



# The wheel<sup>®</sup>



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



2019 SFR Championship  
Road Racing Series  
Regional Races 1 and 2

p. 10

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**APRIL 2019**

#23 Jim Devenport, Photos by Ron Cabral

On the cover; #31 Troy Tinsley, #44 Eric O'Brien, and #36 Scott Meyer in Group 2 action.

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

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# CALENDAR

## UPDATED 2019 FRESNO CHAPTER SOLO SCHEDULE

Event 3 - **April 20\***  
Event 4 - **April 21\***  
Event 5 - **May 11\***  
Event 6 - **May 12\***  
Event 7 - **June 8\***

Event 8 - **June 9\***  
Event 9 - **July 13\***  
Event 10 - **July 14\***  
Event 11 - **November 9\***  
Event 12 - **November 10\***

\*Held at Fresno Fairgrounds  
\*\*Joint event with SFR at Crows Landing

More dates and locations may be added; check our website for updated calendar: [www.FresnoSCCA.com](http://www.FresnoSCCA.com)

For more information, visit our website: [www.fresnoscca.com](http://www.fresnoscca.com)

## SACRAMENTO SOLO SCHEDULE

**April 27** - Round 3  
**April 28** - Round 4  
**May 18** - Round 5  
**May 19** - Round 6  
**June 22** - Round 7

**June 23** - Round 8  
**July 13** - Round 9  
**July 14** - Round 10  
**August 17** - Round 11  
**August 18** - Round 12

**September 21** - "Bill Fleig Memorial"  
Enduro Practice  
**September 21** - "Bill Fleig Memorial"  
Enduro

All Races held at Thunderhill Raceway  
**Sacramento Awards Banquet** - Del Web Roseville

## SFR SOLO SCHEDULE

**April 26-28\*\*** - Champ Tour / Northern Pacific CAM Challenge (practice/setup on Friday, competition on Sat/Sun)  
**May 18\*\***  
**May 19\*\***

**June 9\***  
**August 3\*** - Round 9  
**October 6\*** - Round 11  
**November 2\*\*** - Street Survival (not an event, will need a few volunteers to help out, being run by Teresa and Erika McKee)

**November 3\*\***  
**November 16\*\*** - Practice / Starting Line  
**November 17\*\***

**\*Marina**  
**\*\*Crows Landing**

## 2019 SCCA-SANCTIONED CONCOURS D'ELEGANCE

**Sunday, June 23** **Coyote Creek Concours d'Elegance**  
Coyote Creek Golf Club  
Morgan Hill, CA  
(408) 217-8097  
[www.coyotecreekconcours.com](http://www.coyotecreekconcours.com)

**Sunday, July 21** **Hillsborough Concours d'Elegance**  
Crystal Springs Golf Course  
Burlingame  
(650) 619-6186  
[www.hillsboroughconcours.org](http://www.hillsboroughconcours.org)

**Sunday, September 8** **Ferndale Concours on Main**  
Main Street  
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**Sunday, October 6** **Niello Concours at Serrano**  
Serrano  
Eldorado Hills  
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[www.theconcours.net](http://www.theconcours.net)

### 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:

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Infineon  
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Phil Munoz  
Santa Cruz Area,  
831-297-2457

Tom Turner  
San Ramon Area,  
925-389-6181  
Jason Hohmann  
Patterson - Central Valley  
209-620-0559

#### RATES

- 1 car/\$10.00 + mileage
- 2 cars/\$9.00 each + 1/2 mileage
- 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

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  
RACEWAY LAGUNA SECA + TEST DAY

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

TRIPLE REGIONAL 13-14-15 DOUBLE  
POINTS/5 MILE MCCARTHY RACE  
THUNDERHILL

\*\* Denotes Pro Race Support for Volunteers

Double points for all three races at Season Finale



Since I wrote my last column, by the time you read this column our Region will have staffed the California 8 at Laguna, Double Regional 3&4 at Laguna, National Time Trials at Thunderhill, and Trans-Am/SVRA at Laguna plus several Solo activities. And that only takes us through the first weekend in May. The second weekend of May has us providing an Emergency crew and Course Marshal crew with equipment for the Ferrari Challenge at Laguna at the same time as the Double Regional 5&6 at Thunderhill. Is it any wonder we are constantly in need of volunteers to make everything work? For the Double Regional, we will be hiring the Thunderhill Emergency crew and Course Marshals since our crews will be at Laguna.

To make things work, we are being required to hire additional F&C workers for the pro events at Laguna. Why is that? Since WeatherTech Raceway Laguna Seca holds FIA sanctioned events, the FIA requires that all turns be staffed with at least two people. Our Region does not have the Race Official volunteers to provide that number, so we have to hire Laguna employees to work with our F&C folks. It's not always a comfortable situation because the volunteers are paying their own expenses to even be there and they are working beside someone who is getting compensated for being there. It's not fair many say. Our volunteers are now receiving 20 VIP points per day which is the equivalent of \$20 which can be used on SFR-SCCA merchandise, gas cards or towards the annual banquet at the end of the year. We've also worked with the local motels to arrange for reduced rates. Your BoD will be looking at other ways to help make it fairer.

So why does SFR-SCCA continue to commit to staffing the pro events? It's very simple. By furnishing staff for their pro races, this allows Laguna to charge SFR reduced track rental rates for the 10 days each year we have Regional events there. If we didn't staff the pro events so that track rental is lower, then drivers' entry fees would have to be increased significantly. So drivers, when you're asked to volunteer at the pro events, we would appreciate your stepping up to the plate. Another way you can help is to donate to the WAP fund every time you register to race. That fund aids our Race Official volunteers when they need a little extra help meeting expenses.

I would like to give a shout out to all the Race Officials who volunteered at the California 8 and an especially big thank you to the F&C folks who stood on the turns on Saturday for 8 hours for a less than exciting event. I hope that was diplomatic enough. And to add to their frustration, many of our flaggers pride themselves on giving good blue flags to slower cars to make them aware that a faster car is approaching. In SCCA that is an information flag only. However, in the California 8, because many of the drivers are European, they consider a blue flag to be a command flag to move over and it is only displayed at the Starter stand. So our flaggers were instructed to put away their blue flags.

We started something new this year at our races. We're having Group Drivers Meetings with the RE on the first day of the event at lunch time. Our first meeting was with the Group 3 drivers and they gave us some very valuable input about their preference for the length of the races. The purpose of the meetings is to get driver input, but from the beginning I said that I didn't want them to become bitch sessions. So anytime anyone has a complaint, my first question will

be. "what is your solution?" That doesn't guarantee that solution will work, but the BoD wants you to know that you are being heard and we are all in this together to resolve issues that face us.

Next month I look forward to writing about the April 13-14 National Time Trials at Thunderhill in conjunction with National and the Reno Region. If they prove successful, then we hope that's another program that our Region will be offering.

As I've told everyone, Sherry Grantz, who has done a great job as Region Manager for the past 16 years, has decided to retire. She has already moved to the South Bay and has been working remotely from home. Her goal is to be retired completely by June, so your Region Board of Directors has been working diligently to find Sherry's replacement. We believe we have identified an individual who will fill her role. So hopefully next month I'll be writing more about our new Region Manager.

I'd like to wrap up this column by telling all our drivers what I told the Group 6 drivers our first Regional weekend. On Sunday afternoon here was an opening lap come together of many cars going into Turn 5 when one car spun and others just kept plowing into the mess resulting in many damaged vehicles. Thankfully no one was injured. At the end of the race, we had a full pull at Impound and gathered all the drivers together. We talked about what happened, but I reminded everyone "you're not going to win the race on the first lap, so you need to watch the flags, watch the other cars, take care of yourselves, take care of each other, and take care of your cars." Remember, I want everyone to be safe and have fun.

I look forward to seeing you at the track soon.

**Til next time, your RE. Barbara**



With one of the wettest winters on record you would think as a racing organization we would really be sweating the first races of the year. This was certainly the case for the Majors event we had in January. The forecast changed by the minute and the temperature certainly did not suggest shorts sleeves and shorts, couple that with the weird schedule and the numbers were pretty low for that event. Race Drivers School was the same story, very unpredictable weather and even flooding on the roads to Thunderhill. Participation was only 53 students, which the weather can take credit for about 10 student no shows. Speaking of weather I hear it was hailing and it was coming down sideways. Very miserable for anyone there especially the people who were working the corners.

Things took a turn for the better at the first regional race event this year at Thunderhill. Even though the shorts were kept in the motor home the track was dry. Every racer wants a dry track because that is the best way to tell if you are improving as a driver or improving with your car. Attendance for the first race of the year was very encouraging with 121 entries. Typically the first race of the year has been a bust especially since the regional championship is not the prize it once was. Now here we are hosting the second regional of the year and at the time of this writing we have 157 entries.

I think several factors are playing out here. First off the runoffs are on the east coast this year and east coast runoffs mean west coast racers stay closer to home. Second off we have a real good regional schedule, with a race just about every month. Last year the schedule was not so good especially when we had several weekends that were back to back. Lastly I think the rain has helped because all of our racers have cabin fever. They are tired of being stuck indoors so when the chance presents itself to get out and race they are jumping on it.

But what this also means is we really need to develop our regional program again. When I started racing winning the Regional Championship was a big deal in almost every class. But then again when I started racing we had to mail in our entry forms and we were given vouchers for crew members.

A lot has changed since when I first started racing. Back then driver's school was 150 students. It was two class room sessions and two separate weekends of driving. Improved Touring ("IT") classes were real big (Toyota Corollas, Datsun 510s, BMW 2002) and Spec Racer Fords were only a year old. They were called Sports Renaults.

In order to make the regional championship a big deal we have to figure out why it was a big deal and see if those reasons are applicable today. First off let's look at the IT classes. What has changed? The biggest thing that has changed is called a Spec Miata. The Miata made almost every other car obsolete. The Miata had a modern motor with fuel injection. It had moderate horsepower and it started life as a sports car. Suddenly developing that VW Rabbit did not make sense because for half the money you could go faster for in a Miata. If the research was done I would bet that the number of cars running Spec Miata would be close to the same number cars running in the IT classes back when I started racing. A class that continues to show growth and has emerged to be a major player at SCCA events since I first started racing has been Spec Racer Ford. This class has

survived the test of time and has even grown despite undergoing two drive train changes. Here again the class makes sense. The racing is close, the cars are safe, and they are pretty fast.

