



The wheel[®]



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



Runoffs Race Reports ■
Special San Francisco Region Edition
p. 12

SFR Solo Round 15 ■
p. 10

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JANUARY 2019

Cover Start of the FF Championship Race. Eventual winner Jonathon Kotyk leading the charge and Jeff Shafer on his way to second place in P2 photos by Aaron Meyer

#48 Steve Meyer in the Porter Racing Swift Honda photo by Aaron Meyer

FEATURES

- 6** RE News
- 7** Wheelworks
- 8** SFR Solo Round 15
- 10** The People
- 12** Runoffs Race Reports Special
San Francisco Region Edition
- 24** Contingencies Sought
We Need You!
- 25** Start Your Championship Quest
- 26** Notes from the Archive - Ferrari
- 28** Thunderhill Report

IN EVERY ISSUE

- 4** Calendar
- 4** Travel Tech
- 29** Race Car Rentals
- 30** The Garage: Classified Ads

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

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CALENDAR

2019 FRESNO CHAPTER SOLO SCHEDULE

Driving School - January 26

Event 1 - January 27

Event 2 - March 16

Event 3 - March 17

Event 4 - April 13

Event 5 - April 14

Event 6 - May 25

Event 7 - May 26

Event 8 - June 8

Event 9 - June 9

Event 10 - November 9

Event 11 - November 10

All events held at Fresno Fairgrounds

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

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



2019 Entry fees:

\$850 thru February 10

\$1250 February 11-14

The three-day school consists of on-track training with instruction by nationally licensed drivers, practice starts and races, and personal download sessions to discuss your driving sessions. On completing the school, students receive an SCCA Novice Permit or a Full Competition License which allows them to enter SCCA Regional Road Racing events anywhere in the US.

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- 1 car/\$10.00 + mileage
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- 3 cars/\$8.00 each + 1/3 mileage
- Logbook for new car or re-issuing a Logbook is \$30 plus mileage.

2019

2019 SFR/SCCA RACE SCHEDULE

FEBRUARY 15-17

DRIVERS SCHOOL – THUNDERHILL

MARCH 16-17

DOUBLE REGIONAL 1-2 – THUNDERHILL

MARCH 27 -30

CALIFORNIA 8. WEATHERTECH RACEWAY
LAGUNA SECA**

APRIL 6-7

DOUBLE REGIONAL 3-4 WEATHERTECH
RACEWAY LAGUNA SECA

APRIL 13-14

TIME TRIALS. THUNDERHILL. (WITH RENO)

MAY 3-5

TRANSAM. WEATHERTECH RACEWAY
LAGUNA SECA**

MAY 9-12

FERRARI CHALLENGE. WEATHERTECH
RACEWAY LAGUNA SECA (LIMITED
SUPPORT)**

MAY 11-12

REGIONAL 5-6. THUNDERHILL

JUNE 1-2

DOUBLE REGIONAL 7-8 WEATHERTECH
RACEWAY LAGUNA SECA

JULY 6-7

DOUBLE REGIONAL 9-10 SONOMA

JULY 25 - 28

HOOSIER SUPER TOUR WEATHERTECH
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AUGUST 10-11

PRE-REUNION. WEATHERTECH RACEWAY
LAGUNA SECA**

AUGUST 15-18

REUNION. WEATHERTECH RACEWAY
LAGUNA SECA**

AUGUST 31-SEPT 1

DOUBLE REGIONAL 11-12 WEATHERTECH
RACEWAY LAGUNA SECA

SEPTEMBER 12-15

IMSA. WEATHERTECH RACEWAY LAGUNA
SECA**

SEPTEMBER 19- 22

INDY CAR. WEATHERTECH RACEWAY
LAGUNA SECA.**

OCTOBER 25-27

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POINTS/5 MILE MCCARTHY RACE
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RE NEWS

BY BARBARA MCCLELLAN

Crisis averted!

My fellow club members, we came so very close to having to cancel our Majors events at Sonoma due to a lack of turn workers. It was only with the help of Thunderhill that we were able to staff the course. And I'm writing this on Thursday, three days before the event. It was only yesterday that we had confirmation that we had sufficient staff. But this is a crisis that we are going to have to meet head on because we have to recognize that this isn't a one time situation. We need to recruit more volunteers, train and nourish them so they want to return. We need to welcome everyone with open arms.

We recognize that racers need workers in order to race and workers need racers in order to enjoy racing. But it has become an expensive proposition for volunteers. How can we help? Your Board of Directors have taken several steps to help. We used to give each volunteer 3 VIP points per day at the track. Points are accumulated to purchase racing merchandise, pay for banquet attendance, or converted to gas cards. Each point is worth \$1—or \$3 per day of volunteering. Starting this year, each volunteer will be given 20 VIP points per day at the track which allows them to accumulate points much faster. I'm guessing that we're going to be seeing a lot more conversions of points to gas cards to help with expenses.

Tim Sullivan has been working with SCRAMF folks and the Monterey area hotels/motels to negotiate rates in the area of \$100 per room per night. The pilot program will have the Region guaranteeing 10 rooms at a motel and paying the daily rate. Workers can then reserve the rooms on MotorSportsReg and pay \$100 per night with the Region absorbing the balance of the bill. All rooms are double occupancy, with the idea that a lot of people already double up and if you do double up, it is only \$50 per head. The hotels will not necessarily be the same each event weekend and nothing is really available at a low rate when we come to Pre-reunion and Reunion in August. But it's a pilot program we want to give a try. For the California 8, we have guaranteed 10 double occupancy rooms at the Colton Inn in Monterey. We will have worker registration open for this shortly after the Chief's meeting.

The National Convention is next weekend in Las Vegas and several of us will be talking to leaders from other Regions to see how they are addressing this issue. There are some who say we need to be paying our workers. Others say that isn't the way to go but we just need to be more welcoming. I don't have the answer but we're going to be looking for help.

Next is the paragraph with which I started my column earlier this week, but that was before we dealt with the crisis I discussed above. I'm going to include it because what it says is true.

It's hard to believe that another year is upon us and as I write this column, I'm looking forward to the beginning of the 2019 Racing Season. By the time you read my column, we will have the January Sonoma Majors over, the National Convention over, the Chiefs Meeting over and the Stewards Training Meeting over and we're looking at the next Drivers School.

Here it is early January and over 24 students are already signed up for the Drivers Licensing School. And I know there are several more who have expressed interest in entering. And there are some really exciting things happening at our school. San Francisco Region has

always taken pride in its school. Lots of good instruction and track time plus the experience of actual racing starts. The Instructors are working with Gary Meeker who is the NorPac Divisional Licensing administrator. After a weekend of working with the students, Instructors will have the option of recommending that a student have his/her Novice License be waived and then be awarded a Competition License. Some students are ready for that and we want to recognize it. I was talking to an Instructor the other day and he was saying that some students want the comfort of a Novice License since they are not interesting in going to the Runoffs that first year of racing. But it's a great option we have.



Going back to the end of 2018, Thunderhill provided a free Test Day the last Saturday of the year. Thank you Thunderhill for this opportunity. Seventy-four drivers took advantage and it was a beautiful day. I had an opportunity to talk with several of them and they were looking forward to the season ahead. As am I.

Til next time, your RE. Barbara

THE RACERS DENTIST



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LOOKING FORWARD TO 2019

WHEELWORKS BY BLAKE TATUM

2019 will bring some changes to the San Francisco Region. First off, Reno Region is going to work with us a put on the very first time trial event. It will be part of the 2019 Tire Rack Time Trials National Tour and will be held April 13/14 at Thunderhill Raceway Park. Tony Rodriguez has been appointed the chief of time trials with the region. Tony has been the guy spearheading the time trials cause. He has been the man most responsible for getting the board to approve the event. For those of you that do not know what a time trials event is, think Auto-Cross on a race track. For more information on a Time Trial event go to <https://timetrials.scca.com>.

Another change is we will have a Majors event at Sonoma and our first Super Tour Event. This is a good news bad news situation. The good news is we will have two events at Sonoma Raceway, which is a very popular track amongst our members. Also the good news is we will have our first Super Tour event. For those that have not been to a Super Tour they offer a professional announce crew, sector timing, and a high level of competition. This will be a three day event with a test day associated with it. The bad news is the Sonoma event will be very unique and will feature a Sunday/Monday schedule which obviously presents challenges for staffing and attendance. The bad news component is that we will not have our highly successful Thunderhill Majors event which after several trying years has been one of our best events each year.

2019 will also see a Pro Formula USA Winter Series run at the Sonoma Majors Race. This series will feature the Liger JSF4 Formula 4 car. Brent Morgan of Exclusive Motorworks Inc. has been working real hard at promoting the F4 concept in America. The Winter Series will feature our Majors race and the CalClub Majors race at Fontana. For information on the Pro Formula racing series go to excelsiveracing.com.

2019 will also see the World Speed Formula Car Winter series make a stop at our Majors Event at Sonoma and then they will also go to Fontana with the Formula Four guys/girls. World Speed will also bring their Formula Car Challegne series to four of our events (July 6th - 7th Sonoma Raceway, July 25th - 28th WeatherTech Laguna Seca Raceway, August 31 - Sep 1 WeatherTech Laguna Seca Raceway, October 25th - 27th Thunderhill Raceway Park). This is the longest running best attended Formula Car series on the West Coast. This series features Pro Formula Mazda Races Cars, Star Formula Mazda Cars, and World Speed's own FormulaSPEED car.

