



The wheel[®]



VOL. 61 | FEBRUARY 2020

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



Fresno Chapter

Solo

p. 8

SFR Regional
Races 1 & 2

p. 10

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FEBRUARY 2020

Above: #17 Kevin Mitz in his Stohr WF1 rounds turn two

Cover #71 Jerry Aplant, #55 Stephen Controulis, and #83 Steven Cento all race into the carousel

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

SAN FRANCISCO REGION SCCA

REGION OFFICE

MAILING ADDRESS

PO Box 308, Willows, CA 95988

LOCATION

5250 Hwy 162, Willows, CA 95988
 530 934 4455
 530 934 7275 fax
 office@sfrscca.org

BOARD OF DIRECTORS

TIM SULLIVAN Regional Executive
 Timbo0724@msn.com

LINDA ROGASKI Secretary
 lrogaski@hotmail.com

BLAKE TATUM Director
 wheel@sfrscca.org

R.J. GORDY Director
 rjgoldstar@sbcglobal.net

BEN FRENCH Director
 FrenchB@arc.losrios.edu

DAVID VODDEN, Director
 dvodden@thunderhill.com

SETH REID Director
 reidseth@gmail.com



PUBLISHER: THE WHEEL PUBLICATIONS

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

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

CONTRIBUTING WRITERS Blake Tatum, David Vodden, Tim Sullivan, Bruce Richardson, Paul Newton, Lynne Hunting, Katie Elder, Norm Marshall, Eric Little

CONTRIBUTING PHOTOGRAPHERS & ARTISTS Mike DiCarlo, Anothony Topalian, Lynne Hunting, Richard Gordon

POSTMASTER, Please send address changes to:

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

The Wheel • ISSN 0888-1103 • USPS 0625-160 • is published monthly for \$15 per year for the San Francisco Region of the Sports Car Club of America, 5250 Hwy 162, Willows, California 95988. Periodicals Postage paid at Willows, CA and at additional mailing offices.

CALENDAR

2020 FRESNO CHAPTER SOLO SCHEDULE

Event 3 - **March 1***
Event 4 - **March 28***
Event 5 - **March 29***
Event 6 - **May 23****

Event 7 - **May 24****
Event 8 - **June 13***
Event 9 - **June 14***
Event 10 - **July 25***

Event 11 - **Aug 29***
Event 12 - **TBD Oct*****
Event 13 - **Nov 14***
Event 14 - **Nov 15***

*Held at Fresno Fairgrounds
**Crows Landing
***Buttonwillow Kart Track
www.FresnoSCCA.com

SAN FRANCISCO REGION'S 2020 SOLO II CHAMPIONSHIP SCHEDULE

March 7 - Starting Line School and test and tune

March 8 - Round 3

April 17-18 - National Pro Solo

April 25-26 - SFR Event running with AAS

May 23-24 - SFR/Fresno/Sac joint regional's

June 20-21 - SFR Event

July 25-26 - SFR Event

October 3 - SFR Event OR test and tune

October 4 - SFR Event

November 7-8 - SFR Event

Note: All of our currently planned events are at Crows Landing. The rumors are true, Marina is effectively closed for autocross effective immediately as a drone company has obtained a use permit that involves putting a building up on the tarmac.

SACRAMENTO SOLO SCHEDULE

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

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

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

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



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2020

2020 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

MARCH 14-15

DOUBLE REGIONAL 3&4 – THUNDERHILL

APRIL 3-5

SCCA MAJORS WEATHERTECH RACEWAY LAGUNA SECA

APRIL 30-MAY 3*

SVRA/TRANSAM WEATHERTECH RACEWAY LAGUNA SECA (FULL SUPPORT)

MAY 23-24

REGIONAL 5&6 – THUNDERHILL

JUNE 6-7

DOUBLE REGIONAL 7&8 – THUNDERHILL

JUNE 26-28

DOUBLE REGIONAL 9&10 AND TEST DAY SONOMA RACEWAY

JULY 24-26

FERRARI CHALLENGE WEATHERTECH RACEWAY LAGUNA SECA (LIMITED SUPPORT)

JULY 31-AUG 2

REGIONAL 11&12 WEATHERTECH RACEWAY LAGUNA SECA + TEST DAY

AUGUST 8-9*

PRE-REUNION WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 13-16*

REUNION WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 29-30

DOUBLE REGIONAL 13&14 WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 10-13*

IMSA WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 17-20*

INDY CAR WEATHERTECH RACEWAY LAGUNA SECA

OCTOBER 23-25

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Hi All,

Here we are already in February! We already have our first Regional Race weekend behind us. While Attendance was light on Sunday, we did have quite a few cars show up to race. We had to combine the open wheel cars due to low counts in Groups 2 & 4. While not optimal, we really couldn't have a race Group with 2 cars only. Thanks to all the competitors for putting up with the change. We also had a

Formula Group join us. Brent Morgan, from Exclusive Racing brought 11 cars for our weekend. He will be joining us quite a few times this year. We also had quite a few new Volunteers. We also had a couple of Drivers volunteer. As always, they were welcomed by all, and I believe we will see them back again. Bernie Novack brought in three new people, we had a new person working with Jess in the Course Marshalling team, and a new person working on the E Crew courtesy of Jennifer Bicket. Our new Course Marshall was also there, and did a great job, including assisting with Social.

Moving forward to Regionals 3 & 4 in March (at Thunderhill), we will run 7 race Groups. I am hoping to see more big and small bores showing up. If you have a car for these groups, bring it on out! On Saturday, we will have dinner for all, and it should be a good one. Jim at Thunderhill will be preparing his Corned Beef St Patty's Day feast again!

By the time you read this, Drivers School will have come and gone. As of this writing, we have about 33 students this year. Not as many as in years past, but I am sure the new novices will join us during the rest of the year.

As we did last year, hotel rooms will be available at a flat rate of \$100 per night at Laguna Seca events. All the events are open for

registration on Motorsports Reg. Our April Majors is already full! If the event shows you on a "wait list" for a room, let the office know. If possible, we may be able to get more rooms, if we have ample notice of attendance. For example, for the April Majors, the Colton Inn has asked us to provide a rooming list the first week in March.

We will be having some prototype exhibitions this year at Laguna as well. Bruce Richardson has put together a Spec Racer Ford-E. The E meaning "electric". The goal is to have this as a class in 2021, with exhibitions at Laguna this year. This seems exciting! He says they have the performance of a 3rd gen SRF. Keep your eyes open for this!

The new forward-facing camera rule was in effect at our February races. All Drivers had them, and footage was requested in one instance. Thanks to all for complying with this. Another new rule in the GCR is the "rain light" provision. There has been some confusion, but the official word from Allen Davis is that they need to be operational. They only need to be on if the SOM calls a "rain" race. I wanted to make sure this was clarified.

As an update, David Vodden has resigned his position as a member of our Regional Board of Directors. David has indicated he still will offer advice as needed. David has been a valued member of the Board for the past 2+ years. I hope to be able to have the name of his replacement by the next issue.

We are in the process of getting Run Group representatives in place. If you have an interest in being a part of this, let us know. We are also still looking for someone to take over as Social Chief. The focus is on Laguna Seca. We do have all the food caterers in place. It would involve coordinating beverages as well as making sure the caterers are taken care of. If you are interested, please let us know. We do have some volunteers but are still in need of a Chief.

As always, feel free to send any questions or ideas to me. Hope to see all at Drivers School and the March Regionals!

Tim





Life has a way of being very unpredictable. One moment you can be on top of the world and the next the world can be on top of you.

SCCA racer extraordinaire Bob Bradfield had just won his 12th regional championship. The last two championships while driving a Miata in two of the most competitive classes in SCCA

racing. During the 2019 season finale he raced in six different races and won them all. Unbeknownst to him he was going to be selected as the San Francisco Region driver of the year. Here he was riding a wave of success on top of the world and then it all came to an end. Bob tragically lost his life in a freak bicycle accident in Santa Cruz.

Bob Bradfield was a big broad shouldered man. He had a bright red complexion that seemed to always be the place holder for a giant smile. He carried himself with confidence yet he never came across as arrogant. Bob was a racing junky and loved to share his passion with those around him. He loved cars and going fast in them. Ever since he was a very young man cars were his passion. He had toy cars as a kid that filled his automotive fantasies. He was enamored with the speed and sound when his mother took him to his first automobile race. When Bob turned 16 he was at the DMV at 8:00 am to take the test. One of Bob's first cars was his mother's Volvo station wagon. Not exactly the car of choice for a car enthusiast. But when you are given lemons you make lemonade. Bob sought out the help of Bruce Ackerman who just happened to be one of the countries experts on making Volkswagens go fast. Before long Bob had a pair of Webers fitted on the Volvo and a suspension upgrade. The freeways off ramps in the bay area were never the same. When given the chance Bob used the back roads of the Berkley hills as his own personal training facility.



Bob had two major influences in his car life, his father and Bruce Ackerman. His father was crazy about cars too. He would constantly quiz Bob about cars. Bob and his dad loved researching off brand makes and models of cars. Bob collected everything he could about cars he simply could not get enough information especially when it came to car racing. Bruce Ackerman not only helped Bob with his Volvo he taught Bob a lot about how to drive a racecar. Bruce taught Bob how to late brake, how to drive the late apex, how he could drive at the limit yet still be very safe.

Bob's cars were known for two things, the Bobcat Bicycles windshield sticker and the big Rusty's Repair Logo on the side. The Rusty's logo was there because Bob's main partner in racing was his friend Rusty Carl. Bob and Rusty met in 2002 at Laguna Seca. Rusty was there racing with his son and Bob came up to Rusty's well equipped trailer to see if Rusty could weld up something on his RX7. Once the repair was done the two men started talking and they soon realize they here were neighbors.

Rusty had an extensive racing background that included NASCAR Southwest Tour, Improved Touring championships with his son at the Wheel, and even Motorcycle racing. He jokes that had quit motorcycle racing because it was too expensive so he started racing cars. Rusty even met his wife through racing.

Finding a neighbor like Rusty that shares your hobby is like finding a long lost brother. Soon Bob was parking his race car at Rusty's shop. Rusty enjoyed working on Bob's car and got his racing fix through Bob. His philosophy was that the race was either won or lost in the shop. He took pride in the preparation and maintenance of Bob's racecar. Rusty made sure the car could win and Bob made sure the car did win.

Bob was larger than life. He had friends in all walks of life. People were just naturally attracted to him. Bob was very competitive. While on the track he could be banging doors with you on the track but at the end of the day he would be the first one to buy you beer.

Bob won 12 SCCA regional Championships and a NASA championship in 2007. He ran two classes and they attended every single race. If there was a test day before the race they would do that too. They spent a lot of time at the race track. Bob would always have to do every single sessions of every race. This kind of iron man mentality prompted them to enter the 25 hours race at Thunderhill. Rusty prodded Bob to try to do the race by himself. Bob took on the challenge partially because one of Bob's employees had just competed in a 24 hour bicycle race. Rusty agreed to fuel the car every hour as required by the rules and Bob agreed to drive.

Bob made it to the 16 hour mark and had to take a break. Bob rested for a short time but his competitive spirit would not let him throw in the towel. After a brief rest Bob strapped the helmet back on and climbed in the RX7. He ended up doing 21 hours of the 25 hours race!

Bob's car of choice was a Mazda RX7. He raced two different Rx7s. Bob liked to name his race cars and the first one was called Grandma. This car was used for a lot of NASA racing events and HPDE events. He eventually sold that car and replaced it with a newer fresher car. This car, named Clownie, was stolen from alongside Rusty's shop one Saturday morning. They did recover some remnants of the car that was basically cut up into pieces. The totaled out trailer and the skeleton of the car were recovered in the Santa Cruz Mountains. A local car thief was eventually arrested in the area on a probation violation, which was of little consequence to Bob and Rusty. The loss of the RX7 meant that the two of them would reload and attack racing with a new car. This time they brought a Mazda Miata. The Miata meant they had to change classes and compete in two of the most subscribed classes in SCCA racing. Of course that did not bother Bob and Rusty, they just won two championships (ITA and SMT). In 31 starts they had 22 wins, 7- second place finishes, 1 third place finish, and one race where they did not finish.

A person cannot race cars everyday of his life so they do need something else to keep them occupied. Bob's other passion was mountain biking. Living in Aptos provided plenty of trails and places to enjoy mountain biking. His passion for biking lead to him opening up his bike shop named BOBCAT bicycles. The story behind the name was that Bob had a friend nickname El Gato, which is Spanish for cat. When you combine the two you get Bobcat. Being on the bikes meant Bob spent a lot of time outdoors and it was outdoors where he met his wife Annie.