Another big change from when I started is every other class has dropped significantly in participation. The formula car groups and the GT groups have seen a decline in participation. Several things can be attributed to this change. Number one is the type of people who want to race these kinds of cars are becoming a smaller group. These cars require more work and more money. If you look at a Spec Miata or a Spec Racer Ford these racers spend more time racing their cars then they do wrenching on them. When you consider how versatile the Miata is as a racecar it just makes sense to race one. When you consider how reliable and how close the racing is the SRF also makes sense. Also the formula car people have continued to look elsewhere for places to run so they can get a better run group. The formula car groups are very susceptible to the proper race grouping. We have seen Formula Car classes splinter off and run separate series (Formula Car Challenge and Pacific F2000 series), the GT classes especially the large bore cars are just very expensive to run and take a level of maintenance that most people can not stomach. Another factor back then was that there was a lot of competition across the spectrum of classes. I know from personal experience racers will go to races that mean something. The meaning can come from the venue, it can come from the group of people running the event, but most importantly racers will show up to events where there is good competition. There are cars sitting in garages all over Northern California that could be ready to race in no time. The problem is that a lot of these people see the grid of cars and see that no one in their class is running. With no one running there is nobody to beat and therefore the cars continue to sit.

Getting back to developing the regional race program. When you look at it on the surface it appears to be broken. Several Classes with little to no participation and several classes that do not have the participation level for not even one driver to earn a championship. But if we look at the total number of entries per weekend and we are close to the same level as we were back when I started. And if you look at the two main classes Spec Miata and SRF the thrill of winning the regional championship in those two classes means as much now as when I started racing.

I have to ask myself is the regional championship broken or has the distribution of cars changed to make it look like it is broken? I think the best way to determine this is by the total number of entrants we have per event. Back when I first started 150 was average and anything over 200 was considered a huge event. The April event at Laguna has over 150 entrants which put us in the same range as when I started racing. I really think that the interest in racing is still there. It has just become more centralized with just a few classes getting the largest share of the entrants.

With 157 entries for the double Regional at Laguna I can hope that all this rain has encouraged people to dust off the old racecar and get outside to enjoy the sun, because winter is only nine months away and that cabin fever may rear its ugly head again.



# Motorsport Reg and RaceHero Next Chapter

from the editor; Brian Ghidinelli is a San Francisco Region racer and former member of the Board of Directors. He was one of the first people to design an online entry system for Racing Organizations. His system was so well designed it has become the standard of the industry. This is his announcement to customers and friends announcing an exciting change for Motor Sport enthusiasts.



## Customers, friends and fellow enthusiasts -

I have big news to share - today we are announcing that Hagerty has acquired MotorsportReg.com and RaceHero. The entire team, including myself, is staying in place and there is no change to our commitment to helping you organize awesome events or protecting your data. What will change is our ability to lean on Hagerty's resources to accelerate

everything we do and deliver value to you more quickly in the form of automating tasks, improving accuracy and growing participation.

This is a major milestone for our customers, the team and me personally. It's been 16 years since I built a prototype to solve my own needs as a track day organizer with the Golden Gate Chapter of the BMW CCA.

What began as a hobby (and let's be honest, a tax write-off for my own racing - thanks Dad!) became a 12-person company managing 40,000 events and 2,000,000 registrations for two software-as-a-service apps. We did it without any funding, bootstrapping from revenue and obsessively solving the needs of event organizers. None of that would have been possible without the great team who joined me on this journey starting with Ann Maycock in 2009. Few teams - funded or not - ever achieve this success and I hope they are as proud of themselves as I am of them.

Although bootstrapping has been a wonderful challenge, it also slowed us down. We have been drowning in great opportunities that we simply haven't had the people or hours in the day to tackle. That's what drew my interest when Hagerty called.

While many of you know them for their classic car insurance, Hagerty is really an automotive lifestyle brand that motorsport enthusiasts love too. You can rent a classic or exotic car on their AirBnb-for-cars platform DriveShare. They offer HPDE insurance to protect your car on track. You can learn what a car is worth using their valuation database before buying or selling. You can join the Hagerty Driver's Club which features the world's 3rd largest automotive magazine, roadside assistance with guaranteed flatbed towing, and gearhead-oriented discounts like Griot's Garage and Skip Barber racing schools. Or you can join their online community led by racers-turned-writers from prestigious backgrounds such as Road & Track and Car and Driver magazines.

We didn't know any of those things when Hagerty first approached us. But each conversation kept revealing more opportunities where we had overlapping objectives and unique strengths. Their growth mindset and obsession with customer service convinced us that they were the right partner at the right time who could help us accomplish outcomes we couldn't achieve on our own.

To be clear, we didn't decide to sell. We decided to sell to Hagerty. There's an important difference. Our mission to connect event organizers and participants so they can live out their passion for motorsport fits completely within Hagerty's goal of creating a movement of 6 million enthusiasts by 2025 who will preserve car and motorsport culture for future generations. Unlike previous unsolicited inquiries, Hagerty didn't want to pillage our mailing list or aggregate our payment processing. Their executive team has great admiration for what we've built and want it to expand because people and vehicles coming together at events are the cornerstone of car and motorsport culture.

So, what happens now? It's mostly business-as-usual... with a turbo. Hagerty's 12-person marketing team will begin promoting your events to their audience (which reaches 10x more people!) to generate even more new members and participants. Our support number and email stay the same. Our team will quickly grow to extend our lead on delivering the world's best software and support for clubs, racetracks and sanctioning bodies. I signed a 5-year agreement to be the Managing Director of Hagerty Motorsport and continue obsessively solving your problems.

Back in 2003, I had no expectation this would ever be a business, let alone a business someone else would want to buy. It's incredibly humbling and impossible to sufficiently express my gratitude in a blog post so I hope we will meet at an event in the future. In the meantime, I want to thank every event organizer who has trusted us whether you are the Golden Gate Chapter - still with us 16 years later - or you just signed on last week. Being part of Hagerty uniquely positions us to be your partner in tackling the challenges ahead so you can keep following your passion in all forms of motorsport and have fun doing it.

If you have questions, I am hosting a Facebook Live Ask Me Anything tomorrow, Friday April 5th at 9:00am Pacific time at <https://facebook.com/MotorsportReg>. I invite you to come chat with me then. Otherwise, you can also contact our team and we will - as always - get you squared away.



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# Casino Fandango To Make May Regional Race At Thunderhill A MUST SEE!!

Drivers and members who attend the May 11 and 12, SCCA regional road races at Thunderhill will be treated to the annual fun-time created by Court Cardinal and Casino Fandango.

The two day race weekend will be preceded by a track test day on Friday and include a dinner and special Casino Fandango giveaways on Saturday plus a whole lot of fun. "I enjoy this event every year," noted Court Cardinal, owner of the Casino Fandango in Carson City, Nevada. "It is a great way to combine my love for the SCCA and racing with my passion for having fun and helping other people have fun, too," he said.

The event will include the 5th and 6th rounds of regional championship racing that will decide the 2019 class champions. Close to two-hundred entries are expected.

Details about the Casino Fandango swag and other promotions were still pending at press time but everyone who has ever attended one of Court's race weekends will attest to the unique and fun nature of this annual happening on the SFR/SCCA race schedule.

To enter the race program go to Motorsports Reg.com. All Club members are invited. Call the Club office at 530-934-4455 for more information.

## Teen Driving Clinic

BY DAVID VODDEN

### HELPING SAVE YOUNG LIVES IS A MISSION OF THUNDERHILL...

For many years, the team at Thunderhill Park in Willows, Ca. in cooperation with the California Highway Patrol, has presented a one-day program designed to convince young drivers that the car they drive is not a toy and certainly a lot more than a means to get to a friend's house. FACT: ninety percent of our young drivers are sent out onto the highway with little or no understanding of what is involved in managing a car in motion on four small, rubber patches. They are led to believe that driving is easy and safe and all you have to do is start the car, step on the gas and hope nothing goes wrong.

But things do go wrong! Automobile accidents are the number one cause of injury and death to our kids, ages 16 to 21. The statistics presented by the local Highway Patrol say 5,000 teen age drivers will die this year in automobile related accidents. Thousands more will be injured. California accounts for over 10% of these terrible totals. With all the attention paid to other social causes nowhere is the same effort being made to educate and prevent young drivers from dying in automobile accidents. Enter Thunderhill Park.

Each year the Thunderhill Park team exposes up to two-hundred and fifty young drivers to the things that go wrong on the highway and what to do when this happens. Students in the all-day program experience what threshold braking feels like and what to do when actuating the "ABS" pulsing pedal. Through various exercises, they experience the sensations that come through the steering wheel when they put two wheels off the pavement on a country road. Young students are told what NOT to do when this happens. They are allowed to feel their car load up with kinetic-energy on tight corners, at speed, and under less than ideal conditions and they are exposed to the California Highway Patrols "Red Asphalt"-reality! They leave knowing that the car they drive, anytime, anywhere, requires their full respect and attention.

In 2019 there will be five Teen Car Control Clinics at Thunderhill Park just west of Willows on highway 162. The next class is a week from

today, Saturday March 30th. The last class is scheduled for the Friday after Thanksgiving. These events let young drivers know and feel what happens when the car they are driving is not doing what they expect. They also learn what to do when they are on the receiving end of another driver's mistakes. Every parent who has a young-new, driver in their household needs to access [thunderhill.com/teen-car-control-clinics](http://thunderhill.com/teen-car-control-clinics) and sign up for the March 30 class at the Willows course. Help save young people from the perils of driving accidents. The life you save will be young and precious. Contact Thunderhill office at 530-934-5588 Ext 101 or 103 or 105 for help getting your kids enrolled.

Kyle Busch has won 200 races in the NASCAR premier levels of racing tying Richard Petty for the same number if little else. The younger Busch made history in Fontana and will continue to add to his win totals as he races in the Truck and the Monster Energy races this weekend at the first "short-track-meet" of the season in Martinsville, Virginia. No need to say more. Richard Petty achieved legendary results and legendary status as has Kyle Busch. I saw both of these records unfold along with Jimmy Johnson's five championships in a row and A. J. Foyt's fourth Indy 500, and Dale Earnhardt Sr. win at Daytona and Alexander Rossi's victory in the 100th running of the "Greatest Spectacle in Racing". These were all historic moments. Enjoy what you witness and look for more great moments in motorsports across all levels in the years ahead.

Today and tomorrow Thunderhill will be a bee-hive of activity with the Sacramento Chapter of the SCCA doing Auto Cross on the big pad, the Golden Gate Porsche Club will host their one national road racing event for high-buck Porsche racers on the three-mile course and there will be the third-annual autonomous vehicle race competition on the two-mile track. The last of these events comes under the category of historic as autonomous vehicles traverse the road course here at speed with no one driving. Imagine that? All this history being made right under your nose and you are here to see it all, on television in most cases and right here in Willows for the most historic event of the times. Enjoy.