Last season our regional race group four suffered as far as attendance. This group includes FC, FF, CF, F500, FV, FFst. The problem with this group is there is currently a lull in the participants in all classes except FC. Formula Ford (FF) which traditionally been a very

strong class is going through a transition. The mainstay Ford engine is getting scarce and the cost of converting to the Honda Fit engine can cost \$12,000 to \$15,000 depending on the amount of work needed to convert the car. So as FF goes through a rebuilding stage I was approached by some FF racers in Southern California. These guys still run the Ford Engine and would like to run some events in our region. They run their regional races on the Hoosier R60 compound tire so we made a new regional class for Formula Ford called Formula Ford Tire or FFT. We did this as a way to jump start the participation level in group four. As a board member we have to get maximum participation for every minute of track time.

After several years of neglect our own regional championship is going to get a boost in promotion. David Vodden has agreed to take on the task of adding sizzle back to the regional championship. He says he will start by awarding some lucky winner free SCCA regional entry fees to a regional Champion at the 2019 Banquet. For good measure he will also be offering a years worth of free testing to some lucky regional champion. The only caveat is you must be present to win, so all of you regional champions make sure you go to the banquet. In addition to the entries and testing David promises to bring plenty of contingencies and goodies so make sure you attend the banquet.

By the first regional race of the year the need to show up a day early to have a paddock space should be eliminated. We will have a reservation system in place so if you are running late you will still have your assigned paddock space available. These will be on a first come first serve bases so sign up early.

After nearly having the roof of their tech trailer collapse on top of them the tech crew has a new state of the art trailer to work out of. They will be able to shelter themselves from the elements plus store all of their equipment. Stop by the tech impound area and check it out, they certainly deserve the upgrade.

Speaking of upgrades, the regional finally got some professional canopies for our crews. Thanks to David Vodden he had canopies made for Membership, Grid, and Tech. These are very professional canopies and represent SFR SCCA very well.

Lastly, I needed to renew my racing license. My license expired in October in an even numbered year so that meant a physical exam. The exam went well, thankfully, and I delayed turning in the paper work. So I called the National Office and talked to Candace. She had me email her my physical forms and after about four questions she was able to renew my license for 2019. Candace was a breath of fresh air and she was a very helpful. Sure beats mailing everything in and hoping the license arrives in time. Thank you Candace!

SFR SOLO ROUND 15

BY RYAN PANLILIO • PHOTOS BY RYAN PANLILIO

Marina Airport was the location of the SFR's Solo II race on October 27, 2018. The event was chaired by Carole Zepeda and Ryan C., while the course was designed by Larry S.

Ricardo Quinonez led a trio of Toyobarus in SSC in a '13 Scion FRS. Nipping at his heels was Bill Charron in a '15 Subaru BRZ, while Dennis Quilantang rounded out the top three in a '13 BRZ.

Richard Rozporka ran uncontested in STH in a '02 Subaru Impreza WRX.



Rena Cruz was uncontested in STRL in a '07 Honda S2000.

Troy Jennings, in a '18 Ford Mustang, took first place in STP over Max Deurella, who was also in a '18 Mustang. Kim Jennings took the top spot in STPL in a '18 Mustang, while Seajae Jennings finished second in a '14 Mustang GT.

Praneil Prasad finished in first place in STR in a '16 Mazda Miata. Aaron Topal, in a '07 Honda S2000, took second, while James Laeno took third in a '16 Miata. Rena Cruz ran alone in STRL in a '07 S2000.

Matthew Ouellette handily took the top spot in STS in a '90 Miata. Peng Xu came in second in a '91 Miata.



Jimmy Mkude came in second in NS in a '06 BMW Z4M.



Craig Boyle took the top spot in AS in a '04 Corvette Z06.

while Thomas Matthew finished third in a '15 BMW 335i (FS). Daniel Hu came in fifth in a '15 WRX Limited (STH), while Richard Wilmott finished sixth in a '04 Mazda RX8 (CS). Trevor Uyeda took seventh place in a '17 BRZ (DS), and Carlos Ibarra Lopez finished tenth in a VW Gti (GS).

Isaac Acks, in a '06 Lancer Evolution, easily took the top spot in SM class. He was followed by Hung-Jen Hung in a '14 Nissan GTR. Alan Sammut finished third in a '06 Cayman S (SSM), while Paul Pluguez took fourth in a '94 Sentra (SMF).

Wayne Overbeck finished in first place in SP in his monster '78 Ford Fiesta (O-). Danial Stalcup, in a '15 Cadillac CTS Vsport, came in second (E-), while Justin Tang rounded out the top three in a '86 Nissan 300ZX (E-).

Takeshi Yoshida led in T2 in a '03 Lancer Evo (SM). Cliff Fong came in second in a '87 Corolla sedan (SM), while Mert Solis took third in a '03 WRX (SM). Richard Schreiber finished fourth in a '02 Impreza 2.5RS (ASP).

Bob Traina ran uncontested in Classic American Muscle (CAM) in his '69 Camaro.

The all-Corvette podium AS class was led by Craig Boyle in a '04 Z06. Mary Pozzi was a close second, also in a '04 Z06. Steven Smith rounded out the top three in a '02 Z06. Colleena McHugh was the lone driver ins ASL in a '05 Corvette.

David Peterson led the CS class in a '16 MX-5. Arvind Govindaraj came in second, also in a '16 MX-5. Trevor Pontifex, in a RX-8, finished third.

Fred Campbell, piloting a '99 BMW M3, came in first place in

DS. He was followed closely by Jeff Eikenberry in a '18 Camaro turbo, while Kevin Bui rounded out third in a '14 BRZ.

Alex Kang, in a '03 MR-S, took first place in ES over co-driver Ryan Cirillo. Kevin Howe finished third in a '99 Miata.

Alan Hamilton led the all-Mustang FS podium in a '18 Mustang GT. Nipping at his heels was co-driver Gary Fazekas in second, while Greg Back rounded out third in a '14 Mustang GT.

GS class, the home for hot hatches, was led by Al Andersen in a '16 VW GTI. Yongzhe Wen, in a '13 Focus ST, took second, while Matthew Falcone finished third in a '16 VW GTI.

Tosh Yumae handily took the top spot in SS in a '14 Porsche GT3. Jason Chao was a distant second in a '15 Tesla Model S.

The SCCA's San Francisco Region Solo II will hold its awards banquet on January 12, 2019, at The Drying Shed in San Jose. Attendees are asked to register online for the event.



Jason Chao finished second in SS in a '15 Tesla Model S.



Bob Traina ran alone in CAMT in a 1969 Camaro.

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RUNOFFS RACE REPORTS SPECIAL SAN FRANCISCO REGION EDITION

Special thank you to Philip Royle

It is through the gracious spirit of SCCA racing that the editor of SportsCar, Philip Royle, has shared these stories of the runoffs with the readers of the WHEEL. These are the stories as written by the SportsCar staff and published in the SportsCar magazine. We did add a San Francisco Region flavor to every race report to give our region members a shout out from their contribution to the event.

The next three issues of the WHEEL will cover the Runoffs in addition to the local activities. Each issue will cover a day's worth of racing starting with the Friday races. This issue will feature the Saturday races.

Race 10 Super Touring Under

Saturday • Oct. 20, 2018 • 8:30 a.m.

BY JEFF ZURSCHMEIDE/LYNNE HUNTING

Photos by Aaron Meyer



STU National Champion #90 Kevin Boehm stays out of way of the spinning car #23 Nathan Pope

Sometimes the hottest race at the Runoffs isn't for a championship - that's how it was in this year's Super Touring Under race, anyway. Not that Kevin Boehm looked like he was going to have it easy in his HPD/Acuity Instruments/Carbotech Honda Civic that sat on the Tire Rack pole, namely because he had Nathan Pope in his Honda Prelude on outside, qualified a tenth of a second behind. Rylan Hazelton and Kevin Koelemeyer sat in the second row, with Hazelton less than a second off the pole. The third row was made up of Nicolai Elghanayan and Ian Barberi - these two may not have been turning pole times, but timing had them right on top of each other.

Sadly, the front was a race that didn't happen. Hazelton dropped back and pulled off with mechanical trouble on the pace lap, leaving Koelemeyer alone in the second row. Then Pope grabbed the lead at the start, but he spun into a slick Turn 2 and ended up making contact

with Franklin Church, taking both cars out of the race. At that point, Boehm regained the lead and never lost it, driving to a staggering margin of victory of 49.757sec over Barberi in second place.

"The start's always one of the biggest nervous areas for any race weekend," Boehm says. "You never really know exactly what everybody's going to do, because everybody is just kind of reacting. I didn't exactly see all that happened. I was trying to get a gap and then I was going to try to maintain wherever I could until the end and hope that nobody could save their tires better than I could."