Annie's passion is riding horses. One day Bob was riding his bike with a friend. They were sitting at the trail head when the friend noticed Annie putting a bridle on her horse. When Annie was done she gave the horse a kiss on the



CONTINUED ON PAGE 24

Fresno Chapter Roaring into the '20s



William Marlow in his STS Honda CRX

The weekend of January 25 and 26 marked new beginnings for the Fresno SCCA. Not only did it mark the beginning of a new decade for the Fresno Autocross faithful,

but it brought a fresh crop of eager drivers looking to make their first mark on the world of motorsports.

Milder weather in the Central Valley arrived just in time to greet Performance Driving School students and instructors with a pleasant Saturday. The action heated up as 35 new and returning drivers took to the five stations representing different parts of an autocross course expertly designed by event chair Brandon Griggs. Participants pushed their cars (and tires!) to the limit weaving through slaloms and slipping around the skid pad in preparation for what awaited them the following day, as Sunday's Autocross Event 1 capped off the weekend.

Despite overnight rain, and a drenched course, drivers arrived in droves, more than 90-strong, to kick off the 2020 Fresno SCCA autocross season with one of the largest and deepest fields seen at a Fresno event in recent history. Event chair Ric Quinonez made excellent use of the space, enlarging the paddock area without sacrificing much course space in order to facilitate the huge group and keep things moving on a well-liked, flowing course. Changing conditions kept things interesting throughout the day and the top drivers rose to the challenge.

As skies cleared, and pavement dried, top time dropped and dropped repeatedly throughout the day. A dry line started to form



Mikey Bringetto in his 1985 Toyota Corolla

during heat 1, but just

as times started to come down, so did the raindrops, as another brief drizzle put a damper on fast times. Brandon Griggs in an STR NB Miata stood in the top spot at the conclusion of the first heat, putting in a solid 40.455 on his final run as the rain increased. Conditions were ideal for the front-drive hatches as Rob Krider's HS Fiesta ST and Manfred Oesting's FP Mini held podium positions at this point with a pack of CAM cars struggling to get the power down.

Rain ceased just before heat 2 rolled off, and the battle for top time ramped up to a new level. Paul Newton, driving the AS Lotus Elise, was the first to set a lap below the 40-second mark. This high mark was short lived, as Justin Tang's CSP Miata on slick tires hooked up allowing him to take over the lead on the next run. Jimmy Au-Yeung in his STU Evo overcame cone trouble to take the top spot on his third run. With conditions improving by the minute, Au-Yeung, Tang, and Newton traded the top spot nearly every time one crossed the line, with times falling into the 38s, then 37s. Au-Yeung sat first at the conclusion of the second heat, with top time having dropped to a 36.896. Jake Harris, driving a BS WRX STI, put in a monster run on his last turn, improving by 2.3 seconds and slotting into second place.

Sunlight finally began to pierce the clouds at the beginning of heat 3, just in time for the Modified and Street Modified cars to take their turns. The drivers may have been a little too eager to tackle the newly dry track, as cones and DNFs plagued the fastest cars. National karting champion Cody Hodgson, driving an EM Volkswagen Beetle, coned away his first three runs, but managed to pull it together just in time on his final run to displace Au-Yeung from the top time spot by 4 tenths, Hodgson set down a 36.446 second run that would not be topped as he claimed top time of the day honors at his very first Fresno SCCA event. Au-Yeung wound up second, followed by Harris taking the final spot on the overall podium. Gary Ratliffe, co-driving the EM VW, took fourth spot, ahead of Newton and Tang. William Marlow (STS CRX) and Gregory McNair (BM 1972 Crossle) finished seventh and eighth. Eileen Blando, who co-drove with Au-Yeung, and Ken Vaughn's CSP Miata rounded out the top ten.

PAX was a very different story, as Jake Harris's hero run vaulted him to the top PAX position,



Neil Hodgson in his VW Dune Buggy

which he would not relinquish for the remainder of the day. William Marlow took second, barely edging Paul Newton and Jimmy Au-Yeung by mere fractions. Ricardo Quinonez (SSC FRS) used the secrets he built into his course to crack the top five. The Cadiente family put both their drivers in the top ten, with son Joshua placing sixth and father Richard placing eighth with the pair switching to the ES MR2 for 2020, with only Eileen Blando sneaking between them in seventh. Dave Warner picked up ninth in a BS BMW M2 and Tyler Bandy put in an electrifying drive in an HS Honda Accord Hybrid to finish in 10th.

In the PAX-adjusted Index class, Newton took home top honors with a very slight advantage over Au-Yeung with Joshua Cadiente third. Blando put in a scratch time that would have won the class, but a cone call negated that and placed her fourth in the tight field. Bandy took fifth ahead of Al Andersen in a VW GTI, Audrey Tan co-driving the Elise, and Topalian brothers Jayman and Anthony, driving a Fiat 500 and Corvette respectively.

Novice class saw a massive field of 16 competitors, mainly driving school participants, but with some new faces mixed in. Albert Sanchez III and his ASP BMW 335is annihilated a set of tires Saturday, but a quick trip to Les Schwab had him back in action in time to take the win on Sunday. Sanchez set down two quick DNFs to begin his day,



Carl Sing in his Ford Mustang



Amy Armes in a 2001 Subaru Impreza

DNFs, managed to find the course on his final run in his 2008 Civic and set down a lap good enough for third.

While Amy Armes is no stranger to the Fresno SCCA, she did make her driving debut on Sunday in Rufus Connell's Subaru Impreza RS, scoring 4th place in Novice in the process. Dylan Myers took fifth in a Fiesta ST followed by Kelsey Stoltenberg in her BMW 228i, local kart racer Derek Morton in a 2002 Miata, Mattias Hembruch (Kia Stinger), Tom Sorenson (Mustang), and Jake Fagundes (Camaro) in the top ten. 2019 Volunteer of the Year Franchiseur Shelton (Elantra) placed 11th, with Jayson Brinkley (Impreza Sport), Jacqueline Yau (WRX), Malcolm Gibson (NC MX-5), Denise Huffman (Mustang), and Bradley Estes (Mustang) rounded out the field. With novices running in all heats, rain may have played a factor in the final outcome.

Street class saw a packed field in FS, where six drivers competed, but three mustangs topped the standings. Gary Fazekas took first in the 2019 by six tenths over Chris Rodriguez in the 2018 with Corky Schroeder's 2006 placing third. Brenda Johns took fourth in an M3, followed by Jerod Davis (Camaro) and Kendall Brock (Mustang GT). Pamela Schroeder ran unopposed in FSL. Three drivers contested

ES with Richard Cadiente in the MR2 taking the top spot over Miata drivers Gary Lieb and Dennis Feasel, in that order. Brad Dawson took the win with his WRX in DS, besting Jacqueline Vazquez by less than a second in her FRS. Jake Harris took the win



Keerat Riar in his Audi RS7

in BS over Dave Warner in a battle that saw the lead swap multiple times. Rob Krider claimed HS over Raymond Barragan, who was driving a Focus SVT. Keith Bullock ran alone in AS in the Corvette, as did Brett Sliakis in CS (ND MX-5).

All Street Touring drivers ran alone in their classes, as Charles Watson in STH (WRX), Brandon Griggs in STR, William Marlow in STS, Kyle Matsumura in STU (G35), and German Pulido in STX (FRS) had no one to play with. Nor did Ricardo Quinonez in SSC. The party was in the CAM category where eight Mustang drivers competed in CAM-C. Troy Jennings took the top spot among them in his 2014 Mustang GT. He held a two second margin over Carl Sing's 2014 Mustang as Sing struggled to keep away from the pylons. Leon Weinroth took the

but found the course quickly enough to lay down a solid final lap and steal the win. Joshua Vidal in a 2004 Miata improved quickly after missing a gate on run 1 to take second, while Ulises Gutierrez, trying to rebound from three straight

third spot in a 2016 V6, ahead of Seajae Jennings, Michael Gardner, Greg Back, Richard Schmidt and Nick Rivera. The all-Corvette CAM-S class win went to Gary McDaniel, though he'll have some competition this season with George Dias, making the switch from CAM-T, taking second just half a second behind. Phillip Roberson placed third in class. With Dias not in the vintage Camaro, James West ran unopposed in CAM-T in his El Camino.

In Street Prepared, Justin Tang's flirtation with top time of the day was enough to take the CSP win, but only by half a second as second place Ken Vaughn never let Tang out of his sights. Ming Tang, also driving the



Gary Ratliff in his 1969 VW Beetle

Tang Miata, followed in third with Javier Sanchez placing fourth in his Miata. Three drivers contested DSP with Darrell Moskowitz taking top honors in a Prelude ahead

of Michael Schneider in an RX8 and Lloyd Patton in a WRX. Jeff Kindler ran alone in SSP, finding DNF trouble in his Corvette, but getting in two good runs.

Rufus Connell scored the win in SM, driving his Impreza ahead of Keerat Riar in a wild DTM-themed Audi RS7 and Michael Vodak in his RX7. Richard Jensen won a condensed SMF class in his Mini Cooper S ahead of newcomer Ulises Miguel Garzon in a CRX. Sam Johns and Karl Johns shared a Corvette in SSM with Sam taking the win by just 2 tenths, while Christian Dunn's MG placed third, though mighty underdog compared to the race-tire shod Corvette.

XP top honors went to Mikey Bringetto, who raced to the win after racing to finish his Lexus V8-powered 1985 Toyota Levin in time to compete. Kenneth Lim took second in the 1974 Celica, followed by David Haggland in a Factory Five Cobra. Manfred Oesting and his Mini ran alone in FP as did Bob Bullock in HCR class, piloting a chopped Fiat X1/9.

Cody Hodgson placed first in a five-deep EM field. His top time of the day run was enough to beat co-driver Gary Ratliff by a little over seven tenths of a second. Neil Hodgson placed third after cleaning up from three DNFs to put a solid run in with the VW dune buggy on his last try. Charles Allen and Julie Smith may have only finished 4th and 5th, but they won for the most interesting car of the day, wheeling some kind of Frankenstein monster Mustang demolition derby car. Brothers Crispen and Bennet Morgenthaler did battle in opposing DM cars; Crispen's 1960 Austin Healey Sprite came out on top ahead of Bennet's Formula Vee. Gregory McNair ran alone in BM.

Twelve more events remain in the 2020 Fresno SCCA autocross season and

we hope to see everyone again out there competing for top honors for the rest of the year!



Bob Bullock in his 1974 Fiat X1/9

2020 SFR CHAMPIONSHIP ROAD RACING SERIES REGIONAL RACES 1 & 2

The weather was dry and sunny all weekend for the season's opener races at Sonoma Raceway - one of two dates SFR will have this year. Being Super Bowl weekend was probably the reason the date was open. Despite the Forty Niners being in the game, the Worker and Driver turnout was better than expected, although Sunday's fields diminished due to wind, varying car issues and football fever.

Saturday the weather was warm with a nice breeze. The landscape benefited from the winter rains, so the hills were velvety green. The dense fog bank which greeted commuters to the track circled the track, but not on or near the track, so there were no visibility issues. The fog dissipated by mid-morning.

Sunday's weather was another story as the winds picked up ferociously. The gales and gusts brought a biting cold wind chill factor, and hand warmers were distributed to the corner workers. The flaggers also needed ballast, as the winds made flagging most difficult. Sunday was not only Super Bowl Sunday, it was Ground Hog Day and Super Palindrome Day - 02/02/2020.

Saturday's schedule called for Practice, Qualifying and Races. Sunday had Qualifying and Races, with an early end, in time to at least listen to the football game on the radio on the trip home.

The overall turnout was lighter than usual, but even with smaller fields there was some exciting racing. The formula car/open wheel turn out was so light, their two groups were combined into Group One. This was good news for some, but the lone FV entrant withdrew, not wishing to run with the larger open wheelers.

The combined Group One made for a total of five groups: one open-wheel, three closed wheel/sedans and one SRFs. Group One had its field bolstered by Brent Morgan and his Exclusive Racing Formula Series of F3 and F4 drivers from all over the country. Morgan's group of mostly young drivers will join us for several more races this year.