# 2019 SFR CHAMPIONSHIP ROAD RACING SERIES REGIONAL RACES 1 AND 2

## Group 2

First Race



#26 Vasili Stratton and #83 Danny Hart both competing in P1 both driving Wolf prototypes

The wings and things group had a total of 11 cars for this race with 2 P1 cars, 2 P2 cars, 2 FA cars, 1 FS, 1 FE2, 1 DSR, 1 FB, and 1 FS. The pole sitter, Vasile Stratton, in the #26 black/gold P1 car had the fastest time in qualifying but was late to grid and forced to start from the

back. This made Jim Davenport in the #23 FE2, and Danny Hart in the #83 P1 on the front row. The small group came around turn 15 and got a suspenseful late green. Davenport and Hart went into turn one side by side with the field in tow. It was a clean start by everyone. Scott Meyer in the #36 FE car made up 3 positions and was in 3rd overall by the time the field reached turn 4. Danny Hart was on the rear wing of Davenport trying what he could to find a gap and get by. Meyer in the 36 got caught by the faster cars he had passed on the start and was trying his best to keep the #27 FA of Tao Takaoka in his mirrors. The #61 FA of Troy Tinsley and #91 FS of Robin Riner had a good battle in the mid pack for 5th place overall swapping positions. The Pole Sitter, Stratton, had been working his way up the field from the back and was making quick work of the field in his Wolf P1 car. By lap 3 he had caught up to Davenport and Hart, passing both and inheriting the lead by lap 4. Meyer got overtaken by Takoaka, but he kept him in his sights. On lap 6 the safety car was put out for a stopped car with a mechanical problem, causing the field to bunch back up. Back under Green Stratton took off in his Wolf and lead all the way to the checkered. Davenport held off the P1 car of Hart to finish 2nd overall. The class winners are as follows: Vasili Stratton P1, Erc O'Brien P2, Troy Tinsley FA, Andy Juner DSR, Jim Davenport FE2, Scott Meyer FE, Thomas Copeland FB. Vasili got the fastest lap time of the race with a 1:44.8.



#44 Eric O'Brien leads #36 Scott Meyer

Photos by Ron Cabral

By Aaron Meyer



#23 Jim Devenport leads the FS car of Rob Riner. Jim set a new track record for FE2 with a 1:45.504

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#2 Bruce Trener competed in both group 5 and group3 in his very reliable 2002 Acura RSX



#8 Don Van Nortwick driving a 2017 Ford FP350S in T1



#68 Tim Adolphson driving a 2008 Chevrolet Impala SS

The Big Bore Sedan group was made up 19 cars for this race with 6 AS cars, 3 GT1 cars, 1 GT2 Car, 1 GT3 car, 1 GTA car, 1 ITE car, 2 SP cars, and 4 T1 Cars. The pole sitter, Michelle Nagai, in the black #72 GT1 Corvette had the fastest qualifying time but was late to the grid and forced to start from the back. This put Darrel Anderson in the #50 T1 and Michael Fine in the #66 GT1 on the front row. Michael Fine made a blistering start and had a 2-car length lead on Anderson by Turn 2. The field made a clean start, giving each other racing room as they worked into a single file line. There was a great 3-car battle between the #39 AS of Ken Pederson, #88 SP of Joe Montana, and #8 T1 of Don Van Nortwick. Once the field began to spread out there were packs of cars fighting for position. The #68 GT1 of Tim Adolphson had a great battle holding off the #50 of Anderson in the beginning of the race, with Anderson finding a way by on lap 5. The battle for 3rd in American Sedan was heating up after the near the end of the race with the #10 of Michael Lowe chasing down the #29 of Igor Gandzjuk. Lowe would end up holding Gandzjuk off and getting 3rd in class. Darrel Anderson didn't put a wheel wrong in his Camero GT1 car to take the win in GT1, overall, and fastest lap time in the session with a 1:52.7. The hard charger of the group was the #9 of Wilson Powell in the T1 Corvette moving up a total of 14 overall positions! The class winners are as follows: Roger Eagleton AS, Michael Fine GT1, Arthur Muncheryan GT2, Krysti Booton GT3, Rudy Peters GTA, James Fulton ITE, Joe Montana SP, and Darrel Anderson T1.



#31 Lynne Griffiths leads a small herd of Mustangs

# Group 4



#73 Peter Gregor is excited after finishing second overall in the Saturday Race

The small wings and things group was made up of 7 total cars for this race with 2 FC, 4 FF, and 1 CF. Paul Rodler in the #68 FC had the fastest qualifying time and would start on the front row with Peter Gregor in the #73 FC besides him. The field got an early green and all made it through Turn 1. Rodler made a great start and started making a gap from the rest of the field. Denny Renfrow in the bumblebee patterned #11 FF had the inside line going into Turn 1 and kept the #48 of Steve Meyer in his mirrors on the opening lap. The battle for 2nd in class in FF was looking to turn into a great 3-car clash between Meyer, David Jalen in the #50, and the #12 of Michael Bernstein. They all swapped positions taking turns being 2nd in class when on lap 3 Bernstein and Jalen had contact on the back side of the track. Luckily both drivers were fine and were able to bring their cars back to impound under their own power, with minimal damage. Rodler in the #68 FC finished first in FC, overall, and fastest lap of the session with a 1:48.8. The Class Winners are as follows: Paul Rodler FC, Denny Renfrow FF, Ben Ford CF

# Group 5

The small-bore sedan group was made up of 33 cars for this race with 1 FP, 1 HP, 16 ITA, 1 ITS, 9 ITX, 4 SMG, 1 SSC5, and 1 STU. Ken Pedersen in the #39 SMG had the fastest qualifying time and would start on the pole next to Roger Eagleton in the #93 SMG. Group 5 had a late green flag, by the starter, to be sure all 16 rows of cars would all get a chance to get a good start. As the green flag flew Pedersen and Eagleton hustled their V8 mustangs into Turn 1 trying to get the whole shot. Eagleton would just edge out Pedersen after starting on the outside. ITA pole sitter #36 Bob Bradfield was keeping a good pace to keep a 1.6 second gap from the 2nd and 3rd place of #94 Lawrence Murdter, and #51 Eric Fulkerson. Ken Pedersen was hot on Eagleton's heels, practically glued to his bumper, ready to pounce on the first opportunity to get the lead back. The top 3 in ITX were putting on a good show between Jon Parker in the #19, #11 of Ross Lindell, and #45 Mark Means. Lawrence Murdter was able to break away from Fulkerson and start closing the gap on the leader, Bradfield. After a few laps Murdter was on the bumper of Bradfield and ready to pounce. On the second to last lap Murdter made his move drafting

Bradfield down the straight away and inherited the lead going into Turn 1. The overall leader, Roger Eagleton, was able to keep his Spec Mustang two car widths wide, holding off Pedersen. As the Starter signaled the leaders with one lap to go, Pedersen hustled his mustang throwing every move he had on Eagleton for the win. They came over the hill on Turn 9 still nose to tail with Eagleton in the lead. As they re-appeared out of Turn 15, Pedersen was in the draft to make his final push. They were coming to the line side by side with the Checkered flag waving. As they came to the line Pedersen crossed the finish line by a nose over Eagleton, with a gap of 0.068 of a second! The #94 of Murder was able to hold off Bradfield, getting the win in ITA. The #45 of Mark Means finished first in ITX, edging out the #19 of Parker, and Lindell in the #11. The class winners are as follows: Michael Green FP, Donovan Helfrich SR HP, Lawrence Murdter ITA, Ben Brandt ITS, Mark Means ITX, Ken Pedersen SMG, Tim Sullivan SSC5, and Bruce Trenery in STU. Fastest lap of the session went to Roger Eagleton in his SMG with a 2:01.15. #199 of Sean Lovett was the hard charger with 17 overall positions gained.



End of the race with the E-Crew acknowledging the drivers



# Group 6



#16 Yehia Eissa and #52 Joe Viso

The Spec Racer Ford group was made up of 30 total cars with 7 SRF, and 23 SRF3. The #34 of Umberto Milletti had the fastest qualifying time with a 1:58.2. Starting along side Milletti is the #14 of Gregory Hoff. As the starter flew the green flag, Milletti timed his start perfectly to enter Turn 1 first with Hoff just behind. The tight pack of Spec racers behind them were going 2 and even 3-wide into the first corner looking like a traffic jam. Once everyone made it through safely, Milletti already had a 2-car length lead over Hoff. By lap 3 the top 8 cars were all within five seconds of each other. Robert Breton in the #51 SRF3 had started the race in the back of the pack and was making quick work of his competitors in front of him and moving through the field. On Lap 4 the safety car came out for a car stuck in the grass, on the back straight, bunching up the field and taking away Milletti's 4 second gap to 2nd. The E-Crew made quick work to get the stranded car back on track and get the race back under green as quick as possible. With the field stacked up, and the lights out on the Safety car, we were back under green. Milletti timed the start perfectly and had a 3-car length lead by the time he made it into Turn 1. As the rest of the field entered Turn 1, a car had dropped a wheel on the outside, causing him to spin in front of most of the field. Luckily everyone behind the now parked spec racer were able to get by without incident.

The battle for 7th place had 6 cars in contention, with 1.5 seconds separating the whole group. The #71 of Jerry Alass had his mirrors filled with the 5 competitors behind him. James Chartres in the #32 had moved up 3 positions and was sitting in 5th. Behind Chartres, the #22 of John Macintyre was slowly closing the gap between them. Behind Alass, Court Cardinal in the #88 and the #86 of David Kay went two-wide into turn 1 four laps in a row, trying to get to the 7th place of Alass. Court would get the upper hand on Kay as Mathew Butson in the #18 would enter the mix and make a pass on Kay into Turn 1. Now with Cardinal behind Alass, they would trade

positions twice, with Alass getting the upper hand beating Cardinal to the checkered. John Macintyre would catch Chartres, but Chartres held him off right to the finish. Umberto Milletti would hold off the #7 of Bill Jordan and win by 0.17 of a second. Jordan would end up getting the fastest lap of the race with a 1:59.5. Robert Breton was the Hard Charger making up 16 positions during the race. The class winners are as follows: Umberto Milletti SRF3, Michael Wooley SRF.



