



The wheel[®]



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



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Visiting from Mesa Arizona Jay Horak in his 2020 Liger F3 car

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

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2020 SFR SCCA Season Update

As most people must know by now, our 2020 season is suspended at the present time. Our April 3-5th Majors at Laguna Seca have been postponed. The current plan is to have them at Laguna Seca in June. Our next Races would be a double Regional at Thunderhill May 23-24th, however that is contingent on getting the "all clear" sign from Federal, State and Local authorities. The Covid-19 pandemic has affected all aspects of our lives. We do not really know when this will end, but it will end at some point. The region will keep you posted as soon as we are aware of any changes, cancellations, or additions.

Please stay safe and practice the protocols put in place by the CDC and other agencies!

Please also know, our office will run limited hours during this period, however, we will follow up with all calls and emails!

**Tim Sullivan
Regional Executive
SFR SCCA**

TRAVEL TECH

Travel Tech is a volunteer, in shop/ at home tech inspection service for pre-race and purchase inspection of race cars, including newly built cars. Travel Tech Scrutineers are:

TELEPHONE HOURS:

6 pm-9 pm Mon. through Fri., and 10 am to 6 pm Sat. & Sun.

Morris Hamm
Marin/ Sonoma/ Napa/
Infineon
707-738-8860

Phil Munoz
Santa Cruz Area,
831-297-2457

Jason Hohmann
Patterson - Central Valley
209-620-0559

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CALENDAR 2020

2020 FRESNO CHAPTER SOLO SCHEDULE

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

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SAN FRANCISCO REGION'S 2020 SOLO II CHAMPIONSHIP SCHEDULE

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

SACRAMENTO SOLO SCHEDULE

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 25***

Round 10 - **Aug 17***

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

2020 SFR/SCCA RACE AND PRO SUPPORT SCHEDULE

APRIL 30-MAY 2
SFR/SCCA RACE AND PRO SUPPORT
WEATHERTECH RACEWAY LAGUNA SECA (LIMITED SUPPORT)

MAY 23-24
REGIONAL 5&6 – THUNDERHILL

JUNE 6-7
DOUBLE REGIONAL 7&8 – WEATHERTECH RACEWAY LAGUNA SECA

JUNE 26-28
DOUBLE REGIONAL 9&10 AND TEST DAY SONOMA RACEWAY

JULY 24-26
FERRARI CHALLENGE WEATHERTECH RACEWAY LAGUNA SECA (LIMITED SUPPORT)

JULY 31-AUG 2
REGIONAL 11&12 WEATHERTECH RACEWAY LAGUNA SECA + TEST DAY

AUGUST 8-9*
PRE-REUNION WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 13-16*
REUNION WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 29-30
DOUBLE REGIONAL 13&14 WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 10-13*
IMSA WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 17-20*
INDY CAR WEATHERTECH RACEWAY LAGUNA SECA

OCTOBER 23-25
TRIPLE REGIONAL 15,16,17, DOUBLE POINTS/5 MILE TOM MCCARTHY TRIBUTE RACE
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Time Trials (TT):

(formally Club Trials & Track Trials) are timed competitive events where the drivers vie for the fastest individual lap time in their class. TT is not wheel to wheel racing.

TRACK EVENT & TIME TRIALS

2020 SCHEDULE

MAY 9 , 2020 SAT	2 MILE	WEST COURSE
JUNE 20 , 2020 SAT	2 MILE	WEST COURSE
JULY 17 , 2020 FRI	3 MILE	EAST COURSE
JULY 18 , 2020 SAT	2 MILE	WEST COURSE
SEPT 5 , 2020 SAT	2 MILE	WEST COURSE

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Wheelworks

FUN (RACING) THINGS TO DO WHILE RIDING OUT THE CORONA VIRUS

The problem with Car Racing is it's an addiction. The problem with addictions is the withdrawal you suffer while trying to break the addiction. People willing to kick the addiction are willing to suffer through the withdrawals; those that are not willing find alternate ways of feeding the addiction.

We have all seen it in all forms of addiction. When people cannot get their primary fix they find an alternative. For example people going through treatment for Heroin are given methadone as a means of taking the edge off while they battle the Heroin addiction. Alcoholics have been known to drink rubbing alcohol when distilled spirits were not available. So in the spirit of human kindness I offer some activities to help those of us who are waking with cold sweats, those of us who have been praying to the porcelain gods, those of us who have had uncontrollable shakes all because we have not been able to satisfy that monkey on our backs called auto racing.

Addicts deliver their weapon of choice through several methods. Anything from straight injection, to smoking, to ingesting. All the delivery methods have their benefits and faults.

Probably the most direct method is an intravenous injection. This method offers the quickest gratification for the addict. So out of all the things that a cooped up racer needs is a direct injection of something that will make him or her feel good instantly. For this I suggest a direct injection of the movie Ford versus Ferrari. This is a feel good story where the underdogs take on Corporate America and Ferrari. They end up winning in spite of the politics and egos of some of the villains. The only problem with the movie is there is an unhappy moment that affects one of the good guys.

When the high from of this movie is wearing off tune into the documentary of Carol Shelby. You can compare how the two stories are told and you can see that Hollywood did a good job. This is the first racing movie that I actually liked. Another fun thing to do is to watch the short stories about how the movie Ford Versus Ferrari was made. All the work they did to create the sound used in the movie, the attention to detail when they created the sets for the racetracks, the cars they used in the recreation of the movie, and how they used real racecar drivers as the stunt drivers in the movie. One of the coolest things was that Alex Gurney got to play his dad in the movie. One thing most people do not realize is the movie was made without the aid of computer animation. Probably one of the last movies you will ever see that does not use that technique.

Smoking a substance is not as quick reacting as direct injection, but still provides a very quick fix for the addict. My next suggestion is watching a smoking good ten part racing series, called Drive to Survive. It is available on Netflix and the beauty of this series is there are ten one hour-long episodes. This series was produced by Box to Box Films and covers the inner working of the Formula One circuit. I have only one warning -- if you are offended by the F-bomb do not watch. The f word is used as a verb, a noun, and an adjective several times throughout the ten episodes. I think Guenther Steiner must have set a world record for the number of times he used the f-bomb, but in his defense he was justified on every occasion. Drive to Survive is something that the entire adult family can watch. It is very entertaining and you do not have to be a Formula One fan to enjoy it. Since the series has two seasons you get 20 episodes. Also because it is so entertaining, watching the series a second time through is worth the time. Netflix has some other racing related movies/documentaries to watch, namely Senna and the story behind Williams Engineering. Both very good and a lot fewer f-bombs.

Because we are in a lock down and because the most common pathway of the virus into the human body is orally, I am going to suggest as addicts that we reframe for ingesting the next fix. The government shelter in place order does not confine us to the couch. For that reason I suggest spending time bonding with your car. Every time I have taken my car to pre-grid there was always something else I wanted to do to it to make it faster. So now is the time to really go over the car and make it the best it can be. The 2020 season will eventually get started and wouldn't it be nice to show up knowing you have done everything in your power to make the car the best it can be.