The schedule was revised after the new Group lineup, which gave drivers more track time and an earlier Sunday finish. The sound limit was 103db all day. Gone are the days of having to maneuver the

schedule around graduating db limits. For the most part, sound wasn't an issue all weekend - a few jeopardies and advisories. However, one driver set a New Track Record for Black Flags received before pitting - 28. Josh Sarchet, a F4 driver from Arizona was disqualified from his Saturday race and not allowed to run Sunday.

This was the first race with some new driver requirements, including forward-facing cameras installed in all cars, plus rain lights on all cars, not just formula/open wheel cars. All went well, and the video cameras were used post race.

Everyone was invited to the Saturday night tri-tip dinner in the garages, where lunches were served both days. Injured E Crew Worker, Keith Joseph, dropped by to chat and see everyone. It was good to see him up and around. The day ended with a spectacular sunset.

Gene Peters, the new Paddock Marshal and Jess Ann Link, Course Marshal Chief were selected by the Announce Crew as Worker of the Weekend.

Driver of the weekend was selected by the Flagging & Communications Crew. The winner was Will Schrader/No.87 SM Miata in Group 7 - the all Miata group. The Oregon driver had left the track for the rainy North before he learned of his honor. Schrader came in a close second in both races, behind Ken Sutherland in No.93 SM Miata; and Schrader turned the fastest lap in each race. The workers said "It was great, clean racing as he fought hard for his finishing position. And he's a great sport."

Technology can be great, helpful and innovative in motorsports ... when it works. When it doesn't, it can present challenges. It happened this weekend, but SFR rose to the challenge of MSR, the Internet and Race Hero intermittently not working properly. Overall, the disruptions affected everyone, but mainly disrupted Race Admin, Timing & Scoring and Tech.

One new thing this year - no more Novice trophies for top placing Novices.

SATURDAY REGIONAL RACE 1

Group 1

Race 1



#12 Michael Bernstein in his Piper has #41 Robert Merritt in his Star Mazda breathing down his tail pipe

The Group 1 race had 23 drivers, from nine regions across the country. The group was open to 17 classes, of which ten were represented. It had a split start. The first attempt was a NO Start, for

racing before the green. Pole Sitter Jacob Able/No.57 F3 Ligier F3 led every lap and won the race. The fastest lap - for the race and for the day was 97.970 mph, turned by runner-up Vasili Stratton/No.26 P1 Wolf, who had qualified second but started last in the first wave. As he often does, Stratton charged through the pack, and was running second by Lap 7 of the 15-lap race. After the race, Stratton was moved from second to seventh overall for passing five cars under a double standing yellow. John Manfroy/No.8 P1 2004 Prototype qualified and ran second for six laps until he broke his suspension and parked at S-F. Overall the racing was fast but relatively clean with few deviations.

Josh Sarchet/No.151 F4 2017 Ligier JS was DQ for non-compliant car and failure to obey official directions after ignoring 28 Black Flags for being too loud. Tao Takaoka/No.27 FX F S 2.0 was moved to last

in class for a non-compliant car. Otherwise it was a fast, busy race. With so many different classes, there was a wide speed disparity. Nine of the 21 finishers were on the lead lap, ten a lap down and two were two laps down. Ten drivers were from out of region including back East, down South and Brazil.

Class Winners:

F3 - Jacob Able/No.57 2017 Ligier JS; Jay Horak/No.37 2019 Ligier JS

P2 - Kevin Mitz/No.13 /Stohr WF1

FA - 41 Robert Merritt/No.41 2006 Star Elan; Troy Tinsley/No.61 2004 Elan PFM; John Ostlund/No.59 2008 Mazda Formula Atlantic

P1 - Vasili Stratton/No.26 2016 Wolf; John Manfroy/No.8 2004 Prototype

FM - Bill Weaver/No.67 1996 Star Mazda FM; Dutch Schultz/No.4 1999 Mazda Star; Bruce Semler/No.89 1999 Mazda Formula

FX - Tao Takaoka/No.27 2015 FS 2.0;



#61 Troy Tinsley, #41 Robert Merritt, and #13 Kevin Mitz all approaching turn two.

F4 - Dylan Tavella/No.14 2017 Ligier JS; Will Delarosa/No.3 2017 Ligier JS; Varum Choskey/No.19 2017 Ligier JS

FC - Scott Vreeland/No.51 2001 Van Diemen RF01

FF - Michael Bernstein/No.12 2010 Piper DF5

FS - Gennero Filice/No.21 2008 Dallara Formula ADAC

Race 1

Group 3



#31 Lynne Griffiths has #29 Mitch Marvosh stalking her.

Group 3 is one of several groups with many available classes. This field was a small group of 10 drivers in six classes. It also had a NO Start for Racing Before The Green. Eager Beavers, these drivers! Mitch Marvosh/No.29 GT2 Mustang took off and pulled away. He led every lap, turned the fastest lap of 86.903 mph, and his Margin of Victory was 37.807 seconds, ahead of Joe Montana/No.88 GT1 Ford Fusion. The two of them pulled away from the pack, and were the only two cars on the lead lap at the end of the 14-lap race. Montana won GT1 despite his spin and agriculture racing. When he pitted, he had some of that nice green grass decorating his grille. Otherwise, the race was drama-free. The front half of the field ran in place most if not all of the race. Further back there was some nice racing and passing. RE Tim Tim Sullivan/No.58 T1 Corvette was a non-starter, due to mechanical problems suffered in morning practice. All but one of the drivers finished the race, with the DNF due to mechanical problems of Benjamin Cho/No.198 T3 Porsche Boxter..

Class Winners:

GT2 - Mitch Marvosh/No.29 Mustang; Bryan MacMillan/No.44 1994 Mustang

GT1 - Joe Montana/No.88 Ford Fusion

T1 - Don Van Nortwick/No.8 2008 Mustang GT

AS - Anthony Bonino/No.06 2007 Mustang; Jeff Francis/No.98 Mustang; Lynne Griffiths/No.31 2012 Mustang GT

T3 - Eric Fulkerson/No.6 1998 Porsche Boxer; Benjamin Cho/No.198 1998 Porsche Spec Boxter

ITE - Mark Zajier/No.96 1995 Porsche 993



#29 Mitch Marvosh coming down the hill from turn 7.

Group 5

Group 5 for Alphabet Sedans had 17 drivers, with all but one from SFR, spread among four classes of a possible 18. Pole Sitter Anthony Bonino/No.06 SMG Mustang led every lap and turned the fastest race lap of 78.018 mph. He beat runner-up Jeff Francis/No.98 SMG Mustang by 1.064 minutes. Behind them a pack of about six cars had a lively race, swapping positions lap after lap. It was mostly trouble-free, with one spin and one body contact between Richard Pryor/No.27 MC Camaro and John Meyers/No.65 ITA Miata. Both continued. Prior to that, Pryor set a New Track Record of 2:00.649.

Class Winners:

SMG - Anthony Bonino/No.06 2007 Mustang; Jeff Francis/No.98 Mustang

ITA - Wa Huong/No.3 1993 Mustang; Patrick Chio/No.86 1993 Miata; Scott Smith/No.117 1996 Miata

ITX - Taylor Vance/No.17 2001 Miata; Rob Fuller/No.49 1990 Miata; Ken Short/No.171 1990 Miata

MC - Richard Pryor/No.27 2002 Camaro



#06 Anthony Bonino leads the group into turn two, he would go on to finish 1st overall and in his class.

Group 6



#64 Mike Smith and #67 Sean O'Boyle chasing after him.

Group 6 for SRF3/SRF was the last race of the day. Pole Sitter Joe Briggs/No.9 2007 SRF3 led every lap until the last few feet. Briggs and Brandon Lewis/No.66 1984 SRF3, who had been running close most of the race, came through the apex of T11 side by side. Briggs pulled ahead exiting T11 going for the finish, but was passed by Lewis at absolutely the last moment,

to take the Checkered Flag. The MOV was 0.092 - a photo finish! Lewis had started third behind Robert Breton/No.51 1992 SRF3 and those two had a nice run. Lewis passed for second on Lap Four and turned the fastest race lap of 83.392 mph. Breton ran third until Lap 10 when he pulled off mechanical in T12. Mike Smith/No.64 2000 SRF3 and Joe Viso/No.52SRF3 had a good race. Both had spins but kept racing each other, with Smith and Viso finishing in tandem. Stephen Controulis/No.55 SRF won his class, finishing behind Viso. Smith and Controulis had a come together near the end, with Smith briefly off the ground.

Class Winners:

SRF3 - Brandon Lewis/No.66 1984 SRF3; Joe Briggs/No.9 2007 SRF3; Yehia Eissa/No.16 2014 SRF3

SRF - Stephen Controulis/No.55 SRF; Bruce Richardson/No.5 Gen 2



#16 Yehia Eissa, #83 Steven Cento, and #13 Nevin Spieker exit 8A in a dogfight.



#50 Tupper Hull leads #39 Donald Ahn up into turn 2.



#53 Cole Gibson has #16 Max Minshull in his wake.



#73 Eric Jones on his way to a 3rd place finish

Group 7 for all the Miatas was the middle race of the afternoon. There were 26 drivers, with eight from three other West Coast regions. The two top finishing drivers had fun with close racing, which put on quite the show. Pole sitter Will Schrader/No.87 SM 1990 Miata would appear to be leading through T11 with Ken Sutherland/No.93 SM 1991 Miata appearing to lead exiting T11. Sutherland led most laps, from the second until the penultimate lap when Schrader took it back in T7. Then Sutherland passed back in T10 to take the win, with a MOV of only 0.122 seconds. Schrader turned the fastest race lap of 78.923 mph. Eric Jones/No.73 SM 1993 Miata ran third the entire race.

The rest of the field, who were distanced from the front trio, didn't miss out on the fun. But they were relatively orderly with few spins or offs. SMT pole sitter Wa Huang/No.3 1993 Miata and Cole Gibson/No.53 SMT 1995 Miata had a nice race, with Gibson catching Huang early on, before swapping positions. Huang fell back and Scott Smith/No.117 SMT 1996 Miata joined the fun. Gibson went on to take the class victory.

Rob Fuller/No.49 SSM 1990 Miata had the class pole, but moved forward into the SMT pack and raced with Taylor Vance/No.17 SMT 2001 Miata.

Class Winners:

- SM - Ken Sutherland/No.1991 Miata; Will Schrader/No.87 1990 Miata; Eric Jones/No.73 1993 Miata
- SMT - Cole Gibson/No.53 1995 Miata; Scott Smith/No.117 1996 Miata; Tupper Hull/No.50 1996 Miata
- SSM - Rob Fuller/No.49 1990 Miata; Ken Short/No.171 1990 Miata; Christian Lyons/No.31 1990 Miata

SUNDAY REGIONAL RACE 2

Race 2

Group 1



#13 Keving Mitz, #37 Jay Horak, #61 Troy Tinsley

Group 1 again was the only group with a split start. Eight classes were spread among twenty racers spread among eight classes, and eight DNS. The Safety Car was called out after a second lap problem in T1 with two F4 Ligiers. No one was hurt, and Gabriel Fonseca of Brazil in No.76. Ligier retired, and Varun Choskey of Atlanta in No.19 was able to continue. Pole sitter Jacob Able again won again won in his F3 Ligier, after leading every lap, with a lead of 10.242 seconds ahead of runner-up Vasili Stratton/No.26 P1 Wolf. Stratton, who qualified second, had stalled on the start, so he had some catching up to do, which he did in short order. He was back to second by Lap 7.



#26 Vasili Stratton, #57 Jacob Able, and #22 Bijoy Garg fight for room out of turn ten.

The Safety Car was dispatched when two cars hit in T7. Varun Choskey/No.19 F\$ 2017 Ligier JS was able to continue, but Gabriel Fonseca/No.76 F4 2017 Ligier JS had to be towed.

There was such a speed differential among the group, which was made up of cars previously in three separate formula groups, that only the top seven finished on the lead lap in the 17-lap race. They were so fast, it was the only group to have a 17-lap race. Driver Bill Weaver/No.67 FM Star Mazda gave his Checkered Flag to F&C Worker, Ron Branam, who was working T7.

Class Winners:

F3 - Jacob Able/No.57 2019 Ligier JS; Jay Horak/No.37 2019 Ligier JS

P1 - Vasili Stratton/No.2016 Wolf

P2 - Kevin Mitz/No.13 Stohr WF1

FA - Robert Merritt/No.41 2006 Star Race; Troy Tinsley/No.61 2004 2004 Elan; John Ostlund/No.59 2008 Mazda Formula

F4 - Dylan Tavella/No.14 2017 Ligier JS; Will Delarosa/No.3 2017 Ligier JS; Varun Choskey/No.19 2017 Ligier JS

FM - Bill Weaver/No.67 1996 Star Mazda; Dutch Schultz/No.4

FC - Scott Vreeland/No.51 2001 Van Diemen

FF - Jon Brandstad/No.44 1991 Swift

FS - Gennero Filice/No.21 2008 Dallara



#67 Bill Weaver and #4 Dutch Schultz in a hotly contested battle.