#24 Michael Woolley won the Saturday race for group 6 and did not run on Sunday



#57 Bill Booth, #7 Bill Jordan, and #71 Jerry Alass



The Spec Miata group was made up of 41 cars in total with 7 SM, 21 SMT, and 13 SSM. Tommy McCarthy in the #23 SM had the fastest lap in qualifying with a 2:09.0. Starting next to him would be the #53 SM of Cole Gibson. The 21 rows of Miatas were anxiously awaiting a green from the starter, who held them as long as possible and let them loose at the last second. The sound of 164 cylinders bouncing off the rev-limiter roaring by the Thunderhill tower going into Turn 1. McCarthy held the inside line and exited the first corner in the lead. The field was mostly behaved getting through Turn 1 with only two cars going into the dirt, helping the track with their landscaping. Now with the field in single file, they flew back by the tower and through Turn 1. On the exit, a car was four wheels off, trying to not lose a position they cranked the car back onto the track. The tires, now covered in dirt, couldn't get any traction transitioning to the track, causing the driver to spin towards the inside of Turn 2, through the dirt again, and darting back across Turn 2 to end up back in the dirt. With dirt on the track surface in the braking zone of Turn 2, chaos broke out. Multiple cars went off track, from avoiding the out of control car, to spinning from the dirt on the Surface. The 30 or so people watching the scramble on the 3rd floor of the tower all gasping in unison at what was ensuing. Once the dust

settled 3 cars were still in the dirt, with a half dozen continuing under their own power, with variations of body damage. The Safety Car was out, and the Safety Crew dispatched for the stranded cars. Now with everything cleaned up the field was back under green. McCarthy, and Gibson had a drag race to Turn 1, with the #199 SM of Sean Lovett close in tow. Gibson completed his pass to take the lead. After the Halfway mark there were multiple packs throughout the field. There was a three-way battle for 10th between #17SMT Scott Smith, #06 SMT Joseph Kou, and #1 SM Brent Hatchet. The leaders, Gibson and McCarthy started catching the lapped traffic, with Gibson trying to use the slower cars to make a gap between him and McCarthy. Starting the last lap, McCarthy was glued to Gibson's bumper, trying an outside move into Turn 1 but couldn't make it stick. Coming out of Turn 15 Gibson made a quick exit to hold off McCarthy with only 0.16 of a second separating each other. Tommy McCarthy would end up getting the fastest lap of the race, with a 2:08.8. #61 SSM Jim Hull was the hard charger, making up 14 total positions. Your class winners are as follows: Cole Gibson SM, Bob Bradfield SMT, Mark Means SSM.



#53 Cole Gibson won the Saturday race and finished second on Sunday



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## Group 2



#26 Vasili Stratton and #61 Troy Tinsley

The Second Race for the wings and things group started with a clean start. The pole sitter Vasili Stratton in the #26 ASR, with the #23 FE2 of Jim Davenport alongside, took off quickly entering Turn 1 by himself. The rest of the group minded the space between them and moved into single file. In the mid-pack there was a good scrum for 4th overall between the #44 P2, Eric O'Brian, Troy Tinsley in the #61 FA, #83 P1 of Danny Hart, and the #80 of Paul Decker. Hart made his move on Tinsley attempting a pass going into Turn 3. They would end up side by side all the way through the off camber Turn 3 and into Turn 4. Hart had the better exit out of Turn 4 to hold onto 5th. Now with Tinsley back in his mirrors, Hart had his eyes on O'Brian just ahead. Both Hart and Tinsley would find a way by O'Brian, with Decker right behind. Hart broke away from the group and started his chase on the #45 FE2 of Tom Burt. Burt was able to keep Hart at bay nearing the end of the race. Getting a fast exit out of Turn 2, Hart made a run on Burt going into Turn 3 and was able to make the pass stick by the time they reached Turn 4. Jim Davenport had the lead of FE2 just about in the bag when he passed by the starter stand showing 1 lap to go. While making his final lap he appeared to slow in speed exiting Turn 9 on the back of the hill. With the checkered flag out, Davenport coasted down the front straightaway, and ended up stopping just short of the checkered flag with what appeared to be a mechanical. The overall winner was Vasili Stratton in the #26 ASR and had the fastest lap with a 1:43.7. The hard charger was the #83 of Danny Hart with 7 total positions gained. The class winners are as follows: Vasili Stratton ASR, Andy Juner DSR, Troy Tinsley FA, Thomas Copeland FB, Scott Meyer FE, Tom Burt FE2, Robin Riner FS, Danny Hart P1, Eric O'Brian P2.



#36 Scott Meyer FE and #23 Jim Devenport in FE2



## Group 3

The big bore group had a total of 17 cars on track for this race. Michelle Nagai in the #72 GT1 had the fastest qualifying time and would start on pole with Race 1 winner #66 Michael Fine along side for the start. Both Nagai and Fine would enter Turn 1 on the green flag start side by side, with Fine getting the edge over Nagai going into Turn 2. The rest of the field would follow the leaders through the first corners working their way into a single file line. As the field came back around to start the 2nd lap, Joe Montana in the #88 SP dropped a wheel on the exit of turn one, causing him to spin going into Turn 2. Luckily Montana didn't come in contact with anyone, but he found himself beached in the mud on drivers right of Turn 2. This would bring out the safety car. The E-Crew dispatched quickly to recover the stranded car and clean the dirt off the track surface. Now with everything cleaned up, the safety car pulled back in and the field was back under green, with Fine in the lead. A three-car battle for 4th overall would ensue between Don Van Nortwick in the #8 T1, #39 AS Ken Pedersen, and #93 AS Roger Eagleton. Pedersen and Eagleton would go side by side into turn one, with Eagleton holding onto the lead by the exit of the corner. Nortwick would be able to motor ahead on the straights away from Eagleton, but loose ground through the corners. This would cause a Yo-Yo affect, ultimately giving Pedersen

a chance to catch back up to the pair. For the next few laps Pedersen closed the gap and would attempt to pass Eagleton on the outside of Turn 1, then tried the next lap on the inside of Turn 1. Eagleton was able to keep him in his mirrors as this ensued. The #2 SP of Bruce Trenergy and #58 T1 Tim Sullivan were chasing each other for the last few laps for 11th overall. Sullivan would get by Trenergy with 2 laps to go and hold him off to the finish.

Eventually Pedersen tried the outside move into Turn 1 fully along side Eagleton. As they exited side by side, Pedersen had his Mustang on the limit practically in a four-wheel slide on the outside and came out ahead going into Turn 2. Now on the last lap Pedersen had to hold off Eagleton. The pair came out of Turn 9 with Eagleton in tow. Going through Turn 10 Pederson got a little loose, losing a bit of ground. As they disappeared into Turn 14, and wrapped around Turn 15, Pedersen had a two-car gap to Eagleton and took the checkered flag finishing first in AS. The #66 GT1 Michael Fine finished first overall and held the fastest lap of the race with a 1:53.2. the hard charger was the #29 AS Igor Gandzjuk making up 8 total poitions in the race. The race winners are as follows: Ken Pedersen AS, Michael Fine GT1, Arthur Muncheryan GT2, Krysti Booton GT3, Rudy Peters GTA, James Fulton ITE, Joe Montana SP, Don Van Nortwick T1.



*#93 Roger Eagleton and Ken Pedersen raced each other hard all weekend. Weekend results were two wins a piece and second place finishes each.*



*#39 Ken Pedersen celebrating a hard fought victory*



## Group 4



FF winner Denny Renfrow

The small wings and things had a total of 7 cars with: 2 FC, 4 FF, and 1 CF. Paul Rodler in the #68 FC had the fastest qualifying time with a 1:46.3 and would start on pole with the Pole Sitter for FF #50 David Jalen next to him making up the front row. When the green flag dropped Rodler took off in his FC leading into Turn 1. Denny Renfrow in the #11 FF got the drop on

his competitors and rocketed by Jalen and #48 Steve Meyer to take the lead by Turn 1. The field made it through the first corners safely with no incidents. After a few laps Meyer would make a move and get by Jalen for 2nd in FF and attempt to chase down the leader Denny Renfrow. Renfrow would keep Meyer at bay keeping a 7 second gap between them all the way to the end. The checkered flag would fly for Paul Rodler in his FC, taking the overall win, FC Class win, and fastest lap time in the race with a 1:47.7. The winners are as follows: Paul Rodler FC, Denny Renfrow FF, Ben Ford CF.



FC winner Paul Rodler

## Group 5



#49 Donovan Helfrich Sr. at speed in his 1974 MG Midget

The small-bore sedan group was made up of 25 cars for this race with 1 FP, 1 HP, 12 ITA, 1 ITS, 6 ITX, 4 SMG, 1 SSC5, and 1 STU. Roger Eagleton in the #93 SMG had the fastest time in qualifying with a 2:00.0, but was unable to make it to grid in time and had to start from the back. The #39 Ken Pedersen now starting on pole with Igor Gandzjuk in the #29 SMG alongside. The green flag flew to the 25-car field, all making their way through Turn 1 cleanly. It was cramped for the first few corners with 3 rows of cars going 2 by 2 all the way to Turn 4. Bob Bradfield in the #36 ITA had made up 3 positions by Turn 3 on the start. After starting from the back, Eagleton worked his way all the way up to 3rd place by the second lap. Michael Lowe in the #10

SMG had his mirrors full of Eagleton's Mustang, on the charge to the front. Eagleton made an outside move on Turn 3 setting himself up for an inside move going into Turn 4, getting by Lowe. The battle for the last podium spot in ITA was heating up with 4 cars vying for position between Joseph Kou in the #6, #17 of Scott Smith, #19 of Jon Parker, and Eric Fulkerson in the #51. Eagleton in the #93 SMG was now right behind the leader #39 SMG of Ken Pedersen. Eagleton would find a way around Pedersen on the back side of the track to take the lead. Bob Bradfield was leading in ITA, trying to keep his 2.5 second gap from Lawrence Murdter in the #94. Joseph Kou and Erik Fulkerson would find a way to break off from the 4-car battle and start their chase on the leaders of Bradfield and Murdter. The #199 ITA of Sean Lovett started further back in the pack but would make his way through the field making up multiple positions and caught both Kou and Fulkerson for the fight for 3rd place. Murdter closed the gap on Bradfield and made a pass on Bradfield in the back side of the track to take the lead in ITA. Bradfield would get back around Murdter going into Turn 1 a lap later. Lovett in the #199 would get to 3rd place with a pass on #6 Kou on the second to last lap. Now with the last lap being signaled by the starter, Murdter was hot on the heels of Bradfield going into Turn 1. Murdter would find a way by Bradfield and hold him off with a 0.5 second gap to the checkered, followed up by Lovett in 3rd place. #93 Eagleton would hold onto 1st overall all the way to the checkered with a 27 second gap to 2nd place. He also would have the fastest lap of the race with a 2:00.3, and was the hard charger making his way all the way to the front from the back of the pack. Your winners are as follows: Michael Green FP, Donovan Helfrich Sr HP, Lawrence Murdter ITA, Ben Brandt ITS, Ross Lindell ITX, Roger Eagleton SMG, Tim Sullivan SSC5, and Bruce Treney STU.