In addition to working on the car we all need a long-term strategy of dealing with our addiction. My I suggest some cleansing therapy, in the form of going through all of your spares. Make sure they will actually work on the car if they are called into service. Make sure the spares are not pieces you have taken off the car because they were slightly bent, or because the threads were stripped out but a heli-coil would make them good again. If you are anything like me a lot of my spares are too good to throw away but not good enough to use as a first choice. Time to perform some separation therapy and make sure everything in your spares box is top of the line stuff.

One way to deal with an addiction is to surround yourself with positive energy. One example has nothing to do with car performance but everything to do with ease of mind. It is the positive energy you can create by making the racecar trailer tip top. The racecar trailer never gets the attention needed. We work on the car until the last possible minute and then roll out the trailer and tie the car down. The slightly frayed wiring loom that is held together with electrical tape has been that way since your broke down on the side of the road. The wheel bearings probably have not been checked in years. The lights work but barely. Now is the time to make your trailer the best it can be. Go through the thing. It is amazing how the trailer hauls very precious cargo but gets very little attention. Once you are done it will be amazing how many negative thoughts will no longer be dancing in your mind as you travel down the highway.

What to do if you already are going through withdrawals. May I suggest sorting the boxes and boxes you all have of nuts and bolts. Make sure they are sorted by size, thread pitch, NF, USS, and metric. Go through the bin of washers and throw out all the ones that are bent. Also throw away all of the odd sizes that you know you will never use. Oh wait, the reason you are saving those odd sizes is you think you may need them someday.

If all of this does not work, start a new project. I have been trying for five years to restore this vintage racecar in my garage. The problem is it is hard to work on it while I am racing the current car. Now that the current car is mothballed I have started on the restoration project. This has gotten me off the sofa, but at the same time it has allowed me to adhere to the government guidelines regarding social distancing and staying home. Since I cannot convince my kids to help me I am in the garage by myself. And since I have plenty of work to do I have not left the house for several days. This is one of those win/wins!

We will get through this, the virus is no joke. Even though I am making light of the quarantine we need to make sure we follow government guidelines. Washing hands and keeping your hands out of your mouth, nose, and eyes is very important. Social distancing when venturing out is important. I look forward to the all-clear signal and I look forward to seeing all of my racing friends again. Stay safe and good luck with that addiction.



Hi Everyone! The times we are experiencing are indeed trying. The last time we were road racing was at the beginning of this horrible pandemic sweeping our Country. Virtually all motorsport events, worldwide, are at a standstill. To be honest, we really don't know when we will be back to normal, or even what the "new normal" will look like.

At the present time, on the Road Racing side, we have cancelled 1 event, which was the April 3-5 Majors at Laguna Seca. (Where I would be as I write this) Currently, our next event will be at Thunderhill on May 23-24. While that is still "a go" on the schedule, it would not surprise me if we do end up cancelling it. As I see the numbers getting larger in terms of COVID-19 cases nationwide, I fear we may see this go into May, and perhaps June. I am hopeful we will be back on track by July.

National has also stopped the Tire Rack ProSolo events they had planned, as well as Track Night in America. As far as our Pro support for the events at Laguna Seca, the IMSA race has now been moved to the Labor Day weekend, September 3-6. This will give us a two-week gap between it and the Indy Car Series Finale. There could be more changes as well, due to the Indy 500 now being held on August 23. We will keep all posted on these changes.

Currently we are staffing our office minimally. Trish is answering calls and email remotely. She is checking our mail and such, but if you call the office you will likely get voicemail. She will return all calls. You can also get in touch via email: trish@sfrscca.org

National is also on a leaner schedule, with most people working remotely. For those of you interested in the Runoffs this year, they have posted the schedule on the National website. There is no change to qualifications for participation, but that may change. As we get the information, it will be passed on.

The San Francisco Region will get through this. We are ready and able to continue our season, as conditions allow. We may see changes, but we will get through this. For those volunteers who staff

the Pro events, this will be a tough one with the schedule changes. Participation may be a bit light. We will still be providing the subsidized hotel rooms. Ellen at the Colton Inn has been very good about the whole situation. I am sure Laguna will work with us on the camping situation and the extra week between events.

I am happy to say, that to this date, I don't know of any San Francisco Region member having gotten the virus. That is not to say there are no cases in our community, but none that I have heard of. I would hope everyone follows the guidelines set up by the Local, State and Federal agencies. Follow social distancing as well as proper hygiene. Amazing how now, looking back, you realize these were all things our parents told us when we got sick as kids.

I am also glad to see many members on social media now. I don't think I have seen so many posts with pictures, videos, memories, etc., than I have in the past several weeks. It also tells me that our racing community is chomping at the bit to get back in the game.

Thanks to everyone who has called, emailed and communicated to us during this time. Please stay safe and know that "this to shall pass". For some it won't be easy, we will likely see more grim news in the days ahead, however, we will get through this. I look forward to seeing everyone sooner than later! Stay safe and healthy!

Tim

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SFR Solo II Round 3 last hurrah before COVID-19 restrictions

BY RYAN PANLILIO

National Pro Solo victim of ban on public gatherings

Photos by Belen Torres



Drivers attend the morning safety meeting

The San Francisco Region of the SCCA held Round 3 of its Solo II series on March 8, 2020, at Crows Landing. Eileen Grace and Jimmy Au-Yeung co-chaired the event, which was the day after the test and tune session. The

course was designed by Justin Tsang and Justin Moore.

Leading the charge in S1 was Mack Tsang in a 2014 Porsche Cayman S. His co-driver, Justin Tsang, took second, while Monty Pack finished third in a '18 Porsche GT3. The rest of S1 included Ovidiu Predescu, Rob Lewis, Craig Boyer, Justin Bown, Steven Smith, Eric Frasch, Pushkar Shirali, John Lawrence, Rory Marin, Dan Vargas, Joe Shortes, Steve Small, James Lima, Jeff Small, Rich Domingo and Riddick Bowers.

Alex Muresan, in a 2019 Honda Civic Type R, took first place in S2. Nipping at his heels was Eric Lam, also in a '19 Civic Type R. Muresan's co-driver, Tiberiu Muresan, rounded out third. Dennis Quilantang, Larry Sharp, Lloyd Feaver, John Rowe, Fred Campbell, Kevin Bui, Fangzhou Jiao, Gary Fazekas, Michael Schneider, Akash Mohanan, Matt Falcone, Adam Kuszczak, Ayush Malhotra, Sigmund Li, Ty Farkas and Larry Date rounded out the rest of S2.

Nathan Hackman led the droptop S3 class in a '08 Honda S2000. He was followed by Eric Shin in a '19 Mazda MX-5. Vernon Head took the last podium spot in a '03 Toyota MR-S. The rest of S3 included Josh Cadiente, Craig Boyle, Darren Shortes, Chinmay Pandit, Sergei Avedisov and Karsten Bruening.

James Yom took first place in S4 in a '17 Chevrolet Corvette. Jedwyn Taasin finished second in a 2020 Hyundai Veloster R-Spec, while Al Andersen took third in a '16 VW GTI. Glenn Tozier, Joe Mercado, Zach Whipple and Marlon Lee rounded out the rest of S4.

Kaden Meline had a strong finish in Juniors A in a junior kart.