Barberi had a fortunate break, but it was skill that kept him at the front. Starting sixth in his TC Design Motorsports BMW M3, Barberi had charged through the first lap carnage to take up the second spot, which he held throughout the race, earning him the Sunoco Hard Charger award. "I really got lucky in that start," he says. "Two of us

were lucky to avoid the spin, and I think the people on the outside had to slow down, so we were able to skate by."

After getting by the crash, Koelemeyer took up the third spot, with Elghanayan just behind. But while the leaders drove away, Koelemeyer and Elghanayan put on one of the best races seen at this year's Runoffs. Koelemeyer held third for the first four laps, then Elghanayan for three laps, then Koelemeyer again for 10 laps, then Elghanayan again to the end. Throughout the race, the two drivers cut and diced through every corner.

The battle came down to the Koelemeyer's Honda having greater acceleration and Elghanayan's Lotus featuring superior braking and cornering. The two cars were side-by-side several times every lap. During the mid-race laps with Koelemeyer in the lead, Elghanayan repeatedly tried an outside pass, but could never make it stick against the Honda's power advantage. On every straight, Koelemeyer's Honda would create a lead, only to lose it again to Elghanayan's MarcoPolo Motorsports/Muellerized Lotus Exige S under braking.

That's how it went until the 18th lap, when Koelemeyer finally ran out of tires and slid in Turn 7, making incidental contact with Elghanayan. But as the cars pulled into the pit lane, Elghanayan and Koelemeyer jumped out and exchanged a crisp high-five. "First of all, I can't thank him enough for being a clean driver," Elghanayan says of the race. "[Koelemeyer] and I were wheel-to-wheel, toe-to-toe the majority of the race. I was watching in the back and he was sliding going up into Turn 1, so I was just waiting for those tires to go. We had two little love taps but it didn't disrupt anything. So that was great."

If you watch only one race from this year's Runoffs, STU is an excellent choice.

RUNOFFS: RACE 10-STU

Four of the ten drivers in this field were SFR. Nathan Pope/No.23 Honda Prelude had the front row, narrowly missing out on the pole. This is his first Runoffs. Also in the field were Rylan Hazelton/No.49 Honda S2000, Ian Barberi/No.171 BMW M3, and Bruce Trener/No.2 Acura RSX.

The field was the first race of the day, so it got two Pace Laps because of the cold and damp - 50 degrees with 98 percent humidity. All races are 20 laps or 40 minutes, which ever comes first for the duration.



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Hazelton didn't make the race, stopping mechanical in the pit exit. Pope got the jump at the start and led the first lap. Then he spun in Turn 2, and was T-boned by another car. Pope's race was over after a promising start. As cars were getting around those two, Barberi got in there and took second place, after starting sixth.

Barberi ran second for the duration, and he won the Sunoco Hard Charger Award for gaining the most positions in the race.

The excitement was for third place, with Kevin Koelemeyer/No.71 Honda Civic and Nicolai Eighanayan/No.71 Lotus Exige S battling back and forth, side by side, nose to tail. #funwithcars. There was one contact. Eighanayan made a killer move on the last lap and came in third.

Trener maintained his sixth position, having moved up from tenth on the grid.

Kevin Boehm/No.90 Honda Civic had the pole and led laps 2-20, and turned the fastest race lap of 1:45.514. The top four finishers ran under the track record.

STU CHAMPION

Kevin Boehm

Ohio Valley Region

HPD/Acuity Instruments/Carbotech Honda Civic



San Francisco driver #174 Ian Barberi finished second in STU



#8 Tim Day Jr and #42 Chuck Bona drag race up to the apex of turn two. Day went on to become the National Champion, Bona suffered a DNF

Last year, Tim Day Jr. was second in both P1 and P2. This year, he went one better. Day put his Mere Mortal Stohr WF-1 on the Tire Rack pole and then proceeded to lead every lap to win his first Runoffs. But while Day was enjoying his view up front, behind him there was constant action.

The tussle for second was tight, with Lucien Pancea and Chuck Bona battling close. Following them in fourth was the winner of the last two years, Jeff Shafer. However, Shafer was not in his familiar Stohr or Radical; rather, he was out for the first time in a new One Motorsports Ligier JS49 Honda. The two-seat, Honda-powered racecar had minimal laps on it, and Shafer experienced various problems in practice. Indeed, he only was able to qualify on Thursday.

Pancea was under constant pressure from Bona, and on the sixth lap he spun in Turn 11, dropping back three places. But Bona was able to enjoy second place for only three laps, as he proceeded to spin, also in Turn 11, then he dropped out of the race. Shafer was now second, with Greg Gyann up to third. Day continued to slowly increase his lead, which was now three seconds at the halfway mark.

Pancea was making amends for his earlier misstep and was moving back up in the field. By lap 15 of 20 he was fourth and closing on third-placed Gyann. Up front, Day had increased his lead to 5.5sec over Shafer, but unnoticed until now was the advance of Perry Richardson from way back. Richardson had started last in the 19-car field, the result of having no qualification time recorded in his Casino Fandango/Briggs Consulting Stohr WF1 Suzuki.

On the 17th lap, the order remained Day, Shafer, Gyann, and Pancea, but Richardson was up to fifth and closing fast. As the last couple of laps played out, Richardson passed Pancea, then Gyann, and came home third behind Day and Shafer, climaxing a rather amazing charge.

After a couple of Runoffs second places, Day was very pleased to stand atop the podium, revealing his race strategy post race. "I tried to stretch an early lead to take advantage of the early race grip of my Avon tires, if heated properly," he says. "I really pushed it through the Turn 7 to Turn 11 section and took it a bit easier elsewhere."

Jeff Shafer had a less stressful race than he had in practice and qualifying. "The rear body work flew off early in the week and that cost us a lot of time," he says. "We had to re-laminate the body and it was not as strong as before. It flexed a lot. I also switched tires and it took me a while to feel out the situation. I wound up with Goodyears, and

they really worked for me. I had a great view of the Pancea and Bona scrap and watched them go off. That worked for me!"

But the day belonged to Tim Day Jr., who finally ascended that crucial last step at the Runoffs. We don't think this will be his last time.

RUNOFFS: RACE

11-P2

Nine of the nineteen P2 cars are from SFR. In order of qualifying: Chuck Bona/No.42 Suzuki; Dustin Decker/No.90 Suzuki; Paul Decker/No.90 Suzuki; Eric O'Brien/No.44

Kawasaki; Fernando Fabian Okonski/No.4 Suzuki; Kevin Mitz/No.13 Suzuki; John Bosso/No.95 Suzuki; Kurt Ladendorf/No.9 Suzuki; and Perry Richardson/No.169.

Perry Richardson started at the back, with number change and new engine to replace the bad one from testing. Gained ten positions by the fourth lap. He was eighth on Lap 7. Richardson moved up to fifth by midpoint. He moved into third by the last lap, and was turning fastest laps. It should come as no surprise that Richardson won the Sunoco Hard Charger Award...he gained 16 positions.

Paul Decker had slight contact with another car and hit the tires in Turn 11 to retire. He was later joined by his son , Dustin Decker in Turn 11 when he pulled off on the last lap.Dustin Decker finished tenth, one lap down. He was one of eight drivers who were faster than the track record.

Bona ran second until Lap 8 when spun off in T11 and was towed safe. Before he spun out, Bona had turned the fastest race lap.

Other SFR retirees included Kevin Mitz and Okonski.

Perry Richardson is racing this P2 car in the P1 race. He qualified sixth in P1, but blew the motor before he could qualify it in P2. Hence, the Steward's blessing. Richardson is also racing in the SRF3 race. "No one told me I couldn't do it." He'll be racing twice on Sunday - before and after lunch.He said he wanted to do it because it's here (Sonoma) and he could.

Tim Day Jr/No.8 Suzuki won the race from the pole, with a Margin of Victory of 7.852.

P2 CHAMPION

Tim Day Jr.

Cal Club Region

Mere Mortal/GDRE/Summit Stohr WF1 Suzuki



#98 Lucien Pancea finished 5th.



San Francisco Region Racer Lars Mapstead in his Porsche 997.1

To win the Runoffs, you have to beat the best. To beat the best, you have to bring a strong effort. And, when you're facing an eight-time Runoffs champion who has won the class three out of five years, the effort will have to be magnified even further.

Spencer Trenerly did just that, marching his Fantasy Junction Chevrolet Camaro to Sunoco Victory Lane - not only toppling Andrew Aquilante and slowing his recent star power in the class, but passing him on track to take the lead.

Aquilante said before the Runoffs that he wasn't sure that his Phoenix/Hoosier/Hawk Ford Mustang was the car to have in this GT2 race, but that wasn't about to be an excuse. So, Aquilante wheeled away at the start, passing Tire Rack polesitter Trenerly.

Trenerly, running at his home track, sat his tube-frame car behind the production-based model in the diverse class. It wasn't a patient seat, however, as Trenerly continuously looked for a way by. The pair made light contact on a couple of occasions and ran side-by-side through the Turn 11 hairpin on lap four. Trenerly had a nose ahead at the stripe, but Aquilante was back in front through the left-handed Turn 1.

The lead went to Trenerly for good on lap seven, once again pushing past Aquilante on the inside through the hairpin. The lead began to stretch and was his for good when Aquilante pulled into pit lane on lap 13 with transmission problems.