#59 John Ostlund and #61 Troy Tinsley traded places by the end of the race.

Group 3



#44 Bryan MacMillan and #8 Don Van Nortwick

The smallest race was Group 3, with four 'big bore' drivers. Pole sitter Bryan MacMillan/No.44 GT2 Mustang led for 14 laps, followed closely by Don Von Nortwick/No.8 T1 Mustang. Van Nortwick passed on the inside of T11 and went on to win overall and in T1 by 3.044 seconds. He also turned the fastest race lap of 79.009 mph. Meanwhile a bit further back, Lynne Griffiths/No.31 AS Mustang and Tim Sullivan/No.58 T1 Corvette were having their own race. Griffiths led for the first half, before Sullivan made a nice inside pass in T11. All drivers but Sullivan won their respective classes. Joe Montana was among the DNS after having transmission problems in his No.88 GT1 Ford Fusion painted like a WWII bomber, not to mention the grass he tore up Saturday.

Class Winners:

T1 - Don Van Nortwick/No.8 2008 Mustang GT; Tim Sullivan/No.58 2001 Corvette

GT2 - Bryan MacMillan/No.44 1993 Mustang

AS - Lynne Griffiths/No.31 2012 Mustang GT



#58 Timothy Sullivan

Group 5



#86 Patrick Chio has #6 Joseph Kou and #117 Scott Smith behind him.

Race 5 was the last race of the day, and had only 14 drivers of the 22-car field. The group includes 18 classes, but the field consisted of mostly ITA/ITX Miatas, plus a SSC5 Corvette and a MC (Muscle Car) Camaro. All but one drivers were from SFR. Pole sitter Wa Huong/No.3 ITA Miata pulled away from the field, which was closely packed. Everyone finished on the lead lap, except Richard Pryor, who spent his last two laps seemingly cruising on a Sunday ride, before pitting five laps shy of the 16-lap race. The race had one spin. Sullivan set a New Track Record of 1:59.077, making the only Group all weekend with a track record set each day.

Class Winners:

ITA - Wa Huong/No.3 1993 Miata; Joseph Kou/No.6 1999 Miata; Patrick Chio/No.86 1989 Miata

SSC5 - Tim Sullivan/No.58 Corvette

ITX - Rob Fuller/No.49 1990 Miata; Ken Short/No.171 1990 Miata

MC - Richard Pryor/No.27 2002 Camaro



#171 Ken Short and #80 Andrew Wozencroft



#6 Joseph Kou,, #117 Scott Smith, #86 Patrick Chio

Group 6



#51 Robert Breton in a typical SRF battle. Breton came out on top taking top honors.



#13 Nevin Spieker and #7 Bill Jordan

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Race 6 for SRFs, mostly SRF3s, was the first race of the day, right before the early lunch, and it was a frisky race. Joe Briggs/No.9 SRF3 was on pole and led until Lap 12 of the 15-lap race, until he spun in T11. Joe Viso/No.52 SRF3 went from third to take the lead, which he held for two laps. Robert Breton/No.51 SRF3 took the lead for the last lap and won by 0.178 seconds. Briggs turned the fastest race lap of 83.427 mph, and also spun in T11 while chasing Breton who had gotten past him. Breton and Sean O'Boyle/No.67 SRF3 hit near the end, but both continued as O'Boyle grazed the front straight wall. Saturday's winner, Brandon Lewis/No.66 SRF3 qualified second but spun at the start. He quickly fought his way back and ran fifth for five laps before moving up again to finish third.

Yehia Eissa/No.16 started the race off with a spin and stall in T2 on the first lap. He continued and spun again in T6. He was not having a good day. He finished a lap down, with body damage. There were more spins, and then Bruce Richardson/No.5 SRF locked his brakes coming into T11. He hit the wall hard, losing his front body work. He was not hurt. This brought out the Safety Car, but not before there was a lead change with Breton taking the lead in T2. It was fortunate lunch was scheduled after this race, as there was course cleanup and tire banding to be done.

There was friskiness and some possible body contacts in the race. The new forward-facing camera requirement proved helpful in some Steward's convos. All on-track finishers were on the lead lap. Stephen Controulis/No.55 was the top SRF. All drivers were from SFR.

Class Winners:

SRF3 - Robert Breton/No.51 1992 SRF3; Joe Viso/No.52 SRF3; Brandon Lewis/No.66 1984 SRF3

SRF - Stephen Controulis/No.55 SRF; Bruce Richardson/No.5 Gen 2



#93 Ken Sutherland, #87 Will Schrader both from Oregon took first and Second, #3 Wa Houng came in 4th overall but won his class.

Race 7 was three classes of Miatas, with 23 taking the green, and 10 not running. Ken Sutherland/No.93 had the pole and won, but he was given a run for his money by Will Schrader/No.87, who ran a close second much of the race. Schrader led twice, and turned the fastest lap of 77.632 mph. The gap between the two finishers was a mere 0.683 seconds, the second closest of the day. They were two of the four Oregon drivers who came down, and three Oregonians finished 1-2-3, with Eric Jones/No.73 finishing third.

Schrader's race both days caught the eyes of the F&C Crew, who were tasked to select the Driver of the Weekend. Qualified ninth

The SMT class had a good race. Wa Huang/No.3 SMT 1993 Miata was on pole for the class. Saturday's winner, Cole Gibson/No.53 SMT qualified ninth in class, but moved up to second in class by Lap 4, passing Tupper Hull/No.50 1996 SMT Miata, relegating Hull to third. They all maintained their positions to the finish.

Rob Fuller/No.49 1990 Miata again took the SSM honors. The fourth Oregonian, Dave Dunning/No.13, didn't fare as well. He drove into the tires at T11 on Lap 13 of the 16-lap race. The Safety Car came out; and as the course was completely blocked by all the rescue vehicles, the pack had to be led through the infield. Turn 11 had already seen a couple of spins. There was a bit of downtime after the race to do some serious course cleanup involving the E Crew and Course Marshal, who was working alone.

Class Winners:

SM - Ken Sutherland/No.93 1991 Miata; Will Schrader/No.87 1990 Miata; Eric Jones/No.73 1993 Miata

SMT - Wa Huang/No.3 1993 Miata; Cole Gibson/No.53 1995 Miata; Tupper Hull/No.50 1996 Miata

SSM - Rob Fuller/No.49 1990 Miata; Andrew Wozencroft/No.80 1993 Miata; Ken Short/No.1990 Miata



#53 Cole Gibson and #3 Wa Houng race side by Side

The next races, Regionals 3 & 4, are a two-day event at Thunderhill Raceway Park over St. Patrick's Day weekend.

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Fiberglass Repairs

Overview

The off season is a good time to repair and repaint your race car. This article will hopefully help you get your car looking like new for the upcoming race season. Fiberglass bodies are easy to repair and paint with a few tools and some time. These guidelines are for generic fiberglass repairs like a SpecRacer Ford, they are not recommended for carbon graphite repair.

Tools

The following tools and a compressor are the basics you will need to repair and paint your fiberglass body.



1. Hand Angle Grinder - A small hand grinder is recommended, a 4-1/2" grinder from your local hardware store works.

2. DA Sander - A DA (Dual Action) sander is recommended. An air drive sander works faster but an electric one will work. You can get either of these from your local hardware store.

3. Spray Gun - A low cost spray gun from Harbor Freight, the basic gun costs about \$40. These guns are great for primer and will work for finish coats too. If you really want a great finish consider a better gun for the top coats.

Materials

These are the basic materials along with paint that you will need to repair and paint your fiberglass body.



1. Polyester Resin - Use only polyester resin for SpecRacer repairs. Epoxy resin is a lot more expensive and after you use epoxy resin you cannot use polyester resin; polyester resin does not bond to epoxy resin. An example of a resin to use from Tap Plastics; http://www.tapplastics.com/product/fiberglass/polyester_resins/tap_bond_coat_laminating_polyester_resin/37

2. Fiberglass Mat - For most repairs, fiberglass mat works the best. It is held together with a bonding agent until the resin is applied. After the resin is applied, the mat bonding agent will release the fibers and it will conform to the body shape. We use the thicker or heavier mat to save time in layup. An example of a mat to use from Tap Plastics; http://www.tapplastics.com/product/fiberglass/fiberglass_fabrics/standard_glass_mat/89

Fiberglass Mat, 1.5 oz. (38" wide \$2.75 per foot)

3. Primer - A polyester primer like Evercoat's Feather Fill is a good product to use over fiberglass and is available from Summit racing for about \$90 a gallon. The polyester primer is similar to the resin used in the fiberglass step and bonds well to the base resin. It dries fast, is flexible, and doesn't shrink as much as traditional primers.

4. Body Filler - A body filler like Evercoat's "Lite Weight" filler is a good product to use and is available from Summit racing for about \$25 a gallon.

5. Sandpaper - You will need sandpaper for the angle grinder, DA sander, and some for hand sanding. A rough and medium grit of 36 and 50 are good for the angle grinder. For the DA sander to grits can be used: 80 and 220. For hand sanding grits of 36, 60, and 220 grit are required. The 220-grit paper should be wet paper to be used with flowing water remove dust. Wet paper also cuts faster than dry paper.

6. Top Coat - For a top coat we recommend using Summit Racing. The paint is of reasonable quality, good pricing and ships in a few days. You can also get your paint from a local automotive paint store but you will pay more.

7. Other Supplies - You will need cheap brushes, gloves, tack rags, and mixing buckets. You can get these from your local hardware supply store or Tap Plastics.

Repair Procedure

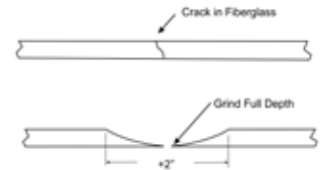
Preparation

The first step is to grind away material at the site of the cracks in the fiberglass. This is required to give the fiberglass a clean and rough surface to adhere.



Typical Fiberglass Crack in Body

Grind the cracks or repair spots using an angle disk grinder with a 25 or 36 grit wheel. Grind with the cut direction perpendicular to the direction of the crack. Grind to the full depth of the panel at the site of the crack. If you either grind the inside, outside or both. The width of the grind of the repair site should be at least 2 inches and more if in areas that have high stress like above the front wheel wells.



Cross Section of Crack Grinding

Support

If the repair area is not self-supporting, additional steps will need to be taken. An aluminum plate can be pop riveted to add support or c-clamps and a backing plate can be used. If the support has the possibility of coming into contact with the fiberglass repair, a layer of household wax paper can be used as a barrier.

Fiberglass Application

After preparing and supporting the repair, the area is ready for the application of fiberglass and resin. You will need a mixing cup, a means of measuring the catalyst, gloves, polyester resin, glass mat, and a paintbrush.

Getting setup prior to mixing the resin is important. First, cut or tare pieces of mat that match the repair areas. Different sizes of mat should be used, smaller ones will be necessary to fill the center or deeper part of the patch. Second, measure up the correct amount of resin and catalyst. Third, check to be sure everything is ready and forth, put on some gloves. Last, mix the catalyst with the resin and mix it thoroughly.

Now apply a coat of resin to the patch area. Place a piece of mat to the area and then proceed to add resin. Use the bush to work in the resin and to get out all of the bubbles. More of a poking rather than stroking action give better results. As the resin is worked into the mat, the mat will begin to release the binding agent and conform to the

shape of the panel. After the first piece of mat is fully saturated and conforms to the panel, add another piece of mat. Add as many pieces of mat as necessary to fill the repair site to a level above the original height of the repair area. Typically, you don't want to put fiberglass over paint but make an exception in this case, it will be ground off after the glass cures.

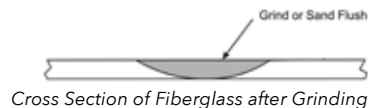


For larger fractures that need support use wax paper and a splint to hold the panel in the correct anatomical position. If the panel is curved, a bent piece of aluminum works and for flat surfaces a piece of plywood works great. For flat surfaces it is a good idea to sandwich the panel with two pieces of plywood to keep the panel straight.