Dhiraj Jadhav led the Solo Spec Coupe class in a Subaru BRZ. He was followed by Glenn Austin in a '14 BRZ, while Bill Charron took third in a '15 BRZ.

The STX class was led by Adam Tarnoff in a '04 Mazda RX8. Nipping at his heels was Erik Acks in a '13 BRZ, with Richard Lee rounding out third in a '14 BRZ. Glen Anderson, Catherine Tran, Cheng Li, Brian Reed, Matt Francavilla and Megan Anderson rounded out the rest of STX.

Takeshi Yoshida took first place in Classic American Muscle in a '15 Corvette Z06. Scott Fraser came in second in a '89 Corvette, while Jesus Villarreal finished third in a '98 Camaro Z/28. The rest of CAM included Danial Stalcup, Kirk Meline, Greg Back and Randy Grohosky.

The Modifieds class was led by Ben Martinez in a '84 Van Diemen. Co-driver Jaime Mendoza took second, with Jake Obniski taking third in a '17 Exomotive Exocet. Chris Warner, Kelly Prior, Gary Ratliff and

Neil Hodgson rounded out the rest of Modifieds.

Justin Moore took first place in the Prepared class. He was followed by Tom Exley in a '87 Mazda RX7 Turbo, while Howard Wolf took third in a '82 Toyota Starlet. The rest of the Prepared class included James Laeno, Derek Boyd and Dwayne Komush. Deanne Caraballo ran uncontested in Prepared-Ladies in a '82 Starlet.

The SMP class was led by Jonathan Lugod in a '19 Mazda ND2. Justin Tang came in second in a '86 Toyota Corolla, with Jessica Yeung rounding out third in a '19 MX-5. The rest of SMP included Darrell Moskowitz, Dave Dunwoodie and Isaac Acks.

Praneil Prasad took first place in a huge ST1 class in a '16 MX-5. Matt Ales, piloting a '03 BMW M3, came in second, with David Peterson in a very close third in a '19 MX-5. Rounding out the rest of ST1 were Andrew Kessel, Jimmy Au-Yeung, Todd Winstanley, Vincent Pizzo, Arvind Govindaraj, Mike Monegan, Paul Tibbals, Mark Lewis, Eileen Blando, Hal Dorton, April Thompson, Eric Bakan, Vladimir Kataev and Sergey Kataev.



Rick Domingo prepares to line up at the start line

Alex Dobmeier piloted his '13 Mini Cooper to first place in ST2. He was followed by Kyle Depew in a '94 Miata. Troy Reinhardt took third in a '94 Miata, with Mike Winckler rounding out ST2 in a '02 Subaru WRX.

Daniel Marien ran uncontested in STM in a '17 WRX.

Christopher Mayfield finished in first place in XS in a '11 BMW M3. David Santel, also in a '11 M3, came in second, with Artem Rakhov rounding out third in a '98 M3. Tasha Mikko and Joe Weinstein rounded out the rest of XS.

Under the COVID-19 restrictions on public gatherings, the SCCA National Pro Solo on April 17-19, 2020, as well as Rounds 4 and 5 on April 25-26, 2020, are effectively canceled/postponed. The next Solo II events on the calendar are on May 23 and 24, 2020, at Crows Landing.



Cars are lined up at the grid

SFR REGIONALS 3 & 4

The 2020 racing season is only two races old and is really taking a licking. Regional Races 3 & 4 had promise written all over it as late as the Tuesday before the race. Entries would be bolstered by the addition of World Speed Formula Car Challenge, Brent Morgan's Formula Pro F3 and F4 USA Western Championship, and Peter West's Pacific F2000 series.

After over a month of bright sunny 70-degree weather, the forecast for the weekend was heavy rain. Which is always a buzz kill when it comes to entries. But the rain was the least of the concerns. Three days before the weekend the nation basically went on shut down because of the Covid-19 virus.

Basically any gathering in the United States was cancelled; the only reason the race was not cancelled was because SCCA races were considered participant driven events and not gatherings for spectators. To drive home that idea, track officials posted signs on the drive up to the track entrance that said spectators would be prohibited.

By the time the first green flag flew for the weekend the clouds had mostly cleared and the sun was bright and shiny. The only problem was with the clouds gone, came a brisk wind out of the south. It is days like this that the three windmills in the middle of the track earn their keep. Even though the temperature read 59 degrees, it felt like 40 degrees.

Group 1 FA, FM, FX, FS

Race 3



#92 Bruce Carpenter followed by #78 Brad Drew both a FMs. #61 Troy Tinsley in a Pro Formula Mazda

Pole Sitter Jay Horak lead the majority of the field up to the green flag and immediately led the first 11 cars through turn one. The other three cars were all F4 cars and they were led to the spilt start green flag by William DeLarosa.

At the front of the pack Horak was firmly in the lead until lap four when he just did not come around again. Horak's loss was John Purcell's gain. John looked like he was on a Sunday drive. By the time the race was over he had a 23 second lead. What the fight for the lead

lacked was more than made up by the next two racers. John Ostlund and Troy Tinsley were involved in a tooth and nail fight for second place. In the mix for the first couple of laps was fourth place starter Robert Merritt, but he ran into trouble and fell way back. Ostlund held on for second with Tinsley finishing third.

DeLarosa never relinquished the top spot for the F4 win but it was not for trying on the part of Spencer Bucknum. Spencer worked hard at keeping DeLarosa in sight and was seen using the dirt to get around the some of the slower competitors.



#7 Woody Yerxa gets ready for the session.

Half the field was made up of Formula Mazda competitors. The venerable ex-Russell school cars can always be counted on to provide interesting fights for position. This race was no exception with Woody Yerxa and Bill Weaver fighting for the lead. Weaver took the lead in the class and did a great job keeping Yerxa behind him. The other great race in FM was the tussle between Brad Drew and Steve Martin. Drew was able to hold Martin off for third in class.

CLASS WINNERS

F4 - #13 William DeLarosa

FA - #14 John Purcell

FM - #67 Bill Weaver

Race 4



#61 Troy Tinsley followed by #67 Bill Weaver

The Sunday version of the Group 1 competitors again featured a split start with the three F4 cars hanging about a half lap behind the pole sitter John Purcell. Because only half the field participated in the qualifying session the grid was scrambled compared to the Saturday starting line-up.

When the group took the checkered flag Purcell naturally jumped into the lead and the field followed through turn one without a

problem, however when the group reached turn 2 three cars had a sight skirmish. They were the cars of John Ostlund, Robert Merritt, and Jay Horak. The only one to continue was Ostlund. The other two were broken down on the outside of turn 2 and two hookers had to be summoned to retrieve them. The resulting full course caution lasted three laps.



Overall winner in group one both days was #14 John Purcell.

When the green flag waved for the second time Purcell easily took off and was not challenged for the overall win and of course his class win. Bill Weaver again lead the FM group but this time he had to fight off a trio of Steve Martin, Brad Drew, and Woody Yerxa. Martin fell back and finished 10th overall. Drew harassed Weaver most of the race but eventually fell back also. Yerxa missed the morning qualifying session

so he started further back and because of his starting position and because of the full course caution he had to deal with the F4s as they came up through the field. Lars Jensen and Bruce Carpenter raced each other hard the entire race and finished within a second of each other.