## Group 6



*Umberto Milletti won Saturday and Sunday races*

The second race for the SRF would have Umberto Milletti in the #34 SRF3 on pole again with a fastest lap of a 1:58.6. Gregory Hoff would start along side in his #14 SRF3.

The field of 28 Spec Racers would get a late green from the starter as the field rushed into Turn 1. Hoff would make a great start and get around Milletti going into Turn 2. The field would stay packed together entering Turn 3. A mid-pack car would make a dive bomb pass going into Turn 4 and ended up hitting his competitor causing both cars to spin. Chaos would ensue from the contact, with what seemed like half of the field, scattering and spinning out of control bouncing off each other. The track became blocked between Turn 4 and Turn 5 with spec racers parked on course. The Stewards made the decision to throw out the Red Flag. Now with all the cars stopped, and the dust settled, a total of 11 cars involved in the incident. The E-Crew dispatched immediately, sending all 5 safety vehicles to ensure everyone was safe. As the E-Crew were hard at work moving Spec Racers and cleaning the track, the safety car brought the rest of the field back into the pit lane to line the field back up into the original starting grid.

Now with the track clear, the safety car left pit lane with the remaining spec racers behind. The green flag flew for the second time in this race to release the field. Milletti would get a great start and was in front of Hoff by Turn 3. Five total cars were fighting for 3rd place

between Bill Booth in the #57 SRF3, #22 SRF3 of John Macintyre, #7 SRF3 Bill Jordan, #66 SRF3 Brandon Lewis, and Matthew Buston in the #18 SRF3. Robert Sachs in the #11 SRF3 started 16th overall on the restart and had been making up positions almost every lap working his way through the field. He would make an inside move going into Turn 1 on Brandon Lewis, then on the following lap make the same move on John Macintyre moving himself into 3rd overall. With the laps dwindling down, Gregory Hoff was still chasing Milletti, trying to close the 3 second gap between them.

With one lap to go there was contact on the exit of Turn 5 causing a car to spin and sit dangerously on the blind side of the corner. Many cars would make it through the corner safely, avoiding the stopped car. Until a small group of cars came over the hill, and one would just clip the stopped car, ending their race. The checkered flew with Milletti taking the win and keeping the 3 second gap on Hoff. Robert Sachs in the #11 SRF3 was the hard charger making up 14 positions in the race. #22 of John Macintyre would get the fastest lap of the race with a 1:59.5. In the SRF class the 41 Ken Woolley would hold off Kevin O'Connor in the #91 with a 4 second gap. Your class winners are as follows: Umberto Milletti SRF3, Ken Wooley SRF.



*#82 James Chartres finished 11th on Sunday after finishing 5th in the Saturday race.*

## Group 7

The second race for the Spec Miata race, was also the last race of the weekend. A total of 34 cars would start the race with the #23 SM of Tommy McCarthy on pole with a 2:08.7, and Cole Gibson along side him in the #53 SM. The field would get another late green approaching the starter stand. McCarthy would take the lead going into Turn 1 with Gibson on his bumper. Sean Lovett in the #199 SM was challenging the #36 SMT of Bob Bradfield going through Turn 3 and 4, but Bradfield would hold him at bay. Eric Fulkerson in the #51 SMT would find a way by Lovett, taking his turn to chase down Bradfield for the SMT lead. Further back in the field, there was a 5-car battle for 17th overall with the #34 SMT of Frank Russel, Donald Ahn in the #3 SMT, Michael Chang in the #88 SMT, #47 SMT of Ryan Leshner, and #89 SMT Kevin Carter. There appeared to be oil or water on the track on the entrance to Turn 2, causing a handful of cars to spin off track and bounce into each other, but all were able to continue under their own power. The checkered flag flew with McCarthy coming across the line first, leading every lap of the race, and getting the fastest lap with a 2:08.5. Bob Bradfield

would keep Fulkerson in his mirrors for the win in SMT, with a 1.5 second gap between them. Kevin Carter in the #89 SMT was the hard charger of the race making up 19 total positions during the race. The winners are as follows: Tommy McCarthy SM, Bob Bradfield SMT, and Gregory Hoff SSM.



*#46 Douglas Alvis, #56 Jim Wickersham, and #90 David Vodden mix it up in group 7*



# WORKER OF THE WEEKEND - REGIONAL 1&2



Worker of the Weekend Alan Mertens

**Alan Mertens** - F&C. Selected by the Stewards Group.

*"Alan Mertens was staffing Turn Two box covering Flag & Comm positions. Seven cars came through on the second lap of the Miata Race. Several cars spun and several had body contact. The situation was chaotic, at best. Alan provided accurate and valuable information as the incident unfolded. After the situation settled down, Alan provide a concise and detailed report, that allowed Race Control and responding workers the ability to make quick and safe decisions that allowed the incident to be cleaned up and racing to resume. Through it all, Alan maintained a calm and informative demeanor that was reflective of his many years of track service. **Well done!**"*

# DRIVER OF THE WEEKEND - REGIONAL 1&2

**Michelle Nagai** selected by the Sound Crew.

*"Sound Crew chooses Michelle Nagai for Driver of weekend. She's back with us in a Corvette in Group 3, car 72. This car belonged to*

*Frank Emmet and it's new for Michelle. It's very different from the big bore cars she's used to. Michelle has done a great job learning to handle the increased torque and power of this little car. **Go, Michelle!**"*



Michelle Magai driver of the Weekend showing off her new digs



# SACRAMENTO SOLO RUNS EXCLUSIVELY AT THUNDERHILL

by Davey Drouin



Well, the Daytona 500 has finished and what that means for Sacramento is the autocross season is about to start. As the schedule stands all events will be at Thunderhill's autocross pad which measures 700 by 400 of the newest and flattest asphalt in northern California. If you have never seen or raced on Thunderhill's autocross pad it is quite an experience. It feels almost like a kickback to the good old days when SFR use to run at the Pleasanton Fairgrounds, the big pad at Castle Air Field, or when the SCCA Sacramento held regular events at Mather and McClellan Air Station. If you are old enough to remember those events you know that it will be worth the drive to Willows. The track has a great grill that is open for breakfast and lunch. Overnight camping is more than welcome, and there are showers at the race track for all to use. If camping is not your thing the town of Willows is very welcoming to the racing community. All the hotels I have stayed

at in Willows have parking lots that can accommodate trailers. At the end of the race day, pot luck and a barbeque are normally held. If all of these reasons aren't enough to get you to come run an event with us then how about this, our registration team has been voted "the nicest" in Sacramento. Lead by none other than Gale Smiley. Her last name best describes her approach to everything. Online registration can be done at <https://axwaresystems.com/axorm>. Also, SCCA Sacramento will be updating all of its social media accounts Facebook, Twitter, Instagram etc.

## ***Our schedule is as follows:***

**Round 1 & 2 March 23 & 24**

**Round 2 & 3 April 27 & 28**

**Round 4 & 5 May 18 & 19**

**Round 6 & 7 June 22 & 23**

**Round 8 & 9 July 13 & 14**

**Round 10 & 11 August 17 & 18**

**Enduro September 21 & 22**

***There is an old saying that a bad day at the race track is still better than a good day at the office. Hope to see you there.***



# NOTES from the ARCHIVE - BOB COLE



Publicity shot of Cole with Buchanan Field Race Queen in 1957

Cole European car dealership in Walnut Creek is a well known business selling Jaguar and Land Rover vehicles. Its founder, Bob Cole, has a long history with British cars dating back to 1954 when he encountered his first import in his home state of Minnesota - an MG-TD. Cole was a college student at the time attending the University of Minnesota and had already bought and sold

a number of older American sedans. His daily driver was a slightly modified 1941 Ford but a visit to a local import car dealer to see the new foreign sports cars had a profound affect on his life.

Cole quit his job at a local Buick car dealer and took a job with the foreign car dealer doing all sorts of odd jobs. One day a nearly new repossessed MG-TD arrived at the dealership and Cole knew he had to have it. He bought the car, sold his Ford and in short order was introduced to his first sports car event, ice racing. It looked like

fun and after a bit of instruction, he received his license and entered the event. He was now a member of the Land O Lakes Region of the SCCA and received his first trophy winning his race on the ice.

Other rallies, gymkhanas and tours followed in the final two years of his college studies including enlistment in the Air Force ROTC program. Upon graduating, he received his military assignment, Public Information Officer in the Recruiting Department based in...San Francisco. What a stroke of good luck. Selling his MG-TD, he moved west to begin his new job.,



Cole racing the Rusty Hyde modified TR-3 in E-Mod Class

Needing daily transportation, Cole first visited Kjell Qvale's British Motors who sold MGs, however, having driven one of the new Triumph TR-2s before leaving Minnesota, he looked for a local Triumph Dealer. Within a short period of time, Cole purchased a new TR-2, met several local sports car enthusiasts, became a member of the SF Region - SCCA and competed in his first gymkhana at Willits. He came home with more trophies and decided to give road racing a try.

His first outing was the 1955 Buchanan Field race where he won the All Triumph class race and also ran in the feature where he finished mid-pack. At this event, he met Triumph Sub-Distributor, Rusty Hyde who offer to help Cole in his racing. He asked Cole if he would like to race a TR-2 which they would modify. Bill Breeze's Sports Car Center was chosen to assist in the modification which included, lightened frame, disc brakes all around, widen the track and ran a Breeze race engine with larger carbs.

Cole raced both cars at many west coast events including Palm Springs, Santa Barbara, Buchanan Field, Santa Rosa, Arcata, Sacramento and Pebble Beach. He had both success and teething problems with both essentially new cars but honed his driving skills and became familiar with each race course.

1957 would be a year which brought several changes to Cole's life even though it began with races at Stockton and Cotati. His commitment in the Air Force came to an end and Cole had decided to return to Minnesota to enroll in a masters program at University of Minnesota. He packed up his TR-2 and headed east but shortly after entering school he received a phone call from Kjell Qvale. Perhaps not knowing that Cole at left San Francisco, Qvale implored him to return to help with advancing the newly approved Laguna Seca Raceway project. Qvale offered Cole a job handling the BMC PR and Marketing and with also handle the PR and Press Relations for the SFR. After some thought and advice from his father, Cole accepted,

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Cole was Asst. RE in 1957 and key PR and Press Relations contact



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*Race on Sunday, Sell on Monday-a Cole ad from the  
Candlestick Program 1963*

repacked the TR-2 and headed back west.