Post Fiberglass Application Grinding

After the resin cures, about an hour or two, use a rough or medium grit disk grinder to remove excess fiberglass. Use the surrounding paint as a guide to the amount of grinding. Leave some excess fiberglass to be sanded later with the DA sander. If there are low spots that are not at the height of the finished panel, it is recommended that an additional layer of fiberglass be applied. If the low spots are shallow, a layer of body filler can be used but this will not add to the strength of the repair and will probably crack over time.



Pre-Primer Sanding

After the rough grinding, comes the pre-primer sanding. A dual action sander (air driven) or an orbital (electric) sander can be used. Start with rough sandpaper or a grit of 40 to 60 grit. Use this step to get the shape of the repair close to the correct anatomical shape of the body. After the shape is close to correct, go to a medium grit paper like 80 to 120 grit. This grit is used to remove the sanding marks created by the rougher grit. The marks left with the medium grit paper will be filled in with primer.



First Primer Step

After sanding, the first primer layer is applied. Clean the surface by blowing off with air to get all the dust off the panel. A polyester primer like Evercoat's Feather Fill is a good product to use and is available from Summit racing. The polyester primer is mixed up with the same proportions as the resin and uses the same catalyst. A cheap spray gun is recommended for applying this primer and as soon as you are done spraying clean the gun with Acetone. Again, measure out the primer and catalyst and a small amount of Acetone can be used to thin out the primer to spray better (about 5 to 10%). At this point, you should put on a respirator. When you are ready; mix the two, stir completely, and then transfer the mix to the gun. Apply the primer to the repaired areas of the body. Put on at least two very thick layers in the area of the repairs. It is important to clean the gun with Acetone right after you are done.



Post Primer Filler

After the primer is dry, you will see areas of imperfections that will need to be filled with body filler or Bondo. The body filler can be used to fill low areas and/or voids left in the resin process. The body filler is also a polyester based product and is similar to the fiberglass resin and primer. Almost any reasonable quality body filler will work but a good place to get it is Summit racing. Use the instructions on the product to prepare the mixture. Use a plastic spreader to apply the body filler. Apply only as much as needed; remember you will have to sand off the excess. In addition, mixing multiple smaller amounts of filler that cure faster (using more catalyst) is usually better than large batches.

Post Body Filler Sanding

After the filler is dry, the primer and body filler will need to be sanded. For this sanding step, a medium paper is used 80-120 grit. At this point, either a DA (dual action) sander, a vibrator sander, or a long board air sander can be used. The long board air sander works great for long flatter surfaces. Before sanding spray on very light coat of black or contrasting rattle can spray paint. This fogged layer will be your guide coat to sanding. As soon as the contrasting paint is sanded off, you will know you have sanded enough. Sometimes you will sand through the primer layer before sanding through the guide coat, this is typical and OK. These low spots will be filled with another coat of body filler or if they are very small or shallow, the next coat of primer might fill them.

Pre-Color Primer Step

After sanding the first primer layer, the second layer of primer is applied. Clean the entire section or panel to be painted. Use the same process to mix and spray the final coat of primer. Apply the primer to the repaired areas and the whole panel if necessary. Put on at least two thick layers in the repaired area and one over the rest. Remember to clean the gun with Acetone right after you are done.

Pre-Color Sanding Step

At the start of this step again spray on very light coat or fog of contrasting rattle can spray paint like the first primer step. For this sanding step, a finer paper is used typically 320 grit. Again, a DA (dual action) sander, a vibrator sander, or a long board air sander can be used. Another option is to use 320 grit-wet paper. Wet paper is used with water to remove the dust particles, wet sanding takes a little longer but usually give better results. After all, or most of the guide coat is sanded off, you can move on to spraying the color.

Color Spray Step

Before you spray the color layer, it is important that the surface be clean. The final surface can be cleaned with a wipe down of lacquer thinner or a good wash with soap and water. After the panel has dried, it is important to blow off and wipe down the panel with a tack rag. This will remove dust particles that might remain. After the panel is dry and clean, you can start the paint process. The best place to paint is in a clean room but good results can be had outside or under cover of an overhang. If painting outdoors is best to not paint in direct sunlight or when it is windy. Now it is time to mix up the paint to the manufacturer's specifications, put on a mask and start laying down the paint layer by layer. If you don't have a lot of experience with a spray gun it is a good idea to start spraying a test panel. The test panel could be an old body part of a piece of particle board. Put as many layers as necessary to get full coverage, typically two or three. If you plan to

CONTINUED ON PAGE 21

The Formula F Resurgence



Eric Little one of the driving forces behind FFT

Formula Fords are often referred to as mini F1 cars or little Indy cars, e.g. real race cars that react similarly to their big brothers. Iconic racers such as Mario & Michael Andretti and Ayrton Senna are among hundreds of famous race drivers that started out in, or have raced Formula Fords.

Being the oldest and foremost road racing sanctioning body in America, SCCA has run and sanctioned more FF races than all other sanctioning bodies combined. 2019 marked the 50th anniversary of Formula Ford as an SCCA class.

The competition within the FF class has always been exciting and intense at the SCCA Regional and National levels. Today many young drivers that start out in Karts are gravitating toward FF as a ladder level for economical firsthand experience of how racing one of FF's big brothers will be. The thinking is that if a starting driver does well in FF, he or she will do well as they progress to faster race cars. Also, quite frankly, the competitive level of SCCA FF racing is well known as a proving ground; if an aspiring driver can't beat the older perennial FF regulars like SFR's Denny Renfro and Chuck Horn, the chances of future success in faster cars is questionable.

The intense level of competitive FF racing within SCCA remains. However, over the past 10 years, SCCA FF fields nationwide have decreased, particularly at the regional level. Unfortunately, Ford powered cars have all but disappeared from SCCA grids. Today, across the spectrum of Modern, Club and Vintage FF cars, best estimates are that there are over 2500 FF cars in the US. The Modern cars are the least in number, with most utilizing the Honda engine, while older Club and Vintage cars are the most numerous and are predominantly Ford powered.

There have been many contributing factors as to why Ford powered cars are not participating in SCCA events at historic levels (often FF grids of the 70s & 80s were 60 cars plus). Although most Ford powered competitors are reportedly very comfortable with SCCA's highly professional race management, exceptional safety standards and benefits they don't typically enjoy from vintage race organizations, they have mostly gravitated toward running with the numerous vintage organizations around the country. Unfortunately, as the modern cars evolved and radial slick-shod Honda Fit powered cars emerged, the older Ford powered cars began to disappear from SCCA grids. The Fords were either mothballed or they moved to vintage organizations where treaded tires became the ubiquitous tire. Additionally, vintage organizations often banned modern era cars like

the Swift and newer Van Diemens, etc. and almost unanimously, the Honda powered cars were banned as well. Most vintage organizations adopted and mandated treaded tires with the Hoosier R-60 tread generally being the favored tire and brand because of its durability and favorable cost. In terms of the decreasing SCCA FF grids, these events could be described as a 10 year "Perfect Storm", highlighted by two primary causes: (treads vs slicks) and the idea that Ford powered cars couldn't compete with the Hondas.

After the 2018 season, faced with a continuing overall decline in open wheel class competitors, the San Francisco and Cal Club Regions each welcomed an approach by "Formula F The Series", (FFTS). (FFTS originated 12 years ago in California as a series for all eras of Formula Ford racers). The FFTS group has been dedicated to running slick tires since its inception and was looking for a sanctioning body that needed entrants and was open allowing slicks.

FFTS' offer was simple: "We'll accept your invitation to bring our FF competitors to your regional events if you allow us to run our choice of any Hoosier R-60 compound tire e.g., the SCCA spec Hoosier R-60 radial slick tire, the Hoosier R-60 bias ply slick tire, or the R-60 treaded tire. Additionally, the FFTS guys were very happy to run with the Honda powered cars. Both regions extended invitations for 2019 regional events under the class designation "FFT". (Formula Ford Tires). The invitations were granted. Guess what happened? The FFTS guys showed and competitive race(s) resulted; low and behold, some of the best Formula F racing SFR and Cal Club has seen in years took place in 2019.

This all came about in late 2018, when FFTS President Stewart Paterson sought advice from Bruce Foss at Hoosier about bringing FFTS to the SCCA regionally, with the help of the San Francisco Region, Cal Club, and Hoosier. The idea was to reinvigorate regional SCCA grids with Formula Fords and give the opportunity to those that wished to continue racing FF cars (even older FF cars) on slicks or if they wished, treads. The FFTS proposition required the regions allow all three tiers of Formula Fords, e.g. Modern, Club and Vintage to run any R-60 compound Hoosier tire they wished. So as not to exclude those that want to run the treaded Hoosier RR-60 tire, it too was specifically approved for competition in the FFT category. Historically, the most stated rational for the mandate of treaded tires in vintage racing has been cost and durability (also the difficulty that a number of older cars found in getting a setup with enough camber required to run the SCCA mandated R-60 radial tire). After some preliminary testing by Paterson and others, (and data compiled during the 2019

season), it became apparent that there is little difference between the performance of the R-60 compound slicks, e.g the bias ply and R-60 radial FF tires. Additionally, the present data is pointing is toward similar wear durability across all three R-60 compound tires resulting in similar costs involved. In short, the R-60 compound Hoosier FF tires are proving to be the catalyst that can bring all eras of Formula Fords back to SCCA regional grids on a balanced platform.

Another common theory is that the introduction of the Honda Fit engine's eligibility in the SCCA FF class and its perceived performance advantage precipitated owners and drivers of Ford powered cars to abandon SCCA because they couldn't compete straight up. Paterson and FFTS guys simply stated "We'll be there to race who ever shows up, Ford, Honda etc. With regard to the SCCA Honda decision way back when, the 2019 FFT races have demonstrated that in reality that SCCA was pretty close in its original comparative analysis of the two engines. Despite the Honda being a much more modern engine, the venerable Ford is close in horsepower output and can actually hold its own, if properly built and installed in competitive cars operated by experienced drivers. Because of its age, the Ford's durability was legitimately questionable; it has been around for a long time, and it's apparent that very little R&D has been done on it in recent years. However, recently several engine builders around the country have begun to take a renewed look at the venerable old Ford. Modern metallurgy and lubricant technology, coupled with developments in machining and meticulous assembly is starting to produce much more reliable and cost efficient Ford engines that are today experiencing extended life cycles.

Sure enough, Ford power cars actually scored several overall FFT wins in 2019, serving notice that they are indeed competitive with the Honda powered cars and proving their ability to race among the front runners. Incidentally the Honda competitors were enthusiastic and relished their new found competition. When asked about the future of Formula F, both groups pin its continued success on having accommodating tire rules and cost effective engine options to allow Ford powered cars' increased participation. "Formula F The Series" regular Chuck Horn agrees that cost effective options are critical to continued success. "2019 was a great season with a depth of competition that I usually only see every few years when the Runoffs come to the West Coast". "Keeping all these cars on track is a big

priority and while I personally run the Honda, I can see where having economical options available for the Ford guys is a benefit to all Formula F racers."

Interestingly, what happened on the West Coast in 2019 has been happening on the East Coast since 2013. A group called "The Right Coast Formula F Series" (RCFF) headed by Joe Marcinski and longtime SCCA racer, Mike Rand, began in 2013. They have welcomed all comers both Ford and Honda powered running on Hoosier R-60 tires and not rejecting anyone that showed up with some other tire. The results have been increasing fields and incredible competition with a performance balance between Ford and Honda cars being very close (once again verifying SCCA's original analysis that the engines were close).

For 2020, the Right Coast Formula F Series will be teaming up with the Formula Race Productions organization (FRP) with races conducted under sanction of SCCA South Jersey, DC, Steel Cities and Atlanta Regions. "This combination of alliances of FRP, SCCA Regions and Right Coast will continue to provide drivers with the opportunity for high quality, single class racing with multiple races each weekend," said Joe Marcinski.

With both East and West Coast SCCA Regions facilitating the "FFT" classified races, along with the participation of Hoosier and increased participation from manufacturers and vendors capable of providing more durable Ford engine components, increasingly robust participation is envisioned and more and more Ford powered racers will be welcomed home by SCCA.

Accordingly, following the impressive growth in 2019, "Formula F The Series" and "Formula Race Promotions" along with "SFR", "Cal Club" and the "East Coast SCCA Regions" are excited about the 2020 season of "FFT" competition. If you are interested in joining these growing series[JM1]; on the East Coast you can find them online at www.f1600series.com or www.rcffs.org and on the West Coast at facebook.com/FormuLaFTheSeries for more information. If you are not local to these groups, but are interested in getting more Formula F cars in your region, either group would be happy to talk to you about what they have done to increase their numbers.