#63 Lars Jensen had a good race with Bruce Carpenter

The F4 class was again won by William DeLarosa. The F4 again had a split start and because of the caution caught up to the lead group. It was fun watching DeLarosa and Spencer Bucknum carve through the field. DeLarosa earned the hard charger of the race award. But the drive of the race belonged to John Ostlund. Having been involved in the turn 2 skirmish he rejoined the field at the back. By the end of the race he had caught up with Troy Tinsley who was running second. Then on the final lap Ostlund was able to just get by Tinsley and took second place in class and overall. He beat Tinsley to the line by .5 seconds.

Li Sicheng was demoted to last in class due to avoidable body contact.

CLASS WINNERS

F4 - #14 John Purcell

FA - #13 William DeLarosa

FM - #67 Bill Weaver



#62 Bruce Brown in his Stohr WF-1 won P1 both days

Group 2 had the smallest field of the weekend with only 7 cars in attendance. The pole sitter was Bruce Brown in his 2007 Stohr WF-1, but the story of the race was who started last. That was Vasili Stratton who was in second place by the end of the first lap. The distance to Brown was over 30 car lengths and in the early part of the race he was not making a dent in Brown's lead. But as the race wound down Stratton turned it up a notch and was able to close the gap to Brown to .291 seconds. Brown was a cool customer and never seemed to flinch as Stratton did his best to rattle him.

During the early part of the race John Yeatman and Eric O'Brien had a good back and forth race. Even though they were driving cars in

different classes they were turning out very similar lap times. The tussle ended on the seventh lap when O'Brien retired.

CLASS WINNERS

ASR - #26 Vasili Stratton

DSR - #88 Andy Juner

FE - #5 John Yeatman

P1 - #62 Bruce Brown

P2 - #44 Eric O'Brien

#88 Andy Juner in his 1991 AMAC AM-6



#44 Eric O'Brien extracting everything he can out of his 2000 A-Mac AM7



#49 Chris Vian in his elan DP02

The Sunday group 2 race was a case of good news and bad news. The good news was that all 7 competitors finished the race. The bad news was that the only pass of the race happened when Bruce Brown passed John Yeatman at the start of the race. From that point on it was a parade of very fast cars being driven around the 3 mile course at Thunderhill Raceway. Vasilli Stratton had a very large lead by the end of the first lap and never looked back. At about the mid point of the race it looked as though Bruce Brown was closing the gap but a threat never materialized.

CLASS WINNERS

ASR - #26 Vasili Stratton

DSR - #88 Andy Juner

FE - #5 John Yeatman

P1 - #62 Bruce Brown

P2 - #44 Eric O'Brien

#5 John Yeatman drove a solid race and finished third overall.



#41 Steve Bresee in his 1999 Radical ProSport



#96 Mark Zajler in his 1995 Porsche c4

The Saturday running of the big bore production group saw Clark Nunes on the pole in his super quick T1 2010 Chevrolet Camaro; on the outside of the front row was Joe Montana in his GT1 Ford Fusion. Less than a second separated the two qualifying times. This race group has several of the same entries as group five. All the Mustangs and the Corvette of Tim Sullivan run both groups in different classes. Montana and Nunes run only group three and they were the dominant forces in the group. Montana has ruled the class for the past several years, but it looks like Nunes has shown up with a car that could be capable of unseating Montana as the king of the group.



#88 Joe Montana is his Ford Fusion, won the Saturday race.

Any question as to who was going to dominate was erased by the first turn as Montana quickly muscled his big GT1 bomber into the lead. By the end of lap one Nunes would need the eyesight of an eagle to read the sponsors on the back end of Montana's car. The race developed into a procession of sorts and early on looked as though not much was going to change. But by the third circuit you could tell that Nunes had not given up and started to close the gap to Montana which gave hope that something might materialize towards the end. The hope was brief as Nunes' threat faded and he ended up in second 3.895 seconds behind Montana. Further in the pack the lone MC, Charles Laster who was driving a 1989 Chevrolet Camaro made the Porsche of Mark Zajler burn extra fuel to stay ahead of him. Laster would end up setting a new track record in his pursuit but the Porsche did win out at the end.

CLASS WINNERS

- AS** - #39 Ken Pederson
- GT1** - #88 Joe Montana
- GT3** - #08 Kristi Booton
- ITE** - #96 Mark Zajler
- MC** - #23 Charles Laster
- SP** - #6 Mark Enos
- T1** - #79 Clark Nunes



#91 Wilson Powell driving a 2001 Corvette



#58 Timm Sullivan is about to get overhauled by #79 Clark Nunes. #10 Michael Lowe has a front row seat.

The Sunday version of Group 3 saw a different line-up on the front row. Montana was at the back of the field. Since qualifying was under questionable conditions Montana might have decided to sit the session out thereby giving the pole to Nunes and giving him a chance to take off to an early lead. Once the green flag fell Nunes did not disappoint. He took off and the rest of the field was a blur in his rearview mirrors. Montana did his best to make up for the poor starting position and was making good progress towards the front when on lap 6 a mechanical failure caused his GT1 Ford Fusion to roll to a stop on the access road between turn six and fifteen.

The MC Camaro of Charles Laster hounded the Mustang of Edwin Cardinal and was able to get by when Cardinal went straight at turn

5. Cardinal was able to right the ship and continue finishing third in AS. Wilson Powell missed out on a podium in T1 when for an unknown reason his race ended three laps prematurely.

CLASS WINNERS

T1 - #79 Clark Nunes

AS - #29 Igor Gandzjuk

MC - #23 Charles Laster

SP - #6 Mark Enos

GT3 - #08 Krysti Booton

#08 Krysti Booton has #6 Mike Enos lurking in the background.



#79 Clark Nunes has to counter-steer around #08 Krysti Booton



#54 Chuck Horn checks his gauges as he motors down the front straight

The Saturday Group 4 race did not look like it was going to be much on paper with only 12 cars taking the green flag. The group consisted of six Formula Continentals and six Formula F cars. But so much for preconceived notions; Steve Meyers ran into trouble at turn 9 on the opening lap. His disabled car brought out the pace car which led two laps. Upon resumption of the race, pole sitter Tom Hope exerted his will over the field. Hope was able to pull out an insurmountable lead and never had to look back. Peter West who started shotgun on the field made up six positions on the opening lap and was having a great race with Robert Yallen until lap nine when West made his move. Unfortunately for Yallen he spun only to recover and get in the middle of the Horn/Renfrow battle for first place.

On the last lap Yallen was doing his best to get through the final lap and regroup for the Sunday race. However the leaders of the FF race came up to him at turn 11. At that time Renfrow was leading Horn by a coat of paint. The trouble really started when the three cars exited turn ten. In the short chute between the turns Renfrow wanted to get by Yallen, but Yallen drove down the middle of the

track. Renfrow feeling the pressure from Horn felt he had to make the pass to preserve the win, but Yallen did not yield the turn and took his normal line. Renfrow's right front touched Yallen's left rear and the two cars ended up in the dirt on the outside of turn 11. Horn also had to use the dirt as an avenue of escape but was unharmed. He was able to get going to win the class. Renfrow on the other hand was not too happy and got out of his car and went directly to Yallen who was still sitting in the cockpit of his car. Renfrow obviously expressed his displeasure with Yallen and then got back into his car and drove it to the impound area. Yallen had to use the hooker to get his stricken car back to impound.

