agreement with Mark Paul of Paul Oil to remodel our station. This \$180k project will give us six pumping nozzles serving 91, 96, and 100-octane unleaded fuels as well as 110 octane leaded fuel. SUNOCO remains the supplier. The project will break ground the week after this year's 25 Hours of Thunderhill/NASA event and take about three weeks to complete. The investment required will take some time to recover but the service will be immediately better for you!

Please think about how you can take advantage of the many tracks and skid pads at Thunderhill from the end of the SCCA race season until the season opener in 2020 set for at Sonoma Raceway. The 2020 Thunderhill Park schedule for the Club starts on March 14-15 and includes May 23-24 and ends October 23-25 with the BIG SEASON Finale-party! Race them all!

If you have a passion for what we do and you would be interested in making a big difference in the race program in 2020 for the Club,

consider providing a championship fund for the drivers who earn points at the Thunderhill Park races. This would be a championship within a championship. I have done this in the past with the goal of making the Club races at Thunderhill the premier races on the schedule. It does work. Support for this promotion could also include contingencies if that works better for you. Call me, and let's make the 2020 Thunderhill Park SCCA racing "series" a big deal for all!

You can reach Thunderhill Park for any reason by calling 530-934-5588 Ext 101, 103, 105 and 107.

Access the track web page at www.thunderhill.com. If you would like to receive our monthly e-mail news letter send your e-mail address to stuart.seitz@gmail.com or me at dvodden@thunderhill.com.

See you at the season finale at Thunderhill Park October 23-25!!

FANTASY JUNCTION



Alfa Romeo '61 Giulietta Sprint Speciale	Alfa Romeo '66 GTA Stradale Racecar
Aston Martin '57 DBR2 Recreation	Alfa Romeo '64 2600 Spider by Touring
Ferrari '59 250 GT	Aston Martin '67 DB6 Mk.I Volante
Ferrari '85 400GT i	Brabham '66 BT-18 Formula B
Ferrari '90 Testarossa	Bugatti '31 Type 46 'Superprofile' Coupe
Ferrari '69 365 GTC	Ferrari '86 Testarossa
Ferrari '71 365 GTB/4 Daytona	Ferrari '93 348 tb Series Special
Lamborghini '76 Countach LP400 Periscopica	Fiat '53 Topolino 500C Transformabile
Lamborghini '83 Countach LP500S	Ford '05 GT
Lamborghini '67 400GT	Jaguar '54 XK120 Roadster
Lancia '52 Aurelia B52 Vignale Coupe	Jaguar '66 C-Type Proteus Recreation
Lancia '67 Fulvia Zagato 1.3 Sport	Maserati '59 3500 GT Coupe
Lancia '68 Flaminia Super Sport Zagato 2.8 3C	Maserati '74 Bora
Lotus '66 Cortina Race/Rally/Street	Maserati '77 Bora 4.9
Mercedes-Benz '69 280SL	Maserati '71 Ghibli
Mercedes-Benz '70 280SL	Morgan '05 V6 Roadster
Mercedes-Benz '57 300SL Roadster	Porsche '94 964 Speedster
Porsche '73 911 Carrera RS Coupe	Porsche '87 962
Porsche '88 Turbo Slantnose Cabriolet	Porsche '86 930 Turbo
	Sadler-Meyer '59 Special
	Scarab '58 MK II Recreation

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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. \$45,000 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, HMSCA 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. Loflin/Philips GT1 tube frame, raced mid-80's Trans Am Series. No engine, trans, body, fuel cell, has exhaust system, stock products quick change, full fire system, NASCAR Modine radiator and oil cooler, 16x12.5 on 5 hubs, Durlite alloy rims, 4 fronts 2 rears, Lockheed 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. 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 FordGen2- 2004 Ready to race! Professionally maintained and very well sorted. Chassis completely rebuilt in 2012: new fuel cell, new clutch, new complete belly pans, frame painted with Rust Bullet, shocks rebuilt, all new heims and suspension bushings. 2012 Complete chassis reset- paint, heims, bushings- cleanest SRF on the planet! Includes tons of spares: 3 sets wheels and tires, quick jack, complete bolt on string bars for alignments, quick disconnect steering wheel, hot lap timing set, Butler racing seat upgrade, fire system, 2 sets brake pads, suspension spares, dynamic number system, oil filter, fuel filter, and spark plugs/plug wire set. Please email for extensive photo package. \$13,500 OBO, James "Coch" 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



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@amtmets.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 roll cage 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 Quicke 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/WTgauges, AFR gauge. Brand new Shroth harness. Very light. No expense spared during the build. Perfect NA car for SMT (SCCA) or SM (NASA). Comes with extra set of wheels/tires & other extras. More pix available. \$11000. Al Gjedsted alangj@comcast.net 1812



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



For Sale 1987 Porsche 944 Track Car. Orange/Blue Gulf livery. Built to SPEC 944 specifications. 2.5 liter 4 cylinder engine. Upgraded suspension. Hawk Blue pads with steel braided brake lines. Auto Power roll cage and seat brace. Kirkey race seats with cam lock harness. Toyo Proxy RR 225/50R15 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 tdryan1970@gmail.com 1810



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. 1703

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; noahgreyracing@gmail.com 1710



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



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

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 1610



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

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1999 SM for sale/TPD Trailer combo Race winning car. Refreshed for 2014 Runoffs. Top 10 at the Runoffs. Stored since. Great spares. 3 sets of wheels. Drago motor. Will part with 24ft fully load 2012 TPD with every option as package. 18K for car + spares. 35K for both.

Email for build sheet for trailer or more info on car. Located in Pleasanton.

Barretttilley@hotmail.com 1701

TRAILER/TOW



2007 Pace Shadow Ramp Stacker, Bumper, Pull 3 Dexter 6k axels, all wheel brakes, 25 ft box, 5 ft tongue, Double side doors 58" w x 80" total, 20 ft awning, needs new cover, floor to ceiling 105", 81" between wheel wells, rear ramp 98" + 18" extension, 4" beavertail, includes new 5500w Generac portable generator. \$12,500.00 obo. Larry 707-462-9088 1610

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 Craftsman 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

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FOR SALE (2) Complete WISEMANN 5-Speed Gearboxes With Tons of Spares Included!!!

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 - Approximately 30+ Gear sets.
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- Contact: Michelle Nagai (916) 709-9668
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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



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

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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. 11HPrrhiett@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" Rear 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, showroom, 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 todvodden@thunderhill.com

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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 izyzsanchez78@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. 1808

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

RACE CAR RENTALS

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

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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.
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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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TRACKSIDE SERVICE: Bulldog Motorsports offers Formula Enterprise full trackside support. Join in on the fun of one of the most affordable/ fastest classes in SCCA. The Spec Class with class. Bulldog Motorsports is the place for full CSR support. Call Jason at (209) 892-5747.

SPEC RACER FORDS: Available for nationals, regionals, schools & test days. Well equipped with data acquisition, video, and radios. Enthusiastic crew to help a beginner get started in SCCA racing or setup a car to a more experienced driver's specifications. Dave Harriman (408)507-1531 dave@specracer.com

JOB'S

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!

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 then 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.

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 you 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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