Fiberglass Repairs *continued*

color sand and buff the panel, to get the best finish, consider adding an extra layer of paint. Be sure to clean the gun after use. If you do not plan to color sand and polish body then let it dry at least a day before taping off and adding a second color or graphics.

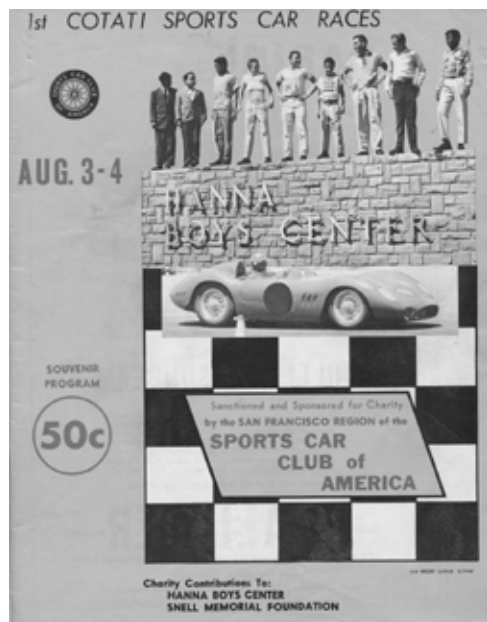


Example of a Multi-color Pant JOB

Color Sanding and Buffing Step

If you are looking for the show or best-looking paint at the track, you will want to color sand and polish the panel(s). The first step in this process is to wet sand the panel with 1500 grit paper. This paper removes, roughness, and imperfections in the paint. After sanding with this very fine paper, you will need to polish the panel. Use a slow speed rotary, not vibrating, polisher with rough polishing compound like 3M 5955 to get the best finish. It will require 2 to 3 applications of the rubbing compound to get the fine scratches from the 1500 grit paper removed. After the scratches from the 1500 are removed from the entire panel a final pass of a fine or glaze polish will get out the swirl marks out. At this point, you should have a high gloss finish ready for your favorite wax.

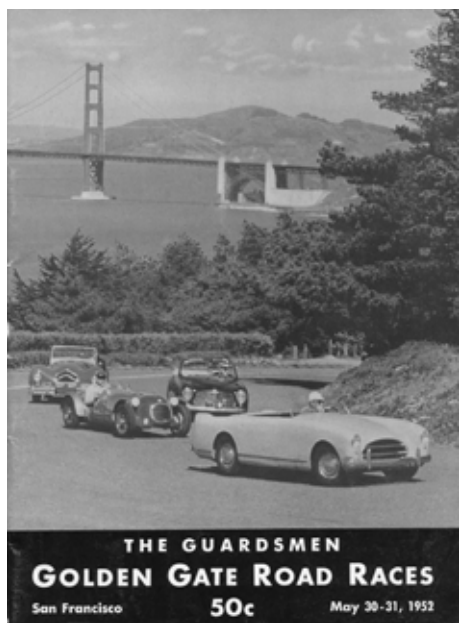
NOTES from the ARCHIVE - RACE PROGRAMS



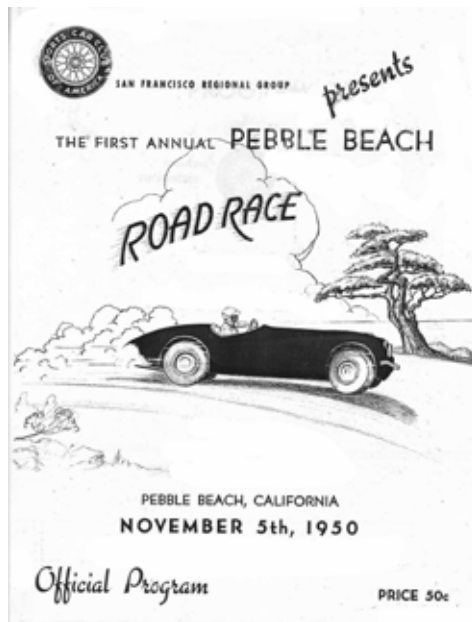
Sports car road race programs are a good addition to anyone who collects motorsports memorabilia. To the historian, they are a valuable tool to chronicle racing history over a period of time or of specific club or race series. Programs contain more than the event location, date, list of competitors and their cars, they may also include photographs and

articles of interest about the top racers or other pertinent subjects.

For the San Francisco Region, the collection of programs shows the progress and growth of the club from the earliest years when only a few events and a small number of entrants were held on airport runways and public roads. The oldest program in the collection is perhaps one of the most significant - the first Pebble Beach race, November 5, 1950. As we all know, this race not only was one of the most popular on the West Coast, it helped spawn the Pebble Beach Concours and eventually lead to the opening of Laguna Seca Raceway. There were only thirty-five entrants listed in this program [the list of cars to be shown at the Concours; an article entitled "Why Do They Race on the Road" by Miles Collier and a list of rules "Road Race Regulations" which was all of two pages long!



The next significant and one of the most unique programs is the October 20, 1951 Reno Sports Car Road Races. This race was held on public streets that included half a lap around Virginia Lake providing a scenic portion to the course. The program also contained a full issue of the November 1951 issue of Road & Track magazine, the only time this occurred in an SFR program. Races in the Reno area were



held sporadically in the 1950's and 1960's at three different venues - Virginia Lake, Stead Air Force Base and the Reno/Tahoe Airport .

Two 1952 programs marked the addition of two more important venues on the SFR racing calendar - Golden Gate Park and Stockton. Besides Pebble Beach, Golden Gate Park was a very important race since it brought national attention to west coast racing based on race reports

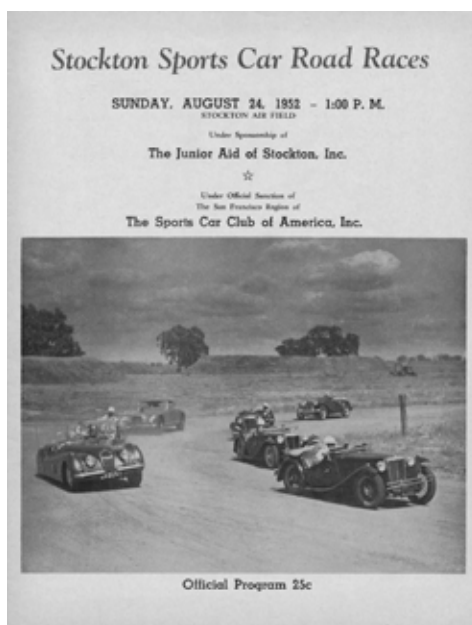
in just about every racing magazine of the day. Now with two highly visible races (Pebble and GGP) the SFR was assured of increased interest in sports car racing and continued growth in membership.

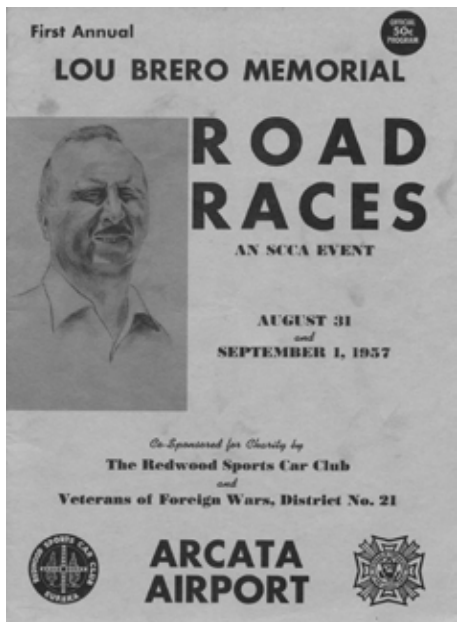
Stockton was important since it was one of the longest standing races on the SFR calendar. For fifteen years, 1952 through 1966, this race provided stability to a list of venues that changed from year to year. Two locations were used, Stockton Airport and the Port of Stockton which had the longer run of the two.

Four other race programs of significance include new venues added in the 1950's Cotati (1957), Sacramento (1955), Vaca Valley (1958) and Laguna Seca (1958). Each of these races helped to further solidify the annual race calendar and two provided the first purpose-built

road race circuits in Northern California. Of course Laguna Seca has outlasted all the early road race tracks and has the enviable position of being in continuous operation since it opened fifty-eight years ago.

Two race programs contribute to a sad chapter in SFR history, those of the Arcata Airport races in 1956 and 1957. Home of Lou Brero Sr., a fast rising star and very likable racer, Arcata was added to





the schedule. Through Brero's efforts, the Redwood Empire Sports Car Race was first run in August 1956 at the airport and was successful enough to warrant a spot on the following year's calendar. Unfortunately, prior to the second event, Brero was killed in a racing accident in Hawaii so the event was renamed the Lou Brero Memorial Race. Without Brero's dynamic personality behind the event, 1957 was the second and last time for this race.

As the SFR moved into the 1960's, the most significant event of this decade did not have a program - the opening race at the new Sears Point Raceway in November 1968. It wasn't until the March 29, 1969 sports car race at this new track that the first program appeared. At the time, no one could foresee the troubled years ahead as the track would close and reopen a few times with multiple changes in ownership until it was purchased by Bruton Smith and remodeled into the great facility it is today.

In the first two decades of racing, the SFR saw rapid growth, a highly active competition schedule and a variety of locations used for road racing. Many of the race programs from early races are fairly rare since the races had very short lives including Crows Landing, Oakland

Airport, Salinas Airport, Moffett Field and Santa Clara Fairgrounds, each of which only saw a single race. Others like Candlestick Park, Camp Stoneman, Tracy Airport and San Luis Obispo were only used a few times before becoming part of SFR history.

With the exception of special events and the emergence of digital technology, the race program for



amateur racing has all but disappeared. So if you have old race programs, pull them out from time to time and flip through the pages, perhaps they will spark a memory of a race you attended or participated in then visit a vintage race where you can see many of those same cars (and a few drivers) still out on the track having fun.



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Wheelworks *continued*

nose. Bob's friend nudged Bob and said "look that girl just kissed that horse maybe she will give you a kiss." They both chuckled and Annie could tell they were talking about her. As she got on her horse she looked their way and gave them a smile.

Annie met up with her girlfriend and as they started riding up the trail she asked her girlfriend if she noticed the two cute guys on the bicycles. The friend did not see them and for the rest of the day the two cute guys were forgotten. When Annie got back to her truck she noticed a business card slipped under the wiper blade. Annie grabbed the card and saw it was for a bicycle shop on the back was a handwritten note that read "hey horse girl, us mountain bike guys have a special infinity for horse girls, let's ride or meet."

Of course the note made Annie smile and the thought of calling the number might have momentarily crossed Annie's mind but that thought lasted all of three seconds and the card was tossed into the glove box. About a month later Annie had to go to a tack store to buy items. As faith would have it when she parked she noticed she was in front of the bike shop that was on the business card.

Annie thought to herself what the heck, she was curious as to who the mountain bike man was, so she walked in. She was immediately greeted by an employee and she asked for Bob. The employee said that he was not in but the employee said you must be the horse girl. She said she was and then left.

When Annie returned back to the tack store to pick up the items she ordered, naturally a quick peek into the bike store was in order. This time she was greeted by the mountain bike man himself and he immediately

took her to lunch across the street. The chemistry was instant and I am sure neither one of them could tell you what they ordered. The lunch led to 30 years of friendship, 25 years of marriage filled with long walks on the beach, hiking in the forest, and laughter with friends.

Bob really enjoyed hanging out with his family and friends. Most of that time was spent going out to dinner because there was one thing that Bob was not good at and it was cooking. He had one dish he prepared that Bob called Pasta Primavera, which was Macaroni and Cheese with peas. To his credit he used only the best Macaroni and Cheese mix from Kraft and of course he topped it off with Ketchup.

The Rusty and Bob relationship sprouted into more than just cars. Rusty's son Ryan became close with Bob and even selected Bob to be the best man in his wedding. When they were not working on race cars they would get on the motorcycles and go riding. The problem was whenever there was a motor involved it turned into a competition between all of them.

Some people just have a natural ability to make those that are around them feel good. When you consider Bob's qualities: Joyful (Annie's description), energetic, hard working, athletic, enjoys the outdoors, lousy cook, loves to be around family and friends, enjoys singing to himself, and always happy, you can understand a lot about who Bob was. Annie misses him very much but is so thankful for the time they spent together. Annie, everyone involved with the SCCA racing feels the same way. Bob the racing is not going to be the same without you. Forever Bobcat Racing.