CLASS WINNERS

FC - #18 Tom Hope

FF - #54 Chuck Horn



#11 Denny Renfrow in a rare photo without Chuck Horn in his mirrors



#28 Robert Yallen. Yallen and Renfrow would be much closer on the final lap



#18 Tom Hope had the speed to win both days but a DNF in Sunday's race dashed his hopes.

Without a doubt the best race of the weekend was the group 4 contest between Denny Renfrow and Chuck Horn. Just like Saturday group 4, only two of the six possible classes were represented. And just like Sunday Tom Hope looked as though he was going to take the overall victory until lap four. On that lap Mr. Hope lost all hope of winning and parked his car. He still had the fastest lap of the race but his retirement opened the door for Scott Vreeland. Vreeland ended up with a 14 second margin of victory over Paul Rodler. But during the mid point of the race Rodler was closing the gap and it looked as though the some sort of tussle for the overall victory would materialize but to no avail. The FF race, however, was nothing but a dogfight. Horn and Renfrow were so evenly matched the winner was going to be determined by who had the lead on the straight leading up to the start finish on the last lap. Initially Chuck Horn had the advantage but on lap six the two leaders in FF came upon the FC car of Robert Yallen. Renfrow used this as an opportunity to get by Horn, which he did on lap seven. By lap eight Renfrow had a car buffer between him and Horn. On the next circuit Horn was able to get by Yallen and closed

the gap back up to Renfrow. Lap ten saw Horn leading at the stripe but the lead was short lived as by the time the two reached turn one they were side by side. Renfrow came out of turn two with the lead, which he held for two laps. On lap 13 it was Horn's turn to go side by side with Renfrow through turn one and this time he came out on top. Horn somehow kept the lead for three laps but Renfrow was not done. On the final lap Renfrow got a good run on Horn and was able to get by him going into turn one. On the final lap Horn looked for every opportunity to slip a wheel inside of Renfrow but Renfrow was up for the challenge. Renfrow was able to hold off Horn with a margin of victory of .059 seconds!

CLASS WINNERS

FC - #51 Scott Vreeland

FF - #11 Denny Renfrow



#68 Paul Rodler finished second on Sunday



#49 Donovan Helfrich in his MG Midget

Group 5 had a unique split start. I say unique because I think the fast qualifiers in ITA decided they would hang back a little bit from the SMGs just so they could have some breathing room going into the first turn. This is not the kind of split start that the officials of SCCA would condone, so I think it was a gentleman's agreement on the opening lap. I can tell you for sure once the green flag dropped all agreements were off the table and it was every man for himself. At the sharp end of the field we had Ken Pedersen from Novato CA in his 2007 Ford Mustang. Ken would jump into the lead and was never seriously challenged to the end. Anthony Bonino and Tim Sullivan had a spirited battle for fourth overall until Bonino was able to break away.



#10 Michael Lowe finished third on Saturday



#58 Tim Sullivan finished 5th overall

The ITA group was a different story. Joseph Kou was able keep the lead going into the first turn. From there he was able to keep Scott Smith, Patrick Chio, Wa Huong, and Eric Fulkerson in his rear view mirror. These guys stayed nose to tail until lap 11 when Kou built up a little gap and Smith was able to gap himself from Chio and Huong. Also by this time Eric Fulkerson made a nice clean pass on Huong going into turn 11. They finished with Kou taking the class win with Smith, Chio, Fulkerson, and Huong following in that order.

ITX winner was Ross Lindell who won by 11 seconds over Rob Fuller.

CLASS WINNERS

SMG - #39 Ken Pedersen

SSC5 - #58 Tim Sullivan

ITA - #6 Joseph Kou

ITX - #16 Ross Lindell

B-Spec - #54 Clint deWitt

HP - #9 Donovan Helfrich Sr.

T4 - #78 Tony Kiratous



#29 Igor Gundzjuk Won the Sunday race

By the time the Sunday version of Group five took the track the day had really turned cold. The wind just never stopped and felt like it was piercing every layer of clothing you had on. Ken Pedersen who won on Saturday was not entered in the Sunday Race. He might have had enough of the cold weather and decided the cozy confines of home were a better choice than the racetrack. Adam Enticknap ended up taking the pole position for the Sunday race. The lead was short lived, as Igor Gundzjuk was able to wrestle the lead away from Enticknap and Gundzjuk sped away.

Starting at the back of the pack was Tim Sullivan. Tim was experiencing mechanical trouble at the end of the race Saturday and was not able to make the qualifying session therefore he started at the rear. Tim had a great race as he made up 28 positions to finish third overall and first in the SSC5 class.

Turn nine proved to be extra difficult for the group as four cars lost control on the exit of the turn. The most spectacular was the Mini Cooper of Clint deWitt as he took to the hillside in an effort to keep his car going in the right direction. The Mini Cooper looked as though it was trying out for the Baja 1000 as on more than one occasion all four tires were airborne. Clint would retire after the excursion.

Another spectacular feat was accomplished by Joseph Kou who on lap 13 spun on the exit of turn 10 and ended up at rest in the middle of turn 11. Kou would continue unharmed and finished 4th in ITA. Speaking of ITA the eventual winner Patrick Chio had to overcome some lost ground at the beginning of the race to overtake Wa Houng on the 8th lap. Houng had a great race in that he had to ward off the advances of Joseph Kou and Eric Talista. Kou was ahead of Houng as late as the 13th lap but Houng was able to get by late in the race and hold off both Talista and Kou.

CLASS WINNERS

SMG - #29 Igor Gundzjuk

ITA - #186 Patrick Cho

SSC5 - #58 Tim Sullivan

T4 - #78 Tony Kiratsous

HP - #9 Donovan Helfrich Sr.

B-Spec - #54 Clint deWitt



#78 Tony Kiratsous driving a 2013 Scion FR-S



#4 Frank Valente has a large line of cars in his mirrors

28 Spec Racers showed up with the majority of the participants having converted their cars over to the SRF3 specs. The Saturday version of the Spec Racer Ford saga saw the first attempt to start waived off by the San Francisco Region Starter. I never found out why but I did see an emergency vehicle scrambling to get into position before the race.

Anyway on the second attempt the line up was to the satisfaction of the SFR starter and the field barreled down to turn one. The first turn the leaders took side by side with Umberto Milletti on the inside and Joe Viso hanging on to the outside lane. By the time they entered turn two Umberto was able to hold the position and took the lead. With 28 cars entering the first two turns you expect something to happen but these guys are pros. They all made it through and by the end of lap two they were all basically running in line. Umberto put his head down and concentrated on turning fast consistent laps and by the end of lap four he had about a 30-car length lead over Viso.