He resumed his racing Rusty Hyde backing with a first at Cotati 6 hour enduro, 5th at the new Laguna Seca (in a stock MGA Coupe) and 3rd at Cotati to finish off the year. In between he had been appointed Assistant Regional Executive and a member of the Rules Enforcement Committee in charge of PR and Press Relations. He attended several SFR meetings about the Laguna Seca project and

a few SCRAMP meetings as well gathering information to report to the press as the project moved along.

He and Bob Winklemann developed tighter rules for tech inspection utilizing fuel testing equipment and weighting each car among other changes. These rules were eventually incorporated by the SCCA National Office for use by all the regions.

Cole's success at road racing continued to grow as he garnered many podium finishes over the next eight years including a large number of victories in his Triumphs resulting in two Regional Class Points Championships. In 1963 he was selected by the U.S. Triumph Headquarters to be part of their Sebring 12 Hour team. Unfortunately the TR-4 he co-drove with Charlie Gates and Ed Diehl encountered a few mechanical issues but still managed to finish the race 24th overall and 2nd in class.

1963 also marked another key moment in Cole's life when he acquired his first car dealership with the encouragement of Rod Carveth and Rusty Hyde. Bob Cole Motor Imports replaced a small dealership and sold a variety of British made cars. Within two more years he added Premier Imports in San Mateo (used cars) and San Carlos (Volvo). As his business grew and took more of his time, Cole decided to retire and did it in style winning his last race at Laguna Seca in 1965.

Over the next two decades Cole made changes to his dealerships as the market changed and opportunities came his way. On such opportunity, the ability to acquire a Jaguar Dealership in 1982 would bring about many a business makeover for Cole as he consolidated his car lines, sold dealerships and relocated his Jaguar franchise to Walnut Creek. He added Land Rover shortly thereafter and the dealership has prospered since then.

Winning race driver and businessman are just two of Cole's success stories but there are more. He co-founded the renowned Candy Store; won many large sailboat races including the Trans Pac, the SF Big Boat Series and many other domestic and international events. He also was President of the St. Francis Yacht Club's America's Cup Syndicate which competed in Australia; was a major classic car collector, won awards at the Pebble Beach Concours and if that wasn't enough, he was a low handicap golfer and accomplished piano player. Yes, quite an interesting life which all started with an ice race in Minnesota.



*Cole co-drove this Lotus to a win in the Cotati 6 hour enduro in 1957*



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# People in the News....

Welcome back, "People in the News," a column that ran in the Wheel long ago. The object here is to spread the word about our many members, their accomplishments, fun facts and special information. Hopefully it will all be very interesting. If you have news about one or more of our members, please send it my way for inclusion as space and time permits. After all, you can never know enough about the friends you meet in the SCCA, all of it.

Condolences to Gary Meeker on the loss of his life-time partner and wife, Lois. Gary plans on being back at the track with his SCCA family soon to continue with all that was part an important part of their family life within the SCCA. We welcome Gary back and look forward to his guidance for all that we do going forward. Gary is a member of the track board of Directors and has been since the inception of the project.

It has been just a little more than a year since we lost long-time Club member and founder of the track- Tom McCarthy. Family members gathered at the McCarthy home in Hollister to honor Tom's memory. The bronze, wall plaque featuring Tom's likeness, is still in the making and should be on the Club house wall before the end of the 2019 SCCA racing season.

Special thanks go out to Lucas French and his dad Ben for stepping up to help recruit new, young members into our Club from the Sacramento area. Lucas is fourteen years old but already a passionate member of our Club via the Sacramento Solo Chapter. He feels, as do many, that the challenges facing our Club necessitate that we begin acting and thinking more globally and less like separate pieces of the bigger Club of which we are all members. Lucas plans to sign up members among his peers and his Solo family in addition to the road racing community. Wish Lucas luck. He seems to me to be a future leader of the SFR/SCCA!

Membership recruitment has been turned up a notch this year in order to insure a long-term future for what we do. Regional Executive Barbara McClellan is asking that all members reach out and invest the time and energy needed to bring in at least one [1] new member this year. "With your help," Barbara noted, "We can add to our numbers and reach out to these new members, once in our fold, to become our future leaders, drivers and event race officials." It should be obvious to everyone that all Club activity begins with membership. One new member recruited by you is a start!

The Club's most active race car driver, David Allen, celebrated his 25th year with the Club recently joining a stellar list of San Franciscans who have made the Club part of their lives. Topping the list in recent anniversaries are: driver James Ghilardi-50 years; Solo and former racer Mike McHugh, early Club software designer, Doug Hargrove, and John P. Hafkenschiel all celebrating 45 years; veteran vintage car retailer Bruce Trener and Angelo Ferro along with Domenick Inferrera, and Dwayne D. Komush, all completing 40 years; race official

Sandy Carreiro, Doug Agnew, William Brooks and Carl Rhodin at 35 years and the very talented Pilar Miranda completing 30 years as a member along with talented driver Lutrell Harms, plus members Thomas Lewis and Thierry Thompson.

At 25 years, in addition to membership recruiter extraordinaire, Dave Allen, are: driver Jeff Hoffman, members Louis Lira, Eric Martin and Susan and Jere Brown. Happy anniversary all. The Club currently sits at just over 2600 members with a goal of adding 500 more new members by year end. Did I say that you are needed to reach this goal? How? By signing up at least one [1] new member! This could be your wife, son, daughter, friend, co-worker or a complete stranger that becomes your new, best friend at the next SCCA event outing you attend. You can do this.

Long time Region Manager, Sherry Grantz, will end her tenure as our key administrator in June. She has moved to Morgan Hill to be with her family and grandson. Sherry came to us from the Solo community and did an exceptional job managing your needs and the needs of the Club in so many ways. I would like to see her rewarded for all that she has done with a big present. If you would like to contribute to say thanks, send a check or gift certificate for something to SFR/SCCA at the Club Office, attention Nan. Do not tell Sherry we are doing this. She would not want to be a bother so keep it quiet until we make the presentation at a future regional race event, please. Sometimes you have to thank people even if they don't feel the need. We do. [I found out; please DO NOT send gifts. Sherry]

RE: Barbara and RE in training, Tim Sullivan, are busy looking for a replacement for Sherry so if you ever wanted to work in motorsports or help make the Club bigger and better, contact either one or both and let them know. Hurry.

Outstanding Club member, Larry Oka has gone into the rabbit business. Not fast cars, maybe, but real, live flop-eared bunny rabbits. Ask him for more details.

The funniest line at the driver's school when the Chiefs were introduced came from Allen Davis who introduced himself as the five-years-retired- Chief of Tech. Allen is an incredible asset for our Club and one who would be hard to replace hence the chains attached to his legs at the tech trailer. The new tech trailer was a big hit at the school. This unit cost just under \$20k and is expected to serve the SCCA Tech Team for many years to come with Allen Davis in charge.

Emergency Chief, Seth Reid has been getting his feet wet serving as your new Board Director. If you get a chance reach out to Seth and tell him that you appreciate his stepping up to the leadership table to work for an ever-improving San Francisco Region-SCCA. Ask him what it is like and then plan to become a Board Director yourself when the election comes around this September.

Want to be famous and get that illusive sponsorship deal for your

racing? Send your social media posts of your racing to James Chartres at kangamotorsports@gmail.com. The key to riches these days seems to be linked to going viral on the internet. Try it out. Send all that you have to James so that he will have a plethora of material to work with to spread the word about how the SFR/SCCA is the best place to race, be a race official or just have fun. Key word; fun or, if you prefer, #funwithcars.

Tim Sullivan has taken on the task of making sure that we all eat well at Club events. It may be old news but the corned-beef and cabbage dinner at the season-opener at Thunderhill was a big deal. If you missed it do not miss the remaining dinner dates at Club events.

The May race weekend at Thunderhill will, once again, be presented by Court Cardinal of Casino Fandango. Not only will the Saturday night dinner be awesome there will be a

plethora of coupons, swag, and fun as Court holds court for all who attend. His Casino Fandango is in Carson City Nevada and well worth the time and travel to check out. Tell Court you are coming so he can have his key people meet you when you cross the threshold to the fabulous property. Court was one of a great many Spec Racer drivers caught up in the NASCAR-like "Big one" in turn five on Sunday of the Thunderhill race weekend. There should be some new, shiny paint jobs when the gang returns to the three-mile track May 11 and 12 for the last time before the season Championship finale on October 25-27.

Come for the racing, stay for the food is the new mantra of the Club. Or not.

**Please remember to send your "People in the News to me at [dvodden@thunderhill.com](mailto:dvodden@thunderhill.com)...**

## Letter to the Editor

*I am disappointed to have not seen more information in the Wheel recently about our upcoming co-hosted event, the first ever - first ever! - SCCA national tour Time Trial, at Thunderhill. I am thankful to see that our RE, Barbara McClellan, mentioned it in her monthly note, but aside from that nothing - no flyer, no preview, not even a mention in the Thunderhill yearbook, when I would expect them to be thrilled at such an honor. For those that are not aware - and given how few other SFR people I've seen at them, that's most of you - the regional Time Trials already held by the Reno Region at Thunderhill already offer the opportunity to drive almost any car, from stock all the way to race-built, at full speed on a track for a fraction of the cost of club races. Now the national SCCA has apparently seen the wisdom of such a program, and is taking it to a national level. Beyond that, they are trying new formats, new rules, and new classes, and even if you*

*don't disagree with all of them, it shows that they are willing to try new things - incredibly important in the current environment. I hope that the lack of mention was an oversight, not some kind of fear over someone's "turf" or the like, and while I fear it may be too late for this letter, I hope SFR as a whole is supportive of this program, and Time Trials in general, in the future.*

*-Brian Duddy*

**Editor-** I mentioned SCCA National Time trails event in my Wheelworks column in the January Issue, I guess Mr. Duddy did not read it. The board of directors and the Wheel are excited about the SCCA National Tour at Thunderhill, and we certainly welcome anyone interested in driving cars for enjoyment to come and race on our turf.

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# Full Body Contact

SpecRacer Ford CSR Update

## Highlights of the SCCA-E CSR Meeting in Colorado

Customer Service Representatives met February 21st at the SCCA-E facilities in Colorado for a meeting of CSR's. The goal of the meeting was to improve the level of service and the product that is provided to racers.