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Little Joe inducted into National Hall of Fame



Joe Huffaker

"Little" Joe Huffaker, the son of 2017 SCCA Hall of Fame inductee Joe Huffaker, has made a big mark in Sports Car Club

of America road racing. At an early age, the younger Huffaker helped out around his father's garage before "officially" joining Huffaker Engineering in the early 1970s. Over the years he gathered a lot of useful knowledge, from his father and great drivers and mechanics, before taking over the business in 1991 when his father retired.

The younger Joe, however, didn't just continue his father's work. He significantly expanded the operation to become a force throughout

SCCA Club Racing and Pro Racing, maintaining the highest possible standards in car construction and presentation, regardless of the series. As proof, note the fact that Huffaker Engineering has produced over 35 SCCA Runoffs® National Championship cars and claimed three SCCA Trans Am titles. Their successful record has earned the Huffakers the honor of being the very first father-son duo to be inducted into the Sports Car Club of America Hall of Fame.

Beyond his car and engine building prowess, "Little" Joe -- who actually stands 6 feet 5 inches tall -- is an equally talented racecar driver. He has too many wins to count in SCCA road racing competition. But a couple highlights, as of 2019, include his 13 poles at the Runoffs and 10 National Championships gathered up across two different classes in cars he designed, built and prepared -- a feat that stands as testament to Joe's immense talent.

Woolf Barnato Award: Charlie Davis, San Francisco Region

Congratulations to Charlie Davis, San Francisco Region member and Area 9 Director who received the Woolf Barnato Award at the SCCA National Convention.

This is SCCA's highest award and is presented to a member who has made an outstanding, long-term contribution to the Club.



Two Solo Greats are Gone

BY KATIE ELDER

My heart is heavy. Two solo greats are gone. Both were my friends. And while I am no longer competing and am an Elder in more than name, we're TOO YOUNG for this.

Paula Mixon Blair Whitney Baker was a recent migrant to these parts but no stranger to those of us who competed at the National Level. Paula helped make the National Tour program what it is. Her innovations and foresight were key to timing and scoring, both in terms of procedure and the software. Rule no 1: first car out on time at 9am. I dragged her with me to a Divisional in Helena, largely to teach them and to help them grow. The Region's equipment would not work in the pouring down rain. Unfazed, she pulled out stopwatches. We sat in a van with two stopwatches and got the event going.

On 9/11 after the delay waiting for the National Guard to give us the all-clear back onto the site and with competition allowed only on the south course, we had 15 run groups to process in two days. Paula and National Solo Manager Tasha Goodale made the decision to go with a "crack" timing crew that would work all day. I think I was the op steward on Thursday, in timing, and I cannot remember who all else was in timing. I just remember grabbing between the two radios: one to course and one to other event officials and being in the mental zone listening for stray beeps on the timer and calls to "Hold the Start." For some reason I think Paula audited results all day. Ralph Elder and Jonathan Goodale switched back and forth as starters all day. We pushed to start a car every 18 seconds, and then went to 15 and I do not think there were very many re-runs. None of that would have worked without Paula.

Jeanine Breese lived on Sunnydale Court and you could tell that street name made her happy. Sunny Jeanine reveled in hosting

her New Year Old Friends party every January, where many of us consumed MUCH good tequila and other libations. There was no party this year, because Jeanine was too ill. Years ago she worked for funds so her husband Sean could build her a swimming pool. A gorgeous pool. She wanted salt water and a BEACH, and got both.

I remember being a relatively new autocrosser and folks muttering under their breath that Jeanine shouldn't be on grid with toddler Kimmy on her hip. But Jeanine did what she had to take care of her young daughter and still compete - matter of factly, as Mom's do.

When the transmission in my Type R broke the weekend before my scheduled departure for Nationals, Sean worked extra hours to fix it. We rushed a part in and I watched Sean pull the transmission apart on his workbench. I was fretting the time and mentally calculating and recalculating how long this would take and how far East we might be able to tow that night and when we would arrive in Topeka. Jeanine cheerily bounced into the garage with spaghetti and garlic bread! She fed me dinner while her husband wrenched on my car. One less thing to fret about and the fact that I remember it 17 years later proves it was good spaghetti.

And now they are gone. Too soon, dadgum it. Way too bleepin' soon. Please join me, in saluting my dear friends. Our friends, and solo champions both, Paula and Jeanine. Neither can be forgotten.

Katie Elder is a 12-time Solo National Champion, a Pro Solo Ladies Overall Champion, former Solo Chief for San Francisco Region, member of the SF Region BoD, Nor Pac Divisional Solo Steward, and a senior event official at almost every Solo National from 1992 to 2011.

Full Body Contact

New Goodies for the SpecRacer Ford

Over the last few years the team at SCCA-E have developed a lot of cool new stuff. The following is a review of the required, should have and nice to have upgrades.

Mandatory Upgrade - New Bump Stops

The new shock bump stops will be required the end of April. These are replacements for the off-white Penske stops. Section 9.1.8 X.h. of the GCR states "Effective 05/01/2020, only the SCCA bump stop P/N 280407 may be used as delivered with no modification of any kind; if used, maximum of one bump stop per shock." The stops are available from you CSR.



New SCCA-E Bump Stops

Recommended Upgrade - New Kevlar Sprung Hub Clutch Disc

The new SCCA-E Kevlar SRF3 Sprung Hub Clutch Discs are a proven winner. The new sprung clutch disc reduces the harmonic torque vibrations that contribute to transaxle and clutch spline failures. If you haven't replaced your clutch in a while you might consider putting the new clutch in before the season starts.

Recommended Upgrade - Long Upper Steering Shaft

There are two versions of the upper steering wheel shaft, old and new. The older version is about 16" long and can induce a crack in the lower shaft. The short upper shaft, that connects to the steering wheel, doesn't go very deep into the lower tube. After time the lower tube can crack and loss of steering control can result. The new upper steering shaft is longer, about 23" and goes deep into the tube eliminating the possibility of failure. It isn't fun if the steering wheel comes loose while on track as it did to one our drivers going into turn 9 at Laguna Seca. If you have the older short upper shaft you should consider replacing it with the new one that is longer. If you don't replace it at least check for cracks regularly.



Old Short and New Long Shaft



Example of a Crack in the Lower Tube

Recommended Upgrade - Wilwood Brakes Knock-Back Springs

If you upgraded to the new Wilwood brakes you should update them with the knock-back springs, if you haven't already done so. The upgrade to the Wilwood brakes is available at no cost. Some users of the new brakes had issues with them; they sometimes required a quick pump after a long straight. The springs eliminates any knock-back or pumping of the brakes. Drivers that have the new springs are pleased with the brake performance, and the knock-back is eliminated. The new springs are included with new brakes.



Knock-back Springs

Nice to Have - Sway Bar Upgrade

Enterprises has a great new part to make sway bar adjustment easier, a double nut. The double nut allows the use of just one wrench to loosen the sway bar to make bar adjustments.



Easy Adjust Double Nuts for Sway Bars

Nice to Have - New Wilwood Brakes

This is a good time to consider upgrading your brakes to the new Wilwood brakes. The new brakes have reduced rolling friction that is equivalent to about 1 foot-pound of torque at the motor. If you upgrade to the new brakes it is recommended that new master cylinders are installed.



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STANDING

SpecRacer Ford Annual Maintenance Recommendations

Winter, the off season is a great time to complete annual maintenance. Annual maintenance is a good way of finding and reducing failures at the track. Also, off season is a good time to consider some upgrades. This maintenance is specific to a SpecRacer but can be used as a guide to any race car.

Maintenance Summary

- Shock Check or Rebuild • Pressure Wash Frame
- Safety Check - Fire Bottle & Seat Belts
- Half Shaft Check or Repack • Wheel Bearing Check or Replace
- Brake Maintenance - Install new brakes or rebuild old wheel calipers
- Engine Maintenance • Change Transaxle Oil
- Coolant Check • Complete Nut & Bolt • Rod End Check
- Check Fluid Lines • Frame Crack Check • Align Car

Procedure

Shock Check or Rebuild - The shock check is at the top of the list because it can take weeks to have them checked or rebuilt. There are a few options; one is to do nothing, the other is to have them performance tested, and the last is to send them off to be rebuilt. If the shocks or car is new and you were running at the front of the pack at the end of last season then doing nothing is probably OK. If you think the shocks are getting old and your lap time are not where they should be you might consider one of the other options.

Shock testing can be done at most high-end racing shops on a shock dyno. If the shop has the tools, they should be able to check the N2 pressure, this pressure should be from 125 to about 150 psi. If the shop sees N2 pressures well below the limits or the shocks don't perform on the dyno, the shocks should be sent back to be rebuilt. We recommend sending them to Penske in Reading Pa. or Performance Shock, Inc. in Sonoma Ca.

Pressure Washing - We recommend removing all of the body covers to allow for a good cleaning and inspection.

Safety Check - Check the fire bottle expiration date and the gauge to be sure it is still full and/or in the green area. Check the dates on the seat belts to be sure they have not expired. Also, check the seat belts for any signs of wear or defects. Replace as necessary.

Half Shaft Check or Repack - Depending on the last time the half shafts were replaced or repacked consider repacking them. At a minimum check the boots for leakage and for any wear or cracking. Replace and repack as necessary.

Wheel Bearing Check or Replace - Depending on the last time the wheel bearings were replaced consider replacing all of the bearings. At a minimum check the bearing slop with a dial indicator to be sure the slop does not exceed +/- .005". If you don't replace the bearings at least re-torque the front hub nuts and the rear axle nuts.

Brake Maintenance - Rebuilding the wheel cylinders is a good idea. Remove the wheel cylinders, disassemble them, clean them with brake cleaner, and then inspect them. Replace the Viton O-rings and the rubber dust boots which cover the pistons. To make assembly easier use a little brake fluid to lubricate the pistons, do not use grease. It is a good idea to replace the bleeder valve/screws or at least remove them and check them.

Check the brake pads and rotors and replace as necessary. The rotor thickness should be checked and the lower thickness limit is 13.25mm (0.522 in.). Install the rotors, pads and rebuilt cylinders and torque to specs. Then flush and bleed the lines using a high temperature brake fluid.

Engine Maintenance - It is a good idea to pull the plugs and look at their color and replace if necessary. If the plug color looks different and/or you haven't had the injectors flow check, sending them off to be flow tested should be considered.

This is a good time to pull and check the alternator belt. Small rocks can build up in the grooves and they should be removed before installing the belt.

Check the air cleaner and clean it or for a GEN 2 replace it. For a GEN 3 you will have to clean the filter, go the webpage <http://www.accelracetek.com/gen3-air-filter-cleaning-procedure/> or to the K&F website for instructions.

The last thing is to drain the oil, replace the oil filter, and add new oil.

Transaxle Fluid Change - Drain the transaxle and look at the old oil for fine metallic particles and/or larger pieces of steel. Any of these are an indication the transaxle might have problems in the future. The transaxle has an internal magnet that collects normal levels of particulate.

Coolant Check - Check the level and color of the coolant. If the coolant hasn't been changed in years and/or it is very rusty looking you might want to consider changing it. For those of you that live in a climate that goes below freezing often it might be a good idea to add anti-freeze during the cold months. It isn't a good idea to run anti-freeze while racing but it can save a cracked block while in storage.

Complete Nut & Bolt - Check as many nuts and bolts, as feasible, to be sure they are tight and at the same time do a general check.

Rod End Check - Go around the suspension and check the rod ends. If they have any issues replace them. We recommend replacing the rear outer lower rod ends, these have the highest loads and they do break more often than any other rod end.

Hose Check - Go around the car and check the water lines, oil lines, and fuel lines for wear and any leaks. Also check the lines for cracks and hardening. If they have any issues replace them.

Frame Crack Check - Walk around the frame and do a visual check of all of the critical frame rails. Also check the upper and lower steering shafts for cracks, these shafts have been known to break during a race, not good.

Align the Car - It is a good time to put the car on the scales and check the alignment. It is also a good time to check the bump steer on both the front and the rear.

Completing maintenance in the off season will give you more time to focus on racing.