Viso on the other hand had his hands full and by lap 5 Joe Briggs made his way around Viso. Viso was the guy getting picked on the most this race as next it was Bill Booth's turn to try his luck. On lap 10 Booth was able to get by and now Viso had fallen three spots to fifth. Gregory Hoff was running as high as third but by the end he ended up 23. Hoff spun on the pace lap and came back on the track. Which was against the rules and he was demoted to the end of the class. He

had a very eventful race; not only did he spin on the pace lap he spun on the last lap. Hoff was catching the second place car of Joe Briggs and in Hoff's words he got a little greedy. The resulting spin put him side by side with Bill Booth. They went through turn 5 side by side with Booth edging Hoff out. Booth ended up beating Hoff to the line. Hoff's valiant effort ended up being a wasted since the race officials demoted him. SRF winner Ken Woolley had a lonely race to take the class honors.

CLASS WINNERS

SFR - #41 Ken Woolley

SFR3 - #34 Umberto Milletti



#52 Joe Viso on the pre-grid prior to an eventful race.



#64 Mike Smith finished 10th overall he lost five position on one lap.



#76 Eric Hand entering the track

The Sunday SRF event had a different flavor from the Saturday version. Saturday's winner Umberto Milletti was not entered. Joe Briggs from Healdsburg took the pole for Sunday's race. Briggs was the only driver to get under the magical 2:00 barrier in the qualifying session. At the start Briggs was able to capitalize on his starting position and break away into the lead. Briggs had the other front row occupant Joe Viso from San Jose, following in his exhaust fumes. The two Joes were able to break away and it looked as though they would be the only two deciding the outcome for the faster SFR3 class.

In the SRF class Saturday's Winner Ken Woolley spun on the first lap and spent the rest of the race atoning for his mistake. On lap 7 the pace car came out most likely for the spun car of #23 Aaron Devenport. The green flag came back out on lap 9 with Briggs and Viso resuming the fight for the lead. But now Gregory Hoff, Jim Devenport, and Bill Booth were within striking distance. On lap 11 it all went wrong for Viso as he spun and eventually ended up in 15th. Gregory Hoff was there to capitalize and he took second place 3.035 in arrears to Briggs. Ken Woolley was able to recover from his first lap mishap and take the SRF race for the weekend sweep.

CLASS WINNERS

SFR3 - #9 Joe Briggs

SFR - #41 Ken Woolley



#14 Gregory Hoff had a busy weekend racing in two different classes with a lot of close racing.



#71 Jerry Alass in front of the #81 car driven by John Arcsott



The Start of Saturday's race. #93 Ken Sutherland and #6 Joseph Kou on the front row

The Saturday Group 7 saw 42 cars take the green flag. Ken Sutherland from Sherwood Oregon drove down to harass the San Francisco guys. He just wanted to let them know the great Northwest is still a force to be reckoned with. On the outside of the front row was Walnut Creek's Joseph Kou. They were both playing with house money since they each represented a different class. Sutherland was racing as a Spec Miata which is the Miata rules as written in the GCR and Kou was racing in SMT which is racing a Miata that complies with the GCR except in the brand of tires.

The 42 car field made it cleanly through the first turn only for #77 Jacob Franks to spin in turn two the next lap around. Franks fell nine positions before he resumed. Up at the front Sutherland was able to put a 10-car lead on Kou as he held off an antsy pack of six cars. On lap 6 Steve Borlik from Los Altos was able to get around Kou and set his sights on catching Sutherland. As Borlik drove his hardest Sutherland was already experiencing lap traffic by lap 7. At the end

Sutherland won by 2.5 seconds but it was never really close. Borlik finished second overall and second in SM. Even though Kou fell one spot at the beginning of the race he still won his class, which was quite the reward for the amount of effort he had to expend keeping his fellow competitors behind him.

Ross Lindell qualified 10th and was the highest starting SSM (Sealed Spec Miata) but only made three laps before he retired. Gregory Hoff had a good race when he made up 11 places from where he started to win the SSM class. The hard charger of the race was Bradley Oneto who made up 18 spots during the race to finish 15th in SMT.

CLASS WINNERS

SM - #93 Ken Sutherland

SMT - #6 Joseph Kou

SSM - #97 Gregory Hoff



#50 Tupper Hull has #184 Jayceton Lapid breathing down his tailpipe

On Saturday, Mountain View's Tommy McCarthy missed the qualifying session and had to start at the rear of the field. Sunday the rest of the field was not so lucky as McCarthy qualified second to Ken Sutherland who was still beating up on the local guys. The beating ended when the green flag flew for the Sunday race as McCarthy took the lead. Sutherland did his best to catch him but a second victory for the weekend just was not going to happen. McCarthy won by 7.4 seconds over Sutherland. Poor Ken Sutherland had to drive back to Sherwood Oregon with just one first place trophy and one second place trophy (sarcasm). Another guy from out of town was Will Rogers. He lists Huntersville, North Carolina as his hometown and he led a mixed bag of cars home for third overall and first in SMT. Welcome to the region Will.

The SSM race saw Ross Lindell finish the race unlike his Saturday

results and because he finished he made sure he finished first in class. One of the busiest guys from the weekend was Gregory Hoff. He competed in-group six and seven during the weekend. For his efforts he finished second on Sunday in SRF3, second on Sunday in SSM, won the Saturday SSM race, and was demoted at the end of the Saturday SRF3 race for rejoining the field when he spun on the pace lap. Pretty good weekend especially considering he is racing in the two most competitive classes in SCCA.

CLASS WINNERS

SM - #11 Tommy McCarthy

SMT - #5 Will Rogers

SSM - #16 Ross Lindell



#08 Majid 'MJ' Hajari from Portland Oregon doing his best to stay in front of the large group of cars behind him.



#6 Joseph Kou leads a large pack. This close racing was typical for the group all weekend.

With 163 total entries (132 Double, 9 Single, 22 Dual) the weekend turned out to be a relative success. The race was probably the largest gathering of people anywhere in Northern California as stay-at-home advisories were being issued literally as people were headed to the track. Because of the Covid-19 Virus and the questionable weather a lot of people were no shows. As the last checkered flag fell and the

paddock was quickly emptying out all I could think of was the SCCA volunteers. These people braved the cold and the personal risk to themselves to work the event. I do not know how they do it, but I do know we cannot do it without them. Thank You. Stay home and be safe until the shelter in place order has been lifted. We all want to go racing again.

Full Body Contact

Update from SCCA-E

New SRF Sadev Transmission in Development

Mike at SCCA-E has started development of a new sequential transaxle for the SpecRacer. It will be in the testing phase this year and if things go well it might be available to racers in 2021. It is great to see the SpecRacer continues to get better.

The plan is to have 12-14 test transaxles delivered in late August or early September for install and testing. The test transaxles will only be used for testing and they will be able to run with the current SRF classes but only as an exhibition car and not for points.



SRF Sadev 6 Speed Gearbox

Mandatory Upgrade - New Bump Stops

A reminder that the new Red SCCA SRF Bump Stops will be mandatory on May 1, 2020. The rules will be updated to eliminate any confusion.

Local SpecRacer Ford News

New Hippy SpecRacer Ford

Robert Sachs is sporting a new retro paint job on his SpecRacer. The paint job is inspired by the Porsche 917 from the 70's, of course. Hopefully everyone will see him coming, if not they are probably color blind.