Upon arriving at SCCA-E we received a warm welcome and a tour of the facilities. We toured the motor shop with dyno, the parts inventory area, shipping and receiving, Mike's prototype area and the offices. The engine rebuild and dyno area were clean and organized. I was impressed with the operations and the people. After the tour, the group of CSR's moved upstairs into a large conference room.

The Facilities at SCCA-E - Engine Shop, Dyno, and Inventory



Robey, the president of SCCA-E, started the meeting welcoming the team. He then introduced Shannon who is in charge of the engine shop.

Shannon began by letting us know he just finished running in motor #518. He then gave us a glimpse of key issues relating to the engines.

He went through the process of new or rebuilt motor run-in; it was interesting to hear how close the motors are matched. The horsepower of each engine is controlled to a very tight range of typically .3 to .4 HP. He also explained the importance of sending back a motor if it is over-revved. If an engine is accidentally shifted to the wrong gear, like from 3rd to 2nd when the driver was attempting to shift to 4th, and the motor exceeds 8,500 RPM for even a fraction of a second, it should be sent back. When a motor is over-revved the rod bolts stretch and the rod bearings can be compromised. If the engine is not sent back, the rod bearings will typically fail, leading to rod failure and possibly a hole in the block. Of the many motors sent back to Shannon most if not all have had no problems and are still running. The cost to have new rod bolts and bearings installed is a fraction of totaled motor. Shannon also discussed how they repair a motor that has been overheated. Most motors that overheat can be fixed by removing the head and installing a new head gasket and in some cases, the head might need resurfacing. Mike noted that the water holding tank should be filled to the brim to keep air out of the system to avoid overheating. If air gets into the system, it can get into the thermostat area and cause the thermostat to stay closed. This can lead to a hot engine at startup.

Mike took over from Shannon and started with talking about the transaxle. Mike is looking into other ways to

improve the transaxle, like new synchros, alternative transaxles, and improved shift linkage. These improvements are probably years away from the track, but it was great to hear they are thinking about the future.

Mike gave us the status on shock bump stops. With the improved performance of the GEN3 at some tracks, the car works better with shorter or in some cases no bump stops. Mike has been testing a custom design for the bump stop, not a Penske part, that will give good performance at all tracks. The new bump stop is still in development and probably won't be available for a while. Until the new ones come out keep using the current Penske parts.

The new Wilwood brakes are also getting small improvements.

Mike is working with Engineers at Wilwood to reduce the caliper pull back, a complaint some drivers have experienced with their new brakes. The various new designs to minimize the pull-back is under testing. All of the solutions will be a simple, low-cost part that is easy to install.

The status of the new sprung clutch disk was also reviewed. There are now about 150 new clutch disks in the field with limited or no failures to date. There have been a few issues due to the wear or out of tolerance parts. When installing a clutch, it is recommended to measure the critical parts before installing the clutch. If unsure about the installation, it is recommended to contact the local CSR to help with measurements and installation.

The last technical issue was a new windscreen design. Some tall drivers experience wind turbulence that causes the helmet to buffet. The guys at MBI came up with a design that eliminates the buffeting but doesn't affect the performance or drag on the car. So, in the future there will be an optional small, about 2", tall clear plastic windscreen that should be available.

Another small improvement being considered is a beefier wheel bearing. The bearing that Mike is considering has the same ID but larger OD. The new bearing would require a larger bore in the steering knuckle. At some point, the racer may have the option to buy a knuckle with a larger bore and a heavy duty bearing.





At the end of the meeting, Nikki gave a quick update on the status of inventory and parts. They are working on improved sources for parts and reducing back ordered parts.

Robey closed the meeting with an update on their plans to improve the website and other marketing efforts. Overall, I was impressed with the team and operations. I am confident that the car we have will only get better and will be around for many years to come.

**SpecRacers at Drivers School**

About 50 new drivers attended the SFR drivers school February 15th through 17th including 9 SpecRacer Ford drivers. The weather up until the start of school was wet, very wet. Interstate 5 was closed

and Walmart flooded the Thursday before school. As soon as drivers school started, the rain stopped and the sun came out. On Friday the school started out with drive arounds in street cars and then lead follow lapping. On Saturday the drivers got some open lapping in in the morning and in the afternoon worked on gridding up and race starts. On Sunday each group had four 15 minutes races. The SpecRacers Drivers that went through the school were: Sean Sorrell, Erick Hand, Sean O'Boyle, Jim Connor, Michael, James Turpin, Steve, and Erich Woolley. Erick will be the 3rd Woolley racing this year. Ken, dad, gets the award for being the best dad in the SFR for getting 2 of his kids into a car. It was a great weekend and there were a lot of smiles on the faces of all the drivers.



Andrew Schlocker

Craig Stephens

Erick Hand

Erich Woolley



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# THUNDERHILL REPORT

BY DAVID VODDEN

The Sacramento Chapter Solo family held their first of seven events on our big Solo Pad recently and it was a success. That said, the weather was not all that kind. No rain but the threat of rain and other weather issues very likely kept a good event from being great. Lucas French was on the scene selling SFR/SCCA memberships and handing out all sorts of Club literature. The Solo community remains one of the best sources for all sorts of member needs including volunteer race officials. Efforts to prove this theory are underway and should, I hope, produce good results. To generate Thunderhill entries, the Sacramento Chapter has actively recruited solo participants from the North Valley with some success. More is expected. Think about it. We have an entire region up here of men and women who are very much into cars and doing fun things. They have far fewer conflicting demands on their time than do all the Bay Area people whether you call them North Bay, South Bay or East Bay. It seems strange that we are content to seek members and support from those areas while virtually ignoring the fertile ground that is the future of the Club and what we do - the North Valley. I applaud the Sacramento Chapter for their aggressive outreach and I look forward to the day when their efforts prove that there are solo, road racing and various other road-track people outside the bay area that are looking for a way to join us. The next Sacramento Solo event at Thunderhill is April 27-28. Also note May 18 - 19 and June 22-23.

April will see the inaugural SCCA National Time Trial event at Thunderhill on the 13th and 14th. The event will take place on the two-mile track under the joint efforts of the Reno and San Francisco Regions of the SCCA. This is the first of what will be many SCCA National Time Trial events held across the country designed to get more men and women of all ages into the SCCA experience. This is also one of the goals of Track Night in America that frequents our track on Thursday evenings almost monthly including: April 18; May 23; June 13; August 15 and September 12. Both TNA and the new Time Trial events have few if any barriers to entry/participate. As a result, they are as close as we can get to putting people on the track at SCCA events. I applaud these outside-the-box efforts to deal with a problem that many have talked about but few, until now, have had any plan or program to address. "Barrier to entry!" It is true that most of what we offer under the SCCA banner, is barricaded behind insurmountable obstacles. The result is that only our families and close friends, combined with a few desperate individuals that will not stop until they get on track, actually get through to participation. It reminds me of people who move to Oregon and then set up barriers to make sure that no one else ever moves to Oregon. Stated differently, a member might say, "I am happy with my role in the SCCA, what's the problem?" Big picture? Not.

The track seems to have stalled at 376 days rented as this is being written, counting both tracks. I hope not as this is twenty-eight days below last year's rental results and far below our annual high of 585 achieved the first full year that we had the two-mile track on line. If you are saying that the weather is likely responsible for the current state of things, you would be partially right. When the sun returns and the threat of rain no longer deters the not so hardy from coming to the tracks[s], I expect there to be a rush for date rentals filling out the 2019 schedule at Thunderhill Park.

The track held its second Teen Car Control Clinic on March 30. There was a good gathering of students and instructors including:

Paul Gadd, Kevin Rogers, Rick Thomas, Justin Cone, Gary Pitts, Joe Zazueta, Joe Farasati, Daniel Lubivy, Geoff Pitts and yours truly. Also present was the local Highway Patrol with officer Tracy Hoover. These events are priceless in that they offer an exceptional rate of return when you consider that what is taught very likely will save some young persons life. Over 5000 teen age drivers are killed every year in this country and many more are injured seriously. Over 10% of these are Californians. Students who attend, almost to the person, praise the experience saying that it was, "Better than expected" noting that the skill sets were "on hands and real, behind the wheel, and impactful." If saving young lives is important to you. If you have teen age drivers as kids or grand kids and you would like to make an incredible difference in the world of young adults in an area where we, as a society, are woefully negligent, come help do these events. It is easy to make a difference. The tasks are not daunting. The course curriculum is well designed and the faces of the kids and their parents is its own reward. The next Teen Car Clinic at Thunderhill is June 23rd, a Sunday. We use the two-mile track. It starts at 8am and ends at 3:30. Also, if you want to enroll some young driver that you care about, that is easy too. We have a few scholarships but we charge \$129 per student to keep the value of the program up and the cost of medical, insurance and other out-of-pocket expenses to a minimum. No instructors get paid however, lunch is provided and they get a free test day here after working three [3] Teen Clinics. There are four left on the schedule; June 23; August 24; November 29; and December 21.

The SCCA regional Race program returns to the 3-miles of Adrenalin on May 11 - 12 with a test day on Friday the 10th. The 24 Hours of LeMons is on tap for May 25-26 using the 5-mile course in case you have ever considered running in this historic race experience. You should!

You should have received a FREE-2019 Thunderhill Park Yearbook in the mail in a white envelope. It is part of the many benefits that come from Thunderhill Park to Club members. I hope you found it interesting. I do one of these each year so please let me know what you think. If you like all the fabulous exposure that the book offers for a pittance via an ad in the next issue, call me. Also call me if you plan on helping out with the June 23-Teen Car Clinic. Heck, just call for fun. 530-934-5588 E-101.