Thunderhill Park began Shortly after the Valley Mirror

BY DAVID VODDEN

Thirty years ago, when Tim Crews and Donna Settle had a dream about a local paper that would report the news differently than the Willows Journal. They called it the Sacramento Valley Mirror. At the same time, David Vodden, the soon-to-be CEO of Thunderhill Park, had just met Dick Mudd. District Supervisor, Mudd wanted good things to happen for his county and within his District. He saw the development of a racetrack as a good thing. He was right. While the City of Willows was touting the soon to be Wal Mart store, Mudd and the staff were discussing how to build a road track on the old Sheeline Ranch, later known as the Thunderhill Ranch. Talk turned to action and shortly after the Wal Mart opened west of the I-5 freeway, Thunderhill Park sprouted onto the scene at 5250 Hwy 162, not far past the Wal Mart.

Most local citizens who were aware that a "racetrack" was being built west of Willows had no idea what that meant. Many envisioned a dirt circle track. Few had a vision of a major road course. Most, however, came to the Halloween weekend grand-opening in 1993 to see actor Crag T Nelson along with two hundred other visitors from around the country engage in a Sports Car Club of America [SCCA] road racing event. The local service Clubs were there selling food and drink. The City and County officials were there to greet their citizens and see, first-hand, what this was really about. SCCA National President Nick Craw addressed those present and then raced in the competition. For many this was the first and last time that they passed through the gates of Thunderhill. The stories about this opening could fill a book but it happened. To date this grand opening claims the biggest crowd to come to Thunderhill for an auto race. Craig T. Nelson made history with his departure as historic photos recorded his pass over the track in his Lear jet. The Light Festivals of 2017 and 2018 had more attendance.

From that day in 1992 to today, Thunderhill has been a "work in progress" with Vodden leading the charge. From a small 1.9 mile road track with no PG&E power, no water, telephone or services, Thunderhill has grown to a 530 acre complex with five miles of road track, paved pads suitable for testing, drifting and parking, two club houses used for all kinds of community events, food service and catering, fuel sales and garages for storage. The track is also a laboratory for the Stanford University Automotive Engineering program as well as the same for many other automotive research efforts by famous companies and scientists.

From just a handful of customers in 1992 Thunderhill has increased

usage to include almost every day of the year with some days hosting three customers simultaneously using the two-mile, the three-mile and the skid pads on a single day.

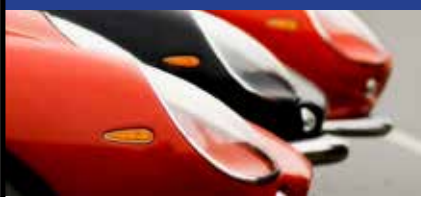
The team that has made Thunderhill work has largely been the same over the years with little turnover and lots of fun had by all. Shannon Ell, Terry Taylor, Ray Mudd, Bob Maybell, Sean Crandall, Jim Thompson, Lee Noll, Schuyler VanBuskirk, Geoff Pitts and a host of others have called Thunderhill their home away from home.

The advent of six motels on Humboldt street was another outcome. Occupancy rates there are credited to the racetrack. The City of Willows benefits from this with transient occupancy taxes approaching one million dollars annually. From the early days when the ranch was in the Williamson Act land reserve to today, the annual property taxes have reached close to \$160,000. Studies show that the overall economic impact in dollars derived from the visitors who come and go each year, track spending, support jobs and global impressions of the County, add up to well over \$100-million dollars annually.

Dick Mudd was right. Thunderhill was good for the County of Glenn and his District 3 area.

From the beginning, the mission of Thunderhill Park has been to provide a place for men and women of all ages to play with motorized toys well into the future. With zero-debt, a good book of business and a great reputation in the industry, Vodden feels that this mission is quite possible. As his thirty plus years at the helm winds down the next task is to find his replacement so that Dick Mudd's vision of a racetrack that would contribute to the quality of life in Glenn County and beyond can go on well past his and Vodden's time behind the wheel. IT is expected for the Sacramento Valley Mirror to cover all the action.

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Spec Racer Ford Gen 3. Chassis #76. Three owner car, raced SF Region as

#20 for past 12 seasons, all logbooks since new. Continuously maintained by Ric Heer at CSR Performance, low hour motor (approx. 35 hours-just broken in), gen 3 chassis conversion approximately 6 hours, fresh paint and graphics, solid honest car, 12 rims, AIM Solo data, Butler (small), Momo wheel, transponder (duh!) etc. Car is up at Ric Heer's shop, to a good home for \$30,000. Contact Anthony Tabacco at tony@atarchitects.com.



Royale RP 18A Formula Supervervee, 1972.

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

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2008 C6 Corvette - SCCA SP Road Racing build • Only ran 3 races

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1970 BP/GT1 corvette. This car ran approximately

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



1991 Spec Miata. Recently completed

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



1999 Spec Miata. Well sorted car,

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



1990 Spec Miata. Very well-sorted 1990 Spec Miata. 2017

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

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

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



Built to current SCCA FP specs this 1962 P1800

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



For sale: 2006 Winning Blue MX5. Full STR prep. I

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



Two BMW E36 IT-prepared rollers for sale, one with some front end

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

TRAILER AND CAR



1999 SM for sale/ TPD Trailer combo Race winning car. Refreshed for 2014 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. Barrettilley@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

2006 Haulmark 20' enclosed trailer with alum workbench, built in toolboxes, lots of pit-pal equip. Lots of storage and race equip including quad , 20' easy-up. \$4,000. Kenn (503) 879-5519. both \$16,000. call for details

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

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

TOOLS/ EQUIPMENT /MISC FOR SALE



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

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

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

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



2 liter Bdg motor for sale with one race on it; less than two hours. I went from last to 3rd at the AutoClub Speedway in February of 2019. This Pick Racing Engine has excellent torque through all RPMs. The engine is pickled and ready to go. It also includes a set of March 78 headers, air intake with filter, spare plugs, spare wires, engine stand, documentation, and engine gas analyser. \$28,500 to someone that wants to go scary fast, contact Larry Savage at 805 969-9389

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



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

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

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



ZEROLIFT air jacks, NEW from Japan. Sold as a set, both connected together, used with air compressor (not included), extremely fast, safe, can be used under wheel or side or front and rear. One man operation. Value: \$ 3,475.00 SALE: \$ 2,900.00 Call: Philip (415).827.0393. or Enzo: (415).827.7927.



Set of four Rota lightweight (14.3 lbs) aluminum alloy wheels for sale. Fit either Ford Focus or Alfa Romeo

with four bolt pattern, a direct replacement. They are in excellent condition, no dings, rim edge scraps or scratches. They come with matching lug nuts (special style for security) and a special socket to remove them. The rim specs are: 15X7, bolt pattern 4 x 108, offset +30mm, hub bore 73mm, weight 14.3 lbs. each. Sale price \$350 obo Buyer pays shipping or available for pick up in Livermore, CA. call/text Gary at 925-980-5159 Cash only, no emails they will not be answered

Sports Racer1979 zink-14 P-1 car project. Retiring from SCCA. fresh Kawasaki ZX-14R engine, new chain, new quaffe LSD, new rear wing, good tires(slicks) Two sets of jongblood wheels and all the parts to put it back on track. Needs to have the nose fit and paint. Jay. (805) 459-0229. abarth-west@hotmail.com \$6500 1709

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



(4) Brand new Ford Performance

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

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

BUSINESS OPPORTUNITIES

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

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

SHOP/STORAGE SPACE

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

SHOP SPACE in Santa Clara, 2600 sqft of available space with 2 lifts. Perfect to keep and work on your race or track cars. Suitable for small to medium size teams as well. Trailer storage also available. Bathroom and small office. Lots of storage racks. Izzy 650.279.7252 or izzysanchez78@yahoo.com. 1808

Shop Space: Morgan Hill/San Martin. 2400 Square foot shop with outside trailer parking available. Clean shop less than 1 mile from Highway 101. Space available to work on your racecar. Long or short term available. Trailer storage also available. 110/220. Restroom. Rod @ 415-298-3917 or Steel.Blue.Rod@gmail.com

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

STORAGE SPACE: Available for smaller race car, hot rod, vintage. Concord area. Very secure long term deal storage only \$125 per month. John (510) 548-1011

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

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

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

GET ON THE TRACK

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

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

DRIVING CLASSES

TEEN CAR CONTROL CLINICS- Life saving experience for your teen age drivers - November 29th and December 21. \$129/student. Use personal vehicle. Sign up on www.thunderhill.com/teen-car-control-clinics.

SERVICES

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

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



FREE All-Weather Storage Lockers – Now @ Thunderhill Park! Finally a solution to having to deal with all your race equipment! Don't bother lugging your gear around or leaving it out in the cold. Bring your own lock. Day use only or event use, meaning when you leave at the end of your event, you take your stuff with you including your lock. Locks are removed Mondays and Fridays if left in place. These lockers are big enough (4'x 4'x 8') to store almost everything you could need for your time at Thunderhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1502

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

DNS? DNF? It's hard to keep your hands on the wheel and on a wrench. Lewis Hamilton doesn't work on his car, why should you! Let T Speed be that second set of hands. We offer a full range of race car services, including prep, maintenance and fabrication at our Sacramento area shop or in the comfort and security of your garage. Trackside support for any type of race car. Experience from vintage to modern, club car to ChampCar. Call or E-mail me to discuss your racing needs. References gladly provided. Competitive rates and will travel. Tim Slagle (916) 730-7223 timsagle@hotmail.com

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Larry Oka

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. Contact Ron 530-210-3848 recmotorsports@gmail.com or Donna 775-781-3385 racecarbetty5@gmail.com

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AccelRaceTek has fast cars for rent and offers great arrive and drive trackside support. Rental cars are well maintained and have the latest upgrades. Trackside support 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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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

JOBS

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

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

ATTENTION

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

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

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

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

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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From StudioVRM Article - PTH Racing Oil - Top Tier Racing Oil on a Grassroots Budget? 3/30/2018

PTH Racing Oil - 100% Synthetic

	PTH Racing Oil 5w30	Joe Gibbs Driven XP3 10w30	Motul 300V 5w30	Brad Penn PennGrade 1 Partial Synthetic 5w30	*Mobil 1 Extended Performance 5w30 SN
Specific Gravity	0.84	0.85	0.870	0.86	0.851
Viscosity @ 40 C (104F)	74.2 cst	70 cst	64.0 cst	65.6 cst	59.8 cst
Viscosity @ 100 C (212F)	11.97 cst	12 cst	11.0 cst	11.1 cst	10.6 cst
HTHS viscosity at 150 C or (302F)	5.2 mpa.S	3.64 mpa.S	3.5 mpa.S	3.185 mpa.S	3.0 mpa.S
Viscosity Index	158	169	165	161	169
Flash Point	214 C	197 C	232 C	202 C	230 C
TBN (total base number)	10mg KOH/g	1.8mg KOH/g	7.97mg KOH/g	10.6mg KOH/g	9.7mg KOH/g
Zinc (Anti-wear)	2033 ppm	~750 ppm	~1110 ppm	1500 ppm	~900 ppm
Phosphorus (Anti-wear)	2037 ppm	~800 ppm	~1020 ppm	1400 ppm	~800 ppm
Calcium (Detergent)	3163 ppm	~400 ppm	~3140 ppm	2900 ppm	~1200 ppm

Note: The HTHS is a test of the oil to the FAILURE point, PTH oil is 42% better than the next highest oil. Roger K Studio VRM Article Follows.

* Mobil1 Extended performance is an API SN passenger car oil. I have added it to show what a typical street car oil looks like.

Right off the bat, there are a few numbers that jump out at you. The unusually high HTHS viscosity confirms that PTH prioritized high-stress performance over anything else. A relatively high TBN number suggests that it will do a good job of protecting the internals of the engine against the metal-eating acids that form in the oil during the natural course of engine combustion, and that it could sit in the crankcase for longer periods of time. The relatively low Viscosity index says the oil is designed for use in relatively temperate environments (like race tracks during summer), and less for cold start in sub-zero climates.

The Zinc and Phosphorus levels should bring smiles to owners of flat tappet cam-equipped cars. PTH racing Oil contains more of each additive than even the near-ubiquitous flat tappet oil, Brad PennGrade!. In fact 2000ppm of Zinc and Phosphorus is comparable to some popular break-in oils. The calcium content is also surprisingly high. I'm guessing its to counteract the ash production that comes as a side effect of certain additives, like ones to boost the Total Base Number.

Distributed by Roger Kraus Racing Ent., Inc. 2896 Grove Way. Castro Valley, California 94546
Ph 1-510-582-5031 or 1-800-510-7223. E-Mail (roger@rogerkrausracing.com)

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