Robert's Hippy SpecRacer



Porsche Hippy 917



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BY BRUCE RICHARDSON



Perry and Casey at Drivers School

Two New SpecRacer Ford Racers

We have two new drivers running the season in their newly acquired SpecRacer Ford GEN2's. Casey McLoed from Diamond Springs and Noah Hambayi from Rancho Santa Margarita plan on running the full season. Casey has experience racing Sprint Cars and Noah raced shifter karts. Please make time to stop by and welcome them to the SpecRacer and SFR community.

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NOTES from the ARCHIVE - Hagemann-Jaguar



Hagemann Jag at 1980 Monterey Historics

The 1950s was among the most exciting decades for sports car development. All over the world, companies were building amazing sports cars, competing in races, and advancing performance technology faster than fabricators could build the cars. Not only were major manufacturers competing against each other, but independent builders, cottage industries, and small motorsports start-ups were also innovating, often times with nothing more than a shoestring budgets, grit, and determination to challenge the big guns. Driven hard, modified as new ideas emerged, and often dismantled as their platforms aged, many of these sports racers were lost to history, languished by time, significantly modified, or sadly discarded. Occasionally, however, a unique and important car with competition history and known provenance survives, revealing not only a story of intrepid origin, but dedicated long-term ownership as well. Such is the case with the one of a kind Hagemann-Jaguar Special.

Babe Sulprizio was no stranger to mechanical innovation. Having settled in Northern California by the 1950s, he was smitten by mechanical objects and driven to run his own company. By 1954 Sulprizio owned and operated San Leandro, CA based United Engine & Machine Shop and Silva-Lite Piston Company. Eager to compete in the growing Northern California racing scene, Sulprizio realized there was no chance he could afford his most desired car, a C-Type Jaguar, so he put his passion and machining skills to work. By early 1955, construction began using a welded tubular steel ladder frame with Jaguar Mark VII independent front suspension and longitudinal torsion bars up front, with a solid rear axle, longitudinal torsion bars, and a transverse link for the rear suspension. Originally specified to house the all-new Chevrolet 265 V8 engine, the local Oakland Chevrolet assembly plant refused to sell the engine as a separate unit, leading Sulprizio to his second choice, a GMC 302 inline 6. Sulprizio then loaded his chassis and hand sketches for delivery to expert body fabricator and legendary builder Jack Hagemann. After some discussions regarding the details and specifications, Hagemann formed the alloy body panels using traditional English Wheeling and hand panel shaping to build the unique body. Upon completion, Hagemann suggested a polished aluminum finish, but Sulprizio insisted that the car should be painted bright red, leading many who saw the car for the first time to inquire what type of Ferrari it was.

Certainly, there was quite a bit of Italian design influence in the forms, Sulprizio himself was from an Italian family, but Hagemann was able to create a unique look for the car. Italianesque from the front, with a wide grille opening, low hood line, and gentle undulation to the rear fenders, with a very characteristically British appearance when viewed from behind. The result was a fresh approach to sports car design, far more advanced than the C-Type Sulprizio had so greatly desired.

In its first outing on the track, the GMC engine failed while competing at a race in Stockton, CA Almost immediately, Sulprizio removed it, installing a 3.4 litre Jaguar DOHC in-line six engine removed from an XK120. In 1961, after enjoying the car for several years and racing at various Northern California racetracks, Sulprizio traded the special in on a brand-new Jaguar XKE roadster. For some period of time the Hagemann-Jaguar remained on display at Oakland British Motors until it was purchased by Bill Barrington, who shortly thereafter sold it to Al Bourdet. Typical of the times, Bourdet regarded the special as an enjoyable sports car, using it to commute between his homes in Berkeley and Squaw Valley. In 1976, Bourdet sold the car to the current owner, beginning an unbroken history of ownership spanning 44 years, preserving and maintaining this rare one of a kind hand-built alloy sports racer.

Under the first 20 years of the current owners use, the car was maintained and race-prepared by a cadre of legendary Northern California performance specialists including Ivan Zarembo at Griswold & Co. and then with Phil Reilly. In 1976, after experiencing brake fade only six laps into his first race, the current owner elected to replace the XK120 drum brakes with XK150 disc brakes. During the ensuing years of ownership, the Hagemann-Jaguar Special participated in multiple events, including every Monterey Historic race since 1976, celebrated in colorful glory with an array of event participation stickers spanning nearly two lengths of the low-profile windscreen. Also, during his ownership, the current owner repainted the car in its current and distinctive British-American Racing Green metallic, settling any association with the often-mistaken Ferrari moniker. The current owner also acquired a California DMV issued ID for title and registration. The car is titled in the State of California as a SPCNS (Specially Constructed) with appropriate documentation; however there is no physical stamped ID number or plate on the car.

The following article and photos is reprinted with permission of Fantasy Junction. It is a description of a 1950s era sports car special, built in and raced in Northern California. I have edited the article due to space considerations, the full article is available at <https://fantasyjunction.com/inventory/1955-hagemann-jaguar-special-1/overview>.

FANTASY JUNCTION



DOHC six cylinder upgraded to 400 hp



A well appointed and comfortable cockpit

After thirty years of driving, the current owner invited expert Bernard Juchli to not only prepare the car to high standards, but to also race it in various events. Juchli, having owned and operated a Jaguar restoration and repair shop in Los Gatos, CA and having been a successful racer in his own Jaguar XKE, took the Hagemann Special to the front of the pack, frequently as a class winner in multiple vintage racing events. Juchli, now manager of Jay Leno's "Big Dog Garage", often displayed the car at Leno's Burbank, Ca. location as well as featuring it with Jay driving in one of his "Jay Leno's Garage" videos. Among the many improvements this wonderful car has seen over the years, the current engine installed in the car is a 4.2L unit which dyno tested at around 400hp. The engine was built with Carrillo Rods, Cosworth pistons, a big valve head, and 13:1 compression ratio. Likely in need of detuning in order to run on 91 octane fuel, the engine is built for racing purposes and would very likely benefit from a rebuild in the near future. Over the years, the consummate preparation, careful performance tuning, and ongoing enjoyment of this rare car has been carefully chronicled by 44 years of dedicated and unbroken ownership.

Every view of the car is a testament to the capabilities of Hagemann and the vision of Sulprizio. Accenting the hood, a fitting Jaguar emblem resides at the center, while the rear of the car features a 1955 California year of manufacture license plate. Inside the cockpit, a

prominent array of period correct instruments, toggle switches, and wood rimmed steering wheel delight the viewer with authority and detail. The aluminum formed dashboard blends smoothly into the upper door surfaces, hollowed out to yield lighter construction. The interior seating materials are reminiscent of the pattern and design seen in the Jaguar XKSS, supported by modern Deist racing seatbelts, carpeted floors, and a low-profile plexiglass windscreen. Flanking the smaller instrument cluster, an historic badge indicates the origin of construction "Built by Hagemann Special Cars".

Whether you are interested as a potential buyer or just interested in seeing this beautifully designed and built race car, drive on over to Fantasy Junction and take in this piece of Northern California racing history.