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520-290-3654

## RACE CAR RENTALS

A+ Racing Spec Miata Rental  
www.aracing.org  
Contact Al Angulo  
530 277 6311  
alangulo530@gmail.com

AccelRaceTek.com  
Spec Racer Fords  
(669) 232-4844

## RACE CAR RENTALS, Con't

Larry Oka Racing Services  
11771 Foothill, Sunol  
925-862-0172  
cel: 925-890-3555

Leshor Motorsports  
LeshorMotorSports.com  
MiataRental.com  
831-240-5347

## SERVICES

Exclusivemotorworks.com  
Info@Exclusivemotorworks.com  
1.844.722.3364

Carbahn Autoworks  
Stephen Freeth  
408-622-1529  
Carbahnautoworks.com

Frank Valente Real Estate  
www.FrankValente.com

Garage Unlimited of Monterey  
831-646-1000  
garage-unlimited-monterey.com

Bavarian Motorsports  
1025 Sinclair Frontage Road  
Milpitas CA  
408-956-1662  
www.bavarianmotorsport.net

Hartzel Automotive  
510 California Avenue  
Sand City  
831-394-6002  
www.hartzelautomotive.com

Dr. Art Muncheryan  
The Racer's Dentist  
2411 Ocean Ave. Ste 102  
San Francisco, CA 94127  
(415) 333-5400

Roger Kraus Racing  
2896 Castro Valley Road  
Castro Valley  
510-582-503  
1 800-510-RACE (7223)  
510-886-5605  
www.rogerkrausracing.com

AIM Tires  
At Infineon Raceway  
707-938-9193  
www.AIMTIRE.com

## TRACK EXPERIENCES

Hooked on Driving 925-552-8112  
www.hookedondriving.com

WorldSpeed Motorsports  
www.worldspeedinc.com  
707-722-3628  
503-720-3290

# RENTAL RACE CARS

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Larryokaracing@gmail.com

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530-676-1940 805-305-0452  
iancook@sbcglobal.net

## DAVE HARRIMAN

San Jose  
SRF, SRF3  
HSE Racing  
dave@specracer.com (408)507-1531

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Jason Hohmann  
Modesto  
209-857-8181  
Bulldogmotorsport@hotmail.com

## CERINI MOTORSPORTS

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707-938-3979  
jcm4@pacbell.net

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530-672-2629

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Formula First  
ITA Mazda Rx7

## LESHER MOTORSPORTS, INC

Ryan Leshor  
SM, SMT, ITA, ITX  
Salinas  
(831) 240-5347  
info@leshermotorsports.com  
www.MiataRental.com

## EL DORADO MOTORSPORTS

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Mike Lock  
Cameron Park  
831-801-6803  
mikeski38@hotmail.com

## GOOD TIMES RACING

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Miata's and Acura Integra's  
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recmotorsports@gmail.com

## ACCELRACTEK LLC

SRF, SRF3  
Bruce Richardson  
Los Gatos  
(408) 499-7266  
www.accelracetek.com  
brichardson@accelracetek.com

## PORTER RACING

FF, CF, FC  
Neil Porter  
Merced  
209-722-7373  
neil@porterracing.com

## A+ RACING

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Al Angulo  
Grass Valley  
530-277-6311 aracing.org

## AUTO SPA RACING SERVICE

707 938-8727  
auto-spa.com

## DIG Motorsports

SMG/T2  
Jeremy Cuthbertson  
822 North 13th st.  
San Jose, Ca. 95112  
530-605-5150

## SONOMA VALLEY RACING

Spec E30  
Raymond Zanotto  
Sonoma  
707-328-7709  
info@sonomavalleyracing.com

## DIETSCH WERKS

Lotus Elise, SM, Boxster S  
Vacaville  
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dietschwerks.com  
rob@lotusraceshop.com

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SM, ITA, ITX  
Ali Naimi  
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ali@OffLineRacing.com

## TED ARKEN

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408-286-5060  
DSR  
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## OPEN WHEEL AND SPORTS RACERS



A-MAC AM-6 P2/DSR. Chrome moly tube frame. Yamaha R1. Penskes. Tall/Large driver friendly. Easy to drive - Fast and predictable. Easy to maintain by yourself. 5 wins, multiple podiums including 2018 Sonoma Major in P2. Numerous spares available. Wired for GoPro Hero3/3+ to power camera without need for batteries. Excellent for P2/Solo/Track Days. \$12.5K Car, \$14K Car + Spares. Details at <https://tinyurl.com/y9trtrnj> Eric O'Brien ericdsracer@gmail.com 408-497-3946



2015 Formula Speed 2.0  
Easy to drive, easy to maintain. Low miles on a stock Mazda 2.0 MZR engine. Years of life left on this engine. 6 Speed No-Lift Sequential gear box. Rated for much more powerful engine. Aim Data system, two sets of rims and new rain tires.  
Too many extras to list here. All information and Specs on this car can be found at [Worldspeed.com](http://Worldspeed.com). \$45,000 taotak@comcast.net

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



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

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



P2/DSR for sale. 1986 Mariha S2000 converted to DSR in 2007. Full cage, GSXR 1000, Wilwood brakes, AIM dash, Chase cam & Gopro, 2 sets of used tires mounted and a set of stickers. New belts, fire system many spares and tools. \$9,000. Kenn (503) 879-5519 1712



Superlite Coupe Endurance Race Car - \$115000. Car has been completely rebuilt and ready to be raced!! Enter the 2017 25hrs of Thunderhill and win it!! Car comes with two bodies and three splitters and three sets of wheels. Fuel rack included. Many Many spares. Darrell Anderson (510) 928-2423 1707

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



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



Spec Racer Ford Gen2- 2004 Ready to race! Professionally maintained and very well sorted. Chassis completely rebuilt in 2012: new fuel cell, new clutch, new complete belly pans, frame painted with Rust Bullet, shocks rebuilt, all new heims and suspension bushings. 2012 Complete chassis reset- paint, heims, bushings- cleanest SRF on the planet! Includes tons of spares: 3 sets wheels and tires, quick jack, complete bolt on string bars for alignments, quick disconnect steering wheel, hot lap timing set, Butler racing seat upgrade, fire system, 2 sets brake pads, suspension spares, dynamic number system, oil filter, fuel filter, and spark plugs/plug wire set. Please email for extensive photo package. \$13,500 OBO, James "Cotch" Cotcher cell: 530-545-1765 home: 530-573-0505 james-cotcher22@gmail.com 1612

## FENDERED RACE CARS



1991 Spec Miata. Recently completed 1991 Spec Miata. NASA and SCCA log-books. 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 alongj@comcast.net 1812



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



For Sale 1987 Porsche 944 Track Car. Orange/Blue Gulf livery. Built to SPEC 944 specifications. 2.5 liter 4 cylinder engine. Upgraded suspension. Hawk Blue pads with steel braided brake lines. Auto Power roll cage and seat brace. Kirkey race seats with cam lock harness. Toyo Proxy RR 225/50R/15 with 15x7 phone dial wheels. Magnaflow muffler and resonator. IO Port and Simpson nets. All interior parts included. \$8,500.00 Tim @ 530-512-5020 tdrayan1970@gmail.com 1810



1990 Spec Miata. Very well-sorted 1990 Spec Miata. 2017 SFRSCCA SSM Championship car. Great dyno numbers (no longer sealed) - dyno sheets available. SCCA Logbook. Comes with many extras, including extra set of wheels/Toyo RR's and more. Al Gjedsted alangj@comcast.net 415-694-8519 1810



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



Porsche 944 Racecar + custom built enclosed trailer: \$25,000. Car: 2.8 Four Cyl., Fully re-built transaxle with <25 miles, New front brake pads, rotors in good condition, Stainless brake lines front/rea, 2 Spare Hankook Ventus tires and 4 BRAND NEW Forgeline wheels (\$1500), Miscellaneous recent upgrades and spare parts. Trailer : 18 ft long (not including tongue), 80 inches usable width inside. Contact: Scott - 415 656 7816 1806

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

Fresh 383 Stroker LT1 Engine, Rebuilt Borg Warner T56 6 Speed Transmission with aluminum flywheel and new Stage 3 clutch, re-engineered suspension including UMI Road Race K Member, 6 point professional built roll cage in a rare full hard top, never wrecked. \$12,500.00 B/O 916 716-7304 1707



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



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

Brand new chassis. Victory circle with Port City front clip. Car has never seen the race track. Have items to add to build such as fuel cell, headers, rear end, shocks. Message more more info. \$2000 for chassis, \$7000 for everything. Willing to split items. 916-425-6251 1709

1971 Datsun 510 4 Door. SCCA ITC Racer GRP 5. Car won 2015 ITC Champ. Ready to race, good first car. L1600 Roberlo Engine 40 over. Additional Pictures 4x4xfar88@gmail.com Text 209-613-4813. With spares \$6500 1704



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



\$30,000 or best offer. 2005 Spec Mustang. Can run in SMG or AS. Many extra parts 2 diffs and 2 transmissions. Cool suit 2x and box. Driving suit 2x and gloves. Call 510-432-9277. Won SMG championship in 2018.

## TRAILER AND CAR



1999 SM for sale/TPD Trailer combo Race winning car. Refreshed for 2014 Runoff's. Top 10 at the Runoff's. Stored since. Great spares. 3 sets of wheels. Drago motor. Will part with 24ft fully load 2012 TPD with every option as package. 18K for car + spares. 35K for both. Email for build sheet for trailer or more info on car. Located in Pleasanton. Barretttilley@hotmail.com 1701

## TRAILER/TOW



2010, 36'Heartland Toy-hauler with approximately 30,000 mi. Sleeps 8, ideal for extended stays. 10' garage, 100 gal. fresh water, new convection microwave 60 gal black, 2 X 30 gal grey, 30 gal fuel station, Onan generator, new tires and wheels Satellite HDTV, 2 batteries with 50 watt solar charger Power twin bunk beds in garage. \$25,000 530-295-1805 eves.xsrbaldwinsbcglobal.net 1808



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

2006 Haulmark 20' enclosed trailer with alum workbench, built in toolboxes, lots of pit-pal equip. Lots of storage and race equip including quad , 20' easy-up. \$4,000. Kenn (503) 879-5519. both \$16,000. call for details 1712

44' Featherlite Gooseneck (1989); dual 7500 lb axles, Low Profile, Hydraulic Ram Lift, Diamond Plate floors, Insulated Interior, \$11,500 415-298-3917 1803

18 ft Enclosed Carson Trailer, 6ft tall, two tires racks for ten tires, Cabinet across the top front, enough space to haul a SRF, two Craftman tool boxes, 4- 5 gal jugs of fuel, two generators, misc. parts, and supply bins, jacks stands, and alignment bars.

Built in 2006, replaced brakes in 2013 and tires in 2015. Total weight 5000 lbs., tows easily behind my Tundra and Motorhome. Call Bob @ 916-489-7182



Start out the new season with a really nice motor home to tow your race car to the track

2014 Newmar Baystar 2903 30 ft. class A motor home 22,000 miles

Ford triton 6.8 liters gas/ V-10/ 362

hp@4750/ 457 lb-ft a@ 3,250 rpm

5 speed automatic transmission with tow haul mode

Full wall slide and bedroom slide

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@ 805-794-4296 or pit lane at Laguna

events

## TOOLS/ EQUIPMENT /MISC FOR SALE



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



Pre-listing purchase opportunity: 8579 Mortenson Lane, Fair Oaks, California Location, location, location! Beautiful 