It wasn't just a first Runoffs National Championship for Trenerly - it was also the beginning of his 39th birthday. "A few hours in and we win a National Championship?" Trenerly says. "I hope it continues like this for the rest of the year!"

But birthday luck probably had nothing to do with the win. A mid-week tire brand change helped with going the race distance, and from there it was picking out opportunities. "It was really just a patience game," Trenerly explains. "I started to gauge when I was behind [Aquilante] where we might be faster. We have very different preparation in cars, so after sitting back there and identifying where we might be stronger, I just started attacking in those places."

A similar battle raged for second place between Brad McAllister and Michael McAleenan. McAleenan was in front with two to go when he spun in that fateful hairpin, giving McAllister and his Periodontal Associates Ford Mustang second place and his first Runoffs podium. Preston Calvert, after yet another brilliant fight with Mark Boden, finished third

in his Calvert Dynamics/Phoenix Chevrolet Corvette for his second podium of the weekend - his first coming the day before in GT1.

Back up front, Trenerly may have been running alone at the finish, but it was far from relaxing. Unbeknownst to the rest of the world, his car wasn't charging on the way to grid. He and the team waited until the latest possible time to start the car, then ran the entire time without any blowers to save power.

"Just ignore the red light on the dash, they said," Trenerly explains of what his crew said. But it worked - and a birthday wish came true.

RUNOFFS: RACE 12-GT2

Spencer Trenerly/No.5 Camaro had the pole, led twice for 15 of the 20-laps, won the race and turned the fastest race lap. Front row starter, Brad McAllister/No.24 Mustang from Oregon got ahead of Trenerly at the start and led the first four laps, before Trenerly took back the lead. That lasted one lap, before McAllister passed for the lead, but Trenerly was having none of it. He took back his lead and held on to the finish. Trenerly's MOV was 14.713 sec.

Danny Malfatti won the Sunoco Hard Charger Award, gaining seven positions.

Sean Wheeler finished fifth. Three SFR drivers finished mid-pack: Mark Kibort/No.119 Porsche 928; Lars Mapstead/No.69 Porsche GT3 Cup; and Ti Lynn/No.146 Camaro finished tenth - twelfth. Danny Malfatti/No.55 Impala and Bryan MacMillan/No.44 Mustang were fourteenth and fifteenth. Behram Soonawala/No.81 Porsche 911 DNS.

Five of the drivers, including Trenerly, ran faster than the track record.

GT2 CHAMPION

R. Spencer Trenerly

San Francisco Region

Fantasy Junction Chevrolet Camaro



San Francisco Region Driver Spencer Trenerly #5 holds off Andrew Aquilante #33 Ford Mustang. Trenerly went on to win Aquilante encountered trouble and finished 18th.



Three San Francisco Region drivers #51 Skip Streets, #7 Joseph Hopkins, #74 Brad Hayes

Jonathan Kotyk was at the center of one of the most epic Formula F battles in recent memory at the 2017 Runoffs at Indianapolis Motor Speedway. The Atlantic Beach, Fla., driver led a couple of laps at different points of the race, but ultimately ended up third. And, while it was a good battle, he had no intention of letting that happen in 2018. "We just wanted to make sure we had a good strategy for the race and pull away - so that's what we did," he says. "It feels good. I definitely felt like I was close last year. I led some of the race but missed out on cycling through. I just wanted to make sure we got it done this year."

Kotyk, a winner of the 2017 Team USA Scholarship thanks in part to that Runoffs performance, was gone in the distance this year in his K-Hill Motorsports Mygale Honda. Any battle in this race was going to come from elsewhere in the field. Fortunately, Chuck Horn, Bob Perona, and Tim Kautz were all too happy to provide.

Kautz began by attacking Perona for the final podium position early. But even as they were battling, they were also edging up to Horn in second to make it a three-way fight. As the trio headed into the Turn 11 hairpin on lap six, Kautz moved his Braeburn/Hoosier/HomeCutDonuts Piper DF3D Honda to the inside of Perona. Perona, though, turned toward the paint and the two touched, with Perona ending up with the worst of it and spinning back to fifth.

"I could see Jonathan getting away," Kautz recalls. "My strong suit is through the Esses and down to [Turn] 10. I was pulling on 'em, and I thought, 'OK, we're not going to rein in [Kotyk] like this.' I went inside Bob [Perona] - he left it wide open and I went inside of him then we hit front wheels as he turned in. That set me back."

Perona would eventually make up one of his lost positions to get back to fourth, but the battle for second appeared to be over - Horn had a three-second gap to Kautz. That gap was shrinking, but not enough. There would have to be some bad breaks in traffic for Horn if Kautz was going to get close enough to challenge. As it turns out, that's exactly what happened, but not in the way that might have been expected. Horn had to tighten his line in the Carousel because of lapped traffic, and that sent his Hybels/Max Ent-Porter Racing Swift DB6 Honda into a spin, allowing Kautz to come through for second.

"We started hitting lapped traffic and it got a little bit dicey," explains Horn, who hails from nearby Los Gatos, Calif. "I took a few

risks and it worked out, but then toward the end I made a mistake. Luckily, I didn't tap the wall and the car didn't stop running, so I was able to get it gathered up pretty quick." Horn was able to get going before Perona came through, taking the last podium position.

Kotyk led every lap on his way to a nearly 10sec margin of victory, and he set a new lap record in the process. The top five - Denny Renfrow completed the quintet - were all under the track record.

RUNOFFS: RACE 13-FF

Nearly half the FF field were SFR drivers - ten to be exact in a field of 22 drivers. Chuck Horn/No.54 Honda was the top qualifier in second place. He ran in second for much of the race, until near the end when he did a neat little spin in Turn 6A. He recovered nicely in third place, where he finished - the top SFR driver.

There was some drama with the cars behind Horn, and while they sliced and diced and sorted themselves out, Denny Renfrow/No.11 moved up. He came in fifth, after starting sixth in his bumble-bee Piper Honda.

The top five finishers were all under the track record.

A bit behind Denny was a pack of SFR hot shoes - Jon Bransted/No.44 Swift Honda, Joseph Hopkins/No.7 Swift Honda, Brad Hayes/No.74 Piper Honda; and Skip Streets/No.51 Piper Honda - finishing seventh-tenth.

Dave Jalen/No.50 Mygale Honda was thirteenth, Michael Bernstein/No.12 Piper Honda came in eighteenth followed by Manuel Leonardo/No.52 Piper Honda in nineteenth. Doug Learned Jr/No.17 Piper Honda retired four laps from the finish, in twenty-first.

Joe Hopkins was the Sunoco Hard Charger of the Race, gaining four position.

Pole sitter Jonathon Kotyk/No.81 Mygale Honda led every lap and turned the fastest race lap of 1:42.049.

FF CHAMPION

Jonathon Kotyk

Buccaneer Region

K-Hill Motorsports Mygale Honda



San Francisco Region driver #64 Jeff Jorgenson had a race long dual with #2 David Lapham.

A small but dedicated band of racers showed up at Sonoma Raceway for the Formula 500 championship race. While this smaller than normal field was expected for the largely East Coast centric class, the racing did not disappoint.

Prior to the Runoffs, Wiley Clint McMahan, the 2017 champ, predicted that Jeff Jorgenson was the man to beat, going so far as to say, "The only way he will lose is if he goes off track or breaks." Little did he know how right he would be. Starting from the Tire Rack pole in his CTD Motorsports Novakar J10 Rotax, Jorgenson looked to have the race well in hand, with his only challenge coming from David Lapham who was waving the only flag for the bike-powered camp.

As the drivers settled into the race-pace groove, Lapham mounted his challenge and took the lead on lap six only to relinquish it two laps later. The pair spent much of the race separated by less than 0.3sec, and as they encountered the tail of the Formula F field they shared the track with, they would often swap the lead.

As lap nine came to an end, Lapham got the pass into Turn 11. The duo drove side-by-side into Turn 2, with Jorgenson getting the lead back. Farther back, Lance Spiering sat a distant third, 21sec back in his Quadrini Racing Invader QC1.

With the laps winding down and the lead pair encountering heavy FF lapped traffic, the battle for the win was tighter than ever. With Lapham in the lead on lap 14, the duo went to the inside of Turn 11 to

pass an FF - Lapham got through clean, but Jorgenson made contact with the back of Doug Learnerd Jr.'s FF. Jorgenson attempted to continue, but damage from the contact forced him to park.

Lapham was credited with the win as he passed under the flying double checkers, but a post-race technical compliance issue placed the top step of the podium in Spiering's hands. "This is my first podium at the Runoffs," says Spiering, who also earned the Sunoco Hard Charger award for his run from third to first. "These cars don't turn the best on the sharp hairpin corners. About halfway through the race, I felt the front tires starting to go out, so it got harder and harder to keep the pace. I knew if I just kept it shiny side up I would be good for at least third, so I just worked on that."

While F. Russell Strate Jr. didn't get the start he wanted in his Hoosier/Mitchell Racing Services Scorpion S1 Rotax, a second-place finish found its way to him. "I have to admit it, I kind of blew my start," admits Strate. "David, Jeff, and Lance got away; my race was trying to catch up with them. It was S.C.C.A: smooth, consistent, concentrate, and alert - that's what got me here."

John W. Walbran picked up the bronze medal with his drive in the Mitchell Racing Services Scorpion S1 Rotax.

Runoffs Race 14: F500

The F5 class raced with the FF, with a split start. SFR's Jeff Jorgenson/No.64 Novakar Rotax had the pole position. He led the first five laps, swapped with David Lapham/No.2 Novakar Suzuki for three laps. Jorgenson led Lap 9, Lapham led Lap 10, and Jorgenson led the next four laps. He was moving into the FF field, and was running fourteenth OA. But then he was involved in a contact with a FF. Jorgenson continued until he could pull off and retire. Lapham took the Checkered Flag and got all the Victory Circle ceremonies.

However, the Official Results came out and Lapham was moved to last in class per Chief Steward for GCR violation - non-compliant car.

Lance Spiering/No.29 was the official F5 winner and was awarded the Sunoco Hard Charger Award, having come from third. Jorgenson was credited with a fourth place finish.

F500 CHAMPION

Lance Spiering

Oregon Region

Quadrini Racing Invader QC1 Rotax



#29 Lance Spiering became the winner in the tech shed



The Thrill of Victory only to have it taken away upon post race inspection #2 David Lapham

Race 15 **Spec Miata**



#28 Chris Haldeman holds off #42 Preston Pardus through turn 3a in the Spec Miata Championship Race

Spec Miata never fails to deliver an outstanding race at the Runoffs, and this year was no exception. After three days of qualifying, Ken Sutherland had the pole position in his Wyatt Fire Protection/MiataCage.com 1991 Miata. On the outside pole was local favorite Mark Drennan in the NoWifeNoKids/TFB Performance/WRR 2001 Miata.

Behind them sat two-time E Production Champion Matt Reynolds as well as Jason Rawlins. The third row held 2017 polesitter Chris Haldeman and 2012 Solo champion and Solo Rookie of the Year Tristan Littlehale, then Marc Cefalo, and Austin Newmark. Last year's champ, Preston Pardus, sat next to Justin Casey in the fifth row. This was a tough crowd to run with.

At the green flag, Drennan's more powerful engine carried him to the lead by Turn 2, with Sutherland in his 1.6L car in hot pursuit. Reynolds slotted into the third position. This race was no waiting game; Sutherland was looking for a passing opportunity by Turn 7 and briefly got alongside Drennan in Turn 11 of the first lap.

By the fourth lap things had settled in a little bit, with Drennan leading Sutherland, Reynolds holding third, and Littlehale moving up to fourth. Littlehale edged out Reynolds for third in the fifth lap and began pressing Sutherland for second. The dicing for the lower spots on the podium allowed Drennan to open a one-second gap, but it was still close.

Littlehale got past Sutherland in the seventh lap, while Drennan extended his lead to 1.6sec. Reynolds was also right there in the mix, looking to get around Sutherland and claim the final podium spot.

In the middle of the race, Drennan used the open track ahead of him to good advantage, extending his lead to 2.5sec in lap eight, and to 3.5sec by the halfway point. Littlehale, Sutherland, and Reynolds were all running nose-to-tail.

By the 13th lap the field began to stretch out, with Drennan leading Littlehale by an impressive 4.6sec, while Sutherland and Haldeman raced each other 2.5sec farther back. Haldeman in his X-Factor Racing/Sunoco/G-Loc 1999 Miata made it around Sutherland in the 15th lap, and then Pardus showed up to race Sutherland for fourth spot. In the 17th lap, Sutherland got back around Haldeman, but the three-way race for third

was hot and heavy, and more cars were lined up behind them to take a shot at the podium.

By the penultimate lap, Drennan and Littlehale were long gone, and the race still to be decided was for third. Pardus made his charge against Sutherland, looking to the outside in Sonoma's Carousel Turn 6, but couldn't get it done there. After seeing the white flag, Pardus tried again to the outside in Turn 1, and then contacted Sutherland in Turn 2, spinning him out of contention.

Haldeman took advantage of the commotion, making a last-lap charge to third in Turn 3A and holding the position to the checker ahead of Joe Casey. Pardus survived to finish fifth, while Sutherland was knocked down to ninth. The final margin of victory for Mark Drennan was 9.6sec. Littlehale finished 8sec ahead of Haldeman.

"I had a great time," a smiling Drennan says of the race. "I've been waiting a long time for this. This is my track, it's my home, and yeah, most races go exactly like that, where I just kind of check out. So, not in my house: I'm going to win, and that's exactly what happened."

Drennan is a bit of a comedian on the podium, adding, "I do have to thank my lifelong sponsor, No Wife and No Kids. 'Cause with them, none of this would have been possible."

Littlehale, meanwhile, was more pensive about his race in his TC Design Motorsports/Red Line Oil 2001 Miata. "I wish I'd qualified a little bit higher, where I could've stuck with Mark's bumper and given him a little bit more run for his money," he says. "He says it's his track, but it's also my track. It was really clean racing out there, and once I checked out it was pretty nice to just drive by myself."

For his part, Haldeman showed typical Spec Miata bravado: "I had a lot more fun than these two - these jokers just pulled away."



48 cars take the green for the Spec Miata race.

RUNOFFS: RACE 15-SM

This was the largest field of the weekend - 48 cars, and the largest field for SFR-15 drivers. All cars were Mazda Miatas, of varying years, from 2004 back to 1990.

First and second place finishers were SFR drivers.

Mark Drennan/No.10 had been second fastest all week, behind



San Francisco Region driver Mark Drennan on his victory lap.

Ken Sutherland/No.94 from Oregon. However Drennan got the lead immediately and led every lap. His Margin of Victory was 9.625 seconds over Tristan Littlehale/No.8.

Drennan was happy. "This is my track, this is my home. I'm going to win in my house, and that's exactly what happened."

Littlehale started sixth, but worked up to third, and then passing Sutherland for second. He survived a spin and kept on to finish second.

Justin Casey/No.185 finished fourth. Fifteen-year old Cole Ciraulo/No.25 finished 12th. Fifteenth was Phillip Holifield/No.44.

Finishing 18th through 44th were: 18-Brandon Sloan/No.32; 19-Tommy McCarthy/No.22; 22-Cole Gibson/No.32; 26-Mike LaBouff/No.04; 27-Brendan Hermalyn/No.9; 28-David Biggar/No.57; 31-Juan Graziosi/No.99; 35-Gregory Hoff/No.97; 36-Alan Gjedsted/No.114; 37-Ryan Gutile/No.16; and 44-Ward Rose/No.06.

These results are Provisional.

SM CHAMPION

Mark Drennan

San Francisco Region

NoWifeNoKids/TFB Performance/WRR 2001 Miata

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Eventual winner #49 Kristofer Olson hold off the Phoenix Racing entry of Andrew Aquilante

Andrew Aquilante came in to the 2018 Runoffs the heavy favorite, being the defending champion and having racked up an impressive number of titles in a short number of years. For Sonoma, Aquilante changed things up a bit, swapping the Mustang that got it done at the Indy Runoffs in favor of the Phoenix/Hoosier/Hawk Chevrolet Corvette, which paid off with the Tire Rack pole position.

The pole would be short lived for Aquilante, however, because when the green waved, Kristofer Olson took the Driving Ambition Acura NSX from the outside of row one to the lead as the field climbed the hill. At the Turn 2 crunch point during that opening lap, Olson took the lead while Aquilante put two tires in the inside dirt, although he did hold on for the number two spot.

As the first lap ended, Olson had a 3sec lead over Aquilante, while Mark Boden held down third another 1.5sec back. Meanwhile, Darrel Anderson and Hugh Stewart were fighting nose-to-tail for fourth.

Working lap three, Olson led the way, posting the fast lap of the race with a 1:41.125. Aquilante held down second but was losing ground to Olson. The best action on track continued to be the battle between Stewart and Anderson for fourth, who were both losing sight of Boden in third.

For much of the race, the order up front went unchanged. By lap 15, Olson had stretched his lead to 12.8sec over Aquilante. Boden, still holding down third, was 14sec behind Aquilante. Anderson and Stewart, meanwhile, were in a tense battle, but things went wrong for Stewart at the exit of Turn 7 as something appeared to break on the back of his BMW sending him spinning across the track and into the inside wall. Then shortly after Stewart's troubles Boden also dropped out of the running, parking on the exit road at Turn 2, elevating Anderson and his Hoosier/AV8 Supercars Ford Mustang GT to third.

As the checker waved, Olson cruised to the win with Aquilante in an almost unfamiliar second place some 13secs back. Anderson was rewarded with a bronze medal for his great race-long battle.

Olson was given clear instructions by his wife just prior to the race, to the effect of, "Have fun and come home safe." He certainly did both.

For Aquilante, just getting on track required overcoming a number of challenges, from an injured wrist from the GT2 race earlier that day, to clutch issues in the T1 car. "I want to thank the crew," says Aquilante. "We lost the clutch in the final test session. We didn't get parts until Tuesday and got it back together on

Wednesday. We did our thing, and that's all we had."

Arguably the hardest working guy on the track was Anderson in third, who battled with Stewart for the bulk of the run, and possibly didn't even know he was in contention for a podium finish until after the race. "I had an awesome time," says Anderson. "It was probably one of the better battles I've had in a long time. A little bit of the local knowledge of where to be and where not to be helped. It was fun to look in the mirror and see Hugh there."

Up front, Olson quickly summed up his 20 laps around Sonoma during this year's Runoffs. "It was the most fun I've ever had behind the wheel," he says. "It was just fantastic. Life is good."

RUNOFFS: RACE 16-T1

Kristopher Olson/No.49 Acura had his first-ever Runoffs pole position in his second Runoffs. He led every lap, and turned the fastest race lap of 1:41.125. His Margin of Victory was 13.950 seconds. Olson and four other drivers ran faster than the track record. He was so excited after the race!

On the start, Charlie Hayes/No.22 Mazda MX-5, who was gridded fourth, jumped into the lead, but only momentarily. He faded in Turn 2 and didn't complete a lap.

Darrell Anderson/No.50 Mustang moved up from fourth to third, where he stayed to the finish.

Igor Lyustin/No.71 Corvette started thirteenth and finished tenth.

T1 CHAMPION

Kristofer Olson

San Francisco Region

Driving Ambition Acura NSX



San Francisco Region driver Kristofer Olson shows off the spoils of victory.



The Lotus Super 7 of Brian Linn minus the bonnet.
Photo by John Taylor

Sometimes, everything just goes right in racing. And, for Joe Huffaker's 10th SCCA National Championship, this was his race - everything on track went according to plan. Pole position, 20 laps led, a new track record, and a winning margin of 34.284sec.

"It was the perfect race,"

Huffaker explains in typically understated fashion. "It really was."

But it was so much more than that. For starters, it was his first F Production win since 2001. Sure, he'd stepped away from the Runoffs for a few years, and he had also earned a GT-Lite title in 2014, but the win in the MG Midget was special as it earned him the very unofficial record for most Production wins in the same chassis - a title conceded by Kent Prather and his legendary G Production MGA. More than that though, the win came at home. His boyhood home, his adult home - the exact track that houses the Huffaker Engineering race shop.

"This is really special, especially being at home," Huffaker says. "I didn't think we could ever have a Runoffs here. This is one of the best tracks in America. My family is here, I grew up in Novato, which is 10 minutes away; I live in Petaluma, which is 12 minutes away, and we were the first tenant [at Sonoma Raceway]. There's a lot to it."

His father, SCCA Hall of Famer Joe Huffaker Sr., watched his son win the Runoffs for the very first time. "I can't remember a Runoffs that he was actually at," the 10-time champ says. "He didn't go back east at all after he retired, and I took the business over. He was pretty burned out - he did it for a lot of years, from Indy to the sports car stuff. I don't blame him. But he was always on the phone with me."

A distant second, Bob Bradfield made some memories at his first Runoffs. The San Francisco Region member spent his championship race behind the wheel of the Ackerman's Volvo Service Volvo P-1800 owned by Bruce Ackerman and campaigned successfully in SCCA Production racing for years. The offer to drive Ackerman's car actually came after his ITA Mazda RX-7 was stolen a year ago, and Bradfield was in between racecars.

Charlie Campbell in his Carbotech/JPM/Campbell Brothers Mazda Miata completed the podium with a third-place finish, after holding off Brian Linn to the end.

The story, however, remains the continuation of the Huffaker legacy. With 10 career championships, only Jerry Hansen, John Heinricy, and Duane Davis have more. With 14 poles, only Hansen sits above him.

After a dominating performance at Sonoma Raceway, there's no reason to think those numbers won't grow.

RUNOFFS: RACE 17 - FP

This was the Feel-Good story of the weekend for many SFR folks. Hometown hero wins and prevails in a record way, with his family present to cheer him on.



Joe Huffaker/No.77 MG Midget had the pole position after being fastest in every session. He led every lap and turned the fastest race lap of 1:48.481. This was his tenth Runoffs Championship and 14th Runoffs Pole Position.

Huffaker and runner-up Bob Bradfield/No.36 Volvo P-1800 were the only two drivers who ran under the track record. The Margin of Victory between the two was 34.284 seconds.

Bradfield was driving Bruce Ackerman's very recognizable Volvo, bringing back memories of SFR races gone by. Bradfield said he felt lonely back in second, hardly having Huffaker within view.

Bill Hartman started thirteenth and finishing 11th, in his familiar red No.40 Lotus Super Seven. The race had three Super Sevens. When was the last time you saw that?

Four generations of the Huffaker family, including Joe Sr., turned out to watch Little Joe, as the tall driver is called. Joe's goal all season, as he explained to me at the Sonoma Majors, was to win and make his car the winningest production car. And he did.

Huffaker is about as local as a local hero can be. He grew up close to the track and was the first tenant when the shops opened up at Sonoma Raceway. Huffaker has been racing since the late eighties, and his first Runoffs Gold Medal was 1992 - the first of ten. He earned six in FP - 1997, 98, 99, 2001 and now. He also won three consecutive Golds in GT5 in his Mini-Cooper - 2000-2002. Who can forget Huffaker folding like a pretzel to sit in the backseat of that little black car. Memories!

Well done Joe, crew and family!

FP CHAMPION

Joe Huffaker

San Francisco Region

Huffaker Eng/Goodyear/G-Loc Brakes MG Midget



FP winner San Francisco Region driver Joe Huffaker making sure his car will pass the post race inspection. Photo by John Taylor

Linn and Huffaker lead the Fp field up to the start. Photo by Aaron Meyer



#105 Gresham Wagner finished second in his sick sideways racing Mazda

John Heinricy earned his 15th SCCA National Championship in Touring 4 this year, after winning his 14th title a day earlier in American Sedan. But heading into the race, it was far from certain that Heinricy could claim the top step of the podium. His Phoenix/Hoosier/Hawk/Mobil 1 Toyota 86 was second on grid, next to polesitter Gresham Wagner in the fast, Sick Sideways Racing/Mazda Mazda MX-5.

The 20-year-old Wagner came to the Runoffs with 15 years of racing experience in karts and cars, and he was looking for his first championship. "This year is my first full year in cars," says Wagner. "I did two events in Global MX-5 Cup and then raced to get here to the Runoffs."

The second row of the T4 field included Nick Leverone in a Subaru BRZ and Luis Sanchez in a Toyota 86, while the third row was occupied by Scotty B. White in a Mustang and Izzy Sanchez in another 86.

After a wave-off on the first attempt at a start in a race that was shared with B-Spec, the T4 field found the green flag on the second pass. But the pole position isn't always a sure bet at Sonoma, and Heinricy quickly moved into the lead by Turn 2. Wagner and Luis Sanchez took up second and third. Then in the third lap, seventh-starting Ross Murray had moved his Hoosier/Mazda Mazda RX-8 past Sanchez for third.

Wagner ran close behind Heinricy the whole way but couldn't find a way around the seasoned champion. At the finish line, Heinricy claimed the win by 1.429sec with Wagner in second place and Murray in third.

"It was really a hard race, right from the start," Heinricy says, giving credit to Wagner for the fast-paced race. "I was working, trying, thinking that I might be able to get inside going into Turn 2, but I wasn't sure. It worked out, but if it wasn't for that I don't know what would have happened afterward. It would have been very tough to pass Gresham; I know that. I was fortunate that I was able to make that move."

Wagner's pressure kept Heinricy on notice throughout the race. "It was a matter of putting my head down and just running every lap as hard as I could run it," Heinricy says. "Gresham was just on top of me all the time. Once in a while he'd fall back just a little bit, then I'd do something, and he'd be right back at me."

Wagner is known for his taciturn style, and in that manner, he kept his post-race comments brief. "[Heinricy] got past me into Turn 1, and then after that he didn't make any real mistakes. At that point,

it's pretty hard to catch up and get around him anywhere. Unless he makes a mistake, there's no getting around him."

Murray, meanwhile, had much praise for his competitors. "To be honest with you, these two guys ahead of me have been really fast all week," he says. "Third is good for me. The last three or four laps, it was about all I could do to hang onto third."

RUNOFFS: RACE 16-T4

This class ran with B-Spec, with a split start. They were in front and their start was waved off. It was more tidy the next time around.

Up front veteran racer, John Heinricy, winner of multiple Runoffs Championships, was on the front row with Gresham Wagner, pole sitter. The two had their own race, with Heinricy taking the lead on Lap 2 and holding to the finish, while holding off the hard-charging Wagner. It was Heinricy's fifteenth Championship. He had won AS earlier in the day.

The Sanchez brothers, Israel Izzy Sanchez and Luis Sanchez, ran this race, the first time they've raced together since 2001. They missed the first qualifying session while they sorted things out.

Luis gridded fourth, and Izzy started sixth. The first few laps of the race were busy with frisky driving. The brothers moved around, swapping places with each other, before they settled down mid-race. Izzy ran and finished sixth, with Luis following in seventh.

Nine drivers, including Izzy and Luis Sanchez, raced faster than the track record.

The other brother, Tony Lopez/No.33 Scion ran the first qualifying, and wasn't listed on the Race Grid. He spotted for Izzy during the race.

Afterwards, Izzy said "We came here to win. We prepared, we tested, we improved the cars, we changed everything on them, but the best we could do was a 6th and 7th. We messed up on the setups. That's racing."

We knew we had a chance for the win, but it was not in the cards. Sad, but nothing is assured in this life. Thanks to everyone who helped us get prepared, and great support."

T4 CHAMPION

John Heinricy

Detroit Region

Phoenix/Hoosier/Hawk/Mobil 1 Toyota 86



#35 John Heinricy on his way to becoming the T4 National Champion



San Francisco driver #28 Jake Pipal finished second in BSpec.

If there's one thing to know about B-Spec racing, it's that this class is a tight-knit community. As a smaller class in SCCA's National racing program, B-Spec drivers can't afford to lose a single participant.

This year, those drivers put on an impressive showing.

Twelve racers made the trip to Sonoma, with about half the field coming from as far away as Texas and Michigan. But it was Californian Oscar Jackson Jr. who earned the Tire Rack pole position in his Jackson Racing/BFGoodrich Ford Fiesta, with local favorite Jake Pipal earning the outside position in his Carbotech/Zamp/Mazda Mazda2.

The B-Spec field was combined with the Touring 4 field for the race, and when the T4 cars earned a wave-off on the first try at the green flag, the B-Spec field had to make an additional pace lap as well. When the green flag was given, however, Jackson grabbed the lead with Pipal in hot pursuit.

The first lap proceeded without incident, but as the field came to the start line for the second lap, sixth-place qualifier Frank Schwartz made contact with Tony Roma, forcing Roma into the wall on driver's left, taking him out of the race.

Up at the front, Jackson and Pipal spent the race playing cat and mouse. While Jackson never lost the lead, Pipal kept him on task and set the fast lap of the race. By the 14th lap, Schwartz had caught the fourth-place Honda Fit of John Phillips III, and then in the 18th lap, he made it around Brandon Vivian's Mobil 1/Flying Cork Racing Chevrolet Sonic to claim the third position.

On the final lap, Pipal made a bold move on Jackson in Turn 11, smoking the last of his tires under braking, but it wasn't enough. Jackson took the checker by 0.310sec over Pipal, with Schwartz some 20 seconds back.

It was Jackson's second Runoffs championship, after winning Touring 4 in 2016. "Props to Jake, he kept me honest for sure," Jackson says of the race. "T4 is a tough class too, but what's cool is T4 and B-Spec, they're both driver's classes where you have to be 100 percent. That's what makes these classes so great, and this is where the drivers get bred for the next generation of the SCCA."

"I came charging up like a freight train," Pipal says of his push for the win toward the end of the race. "I think one more lap, and things would have gotten crazy, but it was fun, and I think it was really cool. Honestly, from this weekend what I saw is B-Spec is doing a really good job of keeping the cars pretty even."

It was all smiles from Jackson and Pipal, but from the time he arrived at the podium, Schwartz was unable to enjoy his finish. "The reason there's not a bigger smile on my face," Schwartz said after the race, "is that I just feel bad for what happened during the race. It would have been one thing to bump into each other and for Roma to continue racing, but he also towed 2,400 miles and didn't get to do five laps, and I had a part in that. I don't think that's what this class is about."

After the race, Schwartz requested that the stewards reduce his finishing position, and he was moved to sixth

overall, elevating Vivian to the final podium position.

After the event, Schultz made a statement on the B-Spec Facebook page, saying in part, "It is not who I am as a racer nor as a person to accomplish the results that I've accomplished by causing other people incidents such as this. Congratulations to Brandon on his third-place finish and I only hope that Tony Roma will allow me the courtesy to come over to his house and help him fix his car."

B-Spec is for sure a tight-knit community - and one filled with honorable racers.

RUNOFFS: RACE-19-B-SPEC

B-Spec ran with T4, with a split start. It was waved off for the T4's, which went first.

On the first lap in Turn 1, there was a B-Spec accident, eliminating one driver.

Race winner, Oscar Jackson from Cal Club led every lap, with Jake Pipal/No.28 Mazda 2 running second. Pipal turned up the wick at the end for a serious challenge, and turned the race's fastest lap of 1:59.852 in the process. The Margin of Victory was 0.310 seconds.

Pipal was practicing tire management, noticing Jackson wasn't, and it worked. Pipal's red Mazda must have filled Jackson's mirrors as Pipal reeled him in. "One more lap and it could have been crazy." The teenager was so stoked at the finish. It was his highest finish in four Runoffs.

Don't tell anyone but as of next week, the next time you see Jake in Victory Circle, it will definitely be with Champagne!

Robert Rodriguez/No.6 Mazda 2 started 11th and finished seventh, gaining four positions. He was the Sunoco Hard Charger of the race.

The top nine finishers were all under the track record.

There was a penalty assessed by the SOM to a driver, causing a loss of three positions - just ahead of Rodriguez.

Scott Lovewell/No.19 Mini Cooper was a DNS, but not for lack of trying. He tried and tried on Grid to get his car running and stay running, to no avail. He was even getting tips from another Mini driver on the grid, via a helpful Grid worker running back and forth between the two.

SFR BOD Clint deWitt was a DNS. He only ran the first qualifying session in his B-Spec Mini Cooper.

BS CHAMPION

Oscar Jackson

Cal Club Region

Jackson Racing/BFGoodrich Ford Fiesta



#46 Oscar Jackson from Chino Hills, CA is the 2018 National Champion in BSpec.

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If you have a business or service and want to help make our Club racing program bigger and better in 2019, sign up. The program will provide your business a value that will be awarded to one or more 2019 SCCA Regional Class champions based on points earned at the track. We have done this before with great success. We all want to race to win. We all want to race and be a Champion. We can do that with more and more competitors willing to do what it takes to be #1. The goal is competitive racing in all SCCA eligible classes, with Championship contenders vying for the top step of the rung.

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Recruit students for 2019 SCCA drivers school set for February 15-17, 2019...

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Why not use that knowledge to convince people in your world to participate in our race licensing school?

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FREE RACE ENTRIES at the year-end SCCA race banquet. Check the Supplemental Regulations for more details and plan now to race all the races held this year in route to your title as Class Champion!

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Time is running out but if you would like your business, service or other value included in an advertisement in the next edition of the Thunderhill Park annual publication act now. Contact Geoff Pitts at geoff@thunderhill.com or call David Vodden @ 530-934-5588 Ext. 101. Vodden can also be reached at dvodden@thunderhill.com. Ad space is limited and time is of the essence so get your ad ready and use the spectacular value and out reach of this prestigious publication to increase your sales and brand awareness. Ads sell for: \$175 [1/8th page]; \$350 [1/4 page]; \$625 [1/2 page]; \$1,100 [Full page. Double for color. The magazine will be on the street March 1st, 64 pages and

mailed to all SFR/SCCA members in addition to distribution at race venues all over the area and business outlets too.

This is a once-a-year opportunity so call or e-mail now. Get your ad or outreach in the 2019 Thunderhill Park annual publication. You will be so glad that you did!



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NOTES from the ARCHIVE - FERRARI

BY GARY HORSTKORTA



Pete Lovely drove his Ferrari to first in class at Arcata 1957

Whatever language you say it in, il cavallo rampante, das tanzelnde pferd, le cheval cabre or el caballo saltando, it means the same thing, "The Prancing Horse". Along with its famous logo of a black horse over a yellow background this manufacturer of sports cars is perhaps the most recognized car brand in the world - Ferrari.

A key name in the history of Ferrari in the U.S. was Luigi Chinetti, an ex-race driver of note in Europe having won LeMans and the 12 Hours of Monthlery plus competing in the Targa Florio and Mille Miglia. He was also a good friend of Enzo Ferrari. While in the U.S. for the 1940 Indy 500, World War II broke out so Chinetti stayed in the U.S., becoming a citizen in 1946. With his connection to Ferrari, he became their importer and sold the first Ferrari to Briggs Cunningham, a Ferrari 166 Spyder Corsa in 1950. Cunningham raced the 166 to Ferrari's first U.S. overall victory that same year at Suffolk Airport (NY).

While the grids for the first years of racing with the SFR were full mostly of MGs, there were also Jaguars, Allards and a smattering of other makes. At that time, the Ferrari name was only known through media reports of races in other parts of the U.S. and world. However, at Pebble Beach in 1951, Jim Kimberly caused a stir when

he arrived with the first Ferrari seen at these races, a 166 Mille Miglia. This signaled a change was coming since purpose built race cars were beginning to filter into the U.S. from British and European manufacturers.

Kimberly finished 6th in the Del Monte Handicap and was running as high as 3rd in the Pebble Beach Cup when he lost control and rolled the car. His beautiful 166 MM was pretty well banged up but Kimberly escaped with minor injuries.

Two years later, Phil Hill won the Pebble Beach Cup in his Ferrari 250 MM with Bill Spear placing second in his Ferrari 340 Mexico. A pattern was beginning to develop at this race as Sterling Edwards won in a 340 MM in 1954; Hill and Edwards finishing 1st and 2nd, each in 750 Monzas in 1955; then in 1956, Ferraris swept the first three places with Carroll Shelby winning (750 Monza), Hill in second (850 Monza) with Jack McAfee (860 Monza) in third. Moving to the new Laguna Seca course in 1957, The Prancing Horse continued its winning ways with another victory this time by Pete Lovely (500 TR) with John von Neumann (626 TRC) coming in second.

There were many other Ferrari milestone podiums in the SFR during the 1950's including Phil Hill's win at the first Golden Gate Park races in 1952; Pete Lovely's class win and 2nd overall at Arcata in 1957; John von Neuman with a first at Sacramento in 1957 plus two seconds at Stockton in 1955 and 1956 and Pete Lovely's win at the first feature race in 1957 at the brand new Laguna Seca Raceway.

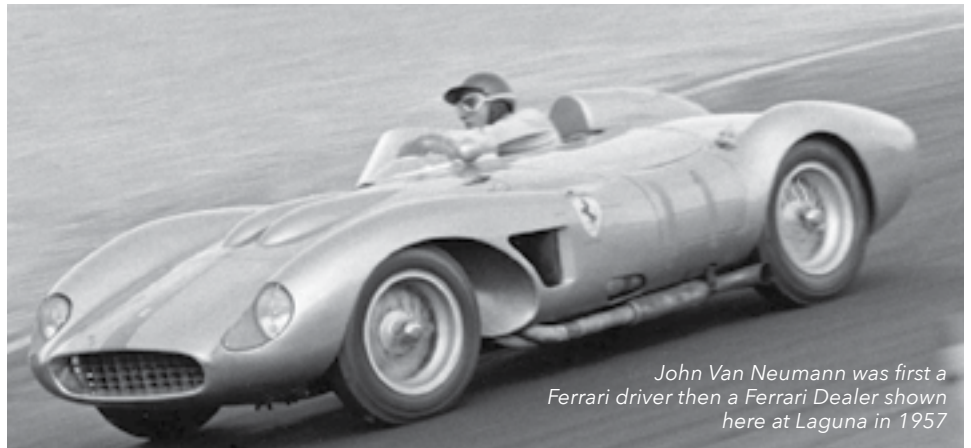
While many of the Ferrari cars that raced on the west coast were owned by individual drivers, a good number were also imported by other individuals that formed race teams. There were three primary owners who provided cars to the better drivers in the 1950's, all originating in Southern California - John Edgar, Tony Parravano and John von Neumann. Each of these owners regularly purchased new



Eric Hausers Ferrari Mondial gases up at Cotati in 1957

cars through Luigi Chinetti (the U.S. Ferrari Importer) and invited the likes of Carroll Shelby, Phil Hill, Jack McAfee, Bill Pollack, von Neumann (before he became a Ferrari Dealer), Ken Miles, Ritchie Ginther, Bob Drake, Jo Bonnier, Masten Gregory and Pedro Rodriguez to race their cars throughout the west coast with great success.

Of course the Ferrari story of great cars and a huge number of race victories continued on in all types of racing right up to the present. Today, older Ferrari race cars are still competing in vintage racing even though their dollar value has increased times over their original cost. The brand is now closing in on its seventy-fifth anniversary and continues to reach new heights in popularity producing great street and race cars.



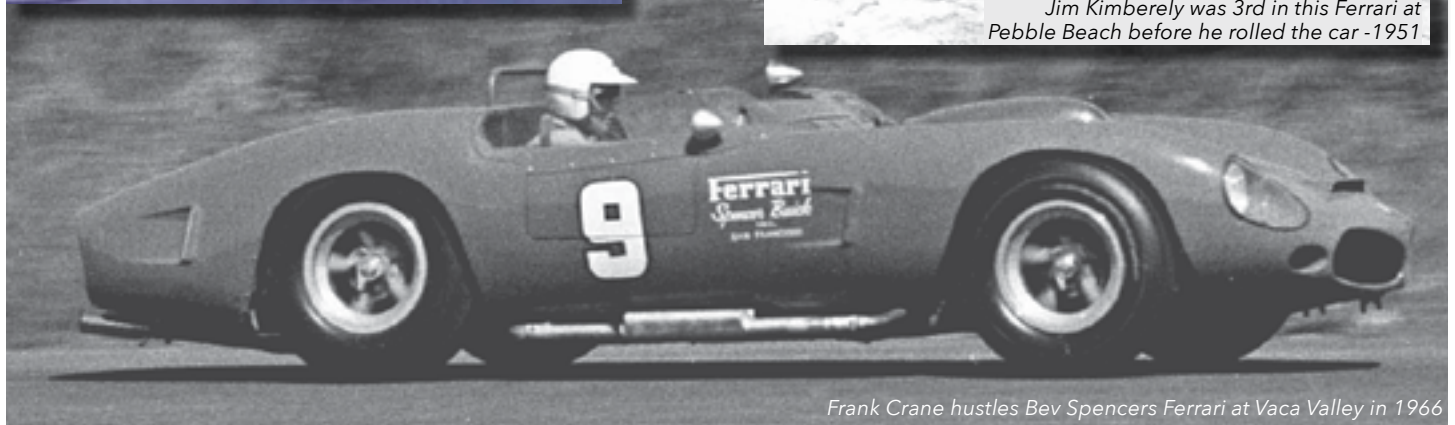
John Van Neumann was first a Ferrari driver then a Ferrari Dealer shown here at Laguna in 1957



Sterling Edwards had several Ferraris including this one at Pebble Beach in 1953



Jim Kimberely was 3rd in this Ferrari at Pebble Beach before he rolled the car -1951



Frank Crane hustles Bev Spencers Ferrari at Vaca Valley in 1966

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THUNDERHILL REPORT

BY DAVID VODDEN

The SCCA Driving School promises to be a big event this year as driver interest in racing is at an all-time high. Add to this the opportunity to win valuable contingencies and prizes at year end for those who earn the most race points in their class plus the honor of "Rookie of the Year" and you have all the ingredients for some pretty serious and fun racing. The race season begins March 16-17 at Thunderhill and includes two more races for championship points at the home track - May 5-6 and the double-point season finale on October 13,14,15. All class champions will be eligible to win prizes and contingencies including free test days, hotel nights and a year of free race entries. Prizes will be awarded at the annual awards banquet to those who are eligible and in attendance at the gala affair.

A great many two-day weekends will make up the 2019 race schedule in response to feedback from racers. Test days will precede these events at Thunderhill Park.

Thunderhill Park will also be the site of five Track Night in America events where street cars are allowed on the two-mile course starting in the early afternoon and ending by 8pm each time. The dates are: April 18, May 23, June 13, August 15, and September 12th. These events are designed to get new people involved in our race and other programs and are ideal for racers to use to get family, crew members and others involved in what they do in a bigger and more satisfying way. Fees are about \$12 and the schedule is easy to make with an afternoon and early evening the entire time commitment.

Another BIG SCCA event at Thunderhill this year is called, "Time Trials". This is a take-off of the long-ago "Solo One" events but is different. Different in that it is easier, less expensive and, likely, more fun. The date is April 13th and 14th which, as you can see, is two days on a weekend. I recommend that all SCCA members be they SOLO, Road Race, or officiating check this out, preferably behind the wheel of their street or other car. This is a new SCCA National program and yet another way to enjoy track time with your car[s]. Google it and get more details now that you have the date and place.

Another big, new activity at Thunderhill this year is the aggressive schedule by the very successful Sacramento Autocross contingent. This group of dedicated solo people tested the Thunderhill big pad and fell in love. So much so that they have set in motion a schedule that promises to be great and also has the potential to tap an unserved demand for solo activity that exists in the North Valley, particularly Chico, Redding and Red Bluff. Imagine an untapped demand that could and will fill the line-ups with new and eager participants. The Sacramento-solo folks are super friendly and eager to find new friends in the North Valley. Watch and see how this works. You will be both surprised and pleased. The Sacramento Solo dates at Thunderhill on the BIG PAD are: April 27-28; May 18-19; June 22-23; July 13-14; August 17-18; and September 21-22. Get your street car ready and come develop your driving skills at the finite level with the Sacramento Auto Cross [solo] group in 2019.

Do not forget we have the perfect business complex and office space at Thunderhill for that company that needs and wants to be located at a busy race track. Office space, showroom and more all available now at Thunderhill Park. Imagine what your business could do if you were part of the business energy that is Thunderhill Park. Call to check this out ASAP. BTW, this complex started with eight [8] big garages available for \$1,300 per month and now there is only one of these big 1,375 square feet garages left for one more taker. Could be you!

Want to work at Thunderhill in 2019? Yes? Call now to get that want fulfilled. Want to work for the SFR/SCCA? Region Manager or some other paid task? Call now to get that want fulfilled as well. You would love working in this industry for money. It beats working in this industry for free.

Google Thunderhill for more information and check out www.thunderhill.com on FACEBOOK, Instagram, Twitter, Snap Chat, Yelp and much more. Please look at our web page and tell us what you think. Can we make it better? Tell us how, 2019 is setting up to be the biggest and the best year for the track since it opened. Really! Help us make that a reality!

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

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

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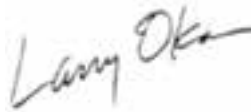


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