A beautiful design and well executed

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THUNDERHILL REPORT

BY DAVID VODDEN

Shannon Ell, our long time General Manager and for many people, the voice of Thunderhill Park, moved to Missouri in March to enjoy a life of recreation, fun and relaxation. Even though far away, Shannon continues to work for Thunderhill remotely, however that friendly voice on the phone when you called to discuss track rentals, is now Geoff Pitts.

During his 22-year reign at Thunderhill Park, Shannon booked event days in the tens of thousands, often as many as 528 track days per year and at least 200 additional rental days on the various skid pads and dirt road courses. Shannon did it all from the customer call to the signed contract and then made sure that the event managers here knew what was coming and how to best ensure that their experience would be the best possible.

I found Shannon in 1998 as a result of meeting his mom, Ruth, at a local doctors' office. She was the receptionist there and quite prolific in her praise of her sons' skills and ability to help Thunderhill Park grow and prosper as part of my "team". She was right. On his first day on the job Shannon experienced a medical fatality. From this inauspicious start, Shannon experienced it all from the huge light festivals that he brought to the track to a big truck race and car show and much more. He worked with a small and loyal team that helped him develop the schedule each year.

All of us on the track team and the many, many customers that worked with Shannon over the years miss him. We accepted his departure knowing that Shannon was headed off to a great place with lakes for his boat and the potential to return to his first love music. Shannon is a great singer and a talented music businessman. No doubt his new neighbors in Missouri will hear his sounds and welcome him with open arms. Who knows, maybe Shannon will find a racetrack in Missouri to help along the way.

Like other track venues we are closed down hoping to open again, sooner than later. I maintain the basic staff of accounting, scheduling, maintenance and security which is about seven people but not everyday and a gate guard. We want to provide access for our garage tenants and we want to make sure that no one comes up here and gets in and gets hurt. In law this we are called "an attractive nuisance" which can mean we get sued if we "let" someone get in and they hurt themselves. Really!

By far a majority of our customers who are having their events cancelled plan to reschedule. Date availability may prevent some of this recovery but we do have two tracks and that is a huge blessing for rebooking dates. We are getting a lot of maintenance done and the Park looks great! My plan is to keep the place well maintained, safe and to complete prioritized projects so that when we do resume business, we will be ahead on everything and ready for action!

Our monthly bleed is over \$50k but that would be much worse if we had debt and a poorly run operation. New track Chairman of the Board, Mike Smith, made it clear to all on the new board that the excellent management of Thunderhill is the reason we are safe and will come out on the other side of the Corona virus better than most and ready to move forward.

Welcome new track board members: Mike Smith, Jeff Lederman, Joe Briggs, Jim Devenport, Bruce Richardson and Tim Sullivan.

Returning to the track board are Steven Archer, Brian Ghidinelli, and R. J. Gordy. Directors whose long and valuable service in this capacity that now moves into the history books include, Gary Pitts, Jon Norman, Richard Siri, Stuart Seitz, Lucy McCarthy, Clint de Witt and yours truly. Earlier this year Director Gary Meeker dropped off the board for personal reasons. Many thanks to these fine people for their exceptional service to the mission of Thunderhill. Moving forward with Mike Smith as the Chairman, Thunderhill Park will continue to grow and prosper. Mike was on the track board before and added greatly to the culture and direction of park. I am confident that the best years of the track lie ahead as we continue, together, the mission of making sure that the Thunderhill Park is here for the long term providing track time for the Club and the many great users who helped us grow over the past 26 years.

A special shoutout to Thunderhill garage tenant Larry Oka whose membership in the SCCA was touted recently as 45 years. Wow! It turns out that it is more than that because he joined when he was in high school and the big SCCA does not acknowledge those years. As a former Oka Racing champion in two classes and PCRRRC winner in his Datsun 510, I can't underscore enough how much Larry Oka has done for amateur road racing in our market. Domo arigato gozaimashita, Larry.

Want to rent the track or skid pads for anything, therapy? Call now as the rush will be the same as going to the Thunderhill Grill at 12:15 for lunch, if you wait. Beat the crowd. Book now and often and rent a garage while you are at it. We are here to help. Thunderhill.

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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 Supervee, 1972.

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

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



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Spec Racer FordGen2- 2004 Ready to race! Professionally

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2010 formula enterprise race car in great condition. Several podium finishes SF regional races Call Brad Shaffer for more information

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1964 Chevrolet Corvette Coupe B Production Racecar, s/n

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

Street/Auto-X

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



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

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



Chuck McKinney's 2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX

"Wonderbread" Car • My Wonderbread car is available for sale again. Buyer changed his mind and will not be continuing his GT3 effort so the car is available. GT3 Nissan 240SX with plenty of history. I am in a position to make a special deal to someone that will campaign the car in GT3 this year. GT3 needs the numbers! Multiple purchase options available. Let's make a deal and get this car back out where it belongs. 24' enclosed Hallmark trailer is also available. New windshield, master cylinders, Long shifter & linkage, battery and clutch all new in 2019. \$30,000 - Includes 3 sets of wheels, extra carbonfiber body parts, and my complete 25-year inventory of spares. Also available, 24' Haulmark enclosed trailer w/winch and load levelling hitch. Go to: <http://raceclass.com/rpm/ads/1361/scca-gt-3-nissan-240sx-racing-car-for-sale-ready-to-race.html> for a complete build list and photo's. Chuck McKinney (510) 812-1140 chuck@amtmetals.com

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



Vintage H-Mod mid-50's Jabro Mk1 750 Crosley Engine, Rib Case Gear Box,

Fuel Safe Cell, Log Books VARA, CSRG, HMSA • Not raced in 15 years. Needs new Flywheel Ring Gear. Other Crosley gear available.

For more info: bbhillsantacruz@gmail.com



1970 BP/GT1 corvette. This car ran approximately

16 races. It has a log book, vin tag, and a signed-off Illinois pink slip. It runs, stops, and handles well. It is registered as a 1970 corvette and has a 1969 front end. The rollage number matches the log book and the vin matches the pink slip. The rear wheel arches will take a 12 wide rim and the fronts will take a 10. The tires are not race tires but near-new Mickey Thompson (street style) tires as rollers. The engine is all iron except for the intake manifold. The transmission is a four-speed Muncie with Hurst shifter. The single carb is a 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,

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



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Car. Orange/Blue Gulf livery. Built to SPEC 944 specifications. 2.5 liter 4 cylinder engine. Upgraded suspension. Hawk Blue pads with steel braided brake lines. Auto Power roll cage and seat brace. Kirkey race seats with cam lock harness. Toyo Proxy RR 225/50R/15 with 15x7 phone dial wheels. Magnaflow muffler and resonator. IO Port and Simpson nets. All interior parts included. \$8,500.00 Tim @ 530-512-5020 tdryan1970@gmail.com

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

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



'08 Spec Mustang SMG / American Sedan A/S:

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

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

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



Built to current SCCA FP specs this 1962 P1800

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



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

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

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

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

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

Ray Hiett. 11HPrrhiett@gmail.com 1708



(4) Brand new Ford Performance

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

Girling aluminum calipers in as new condition, 1 1/2" 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. lzzy 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

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

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

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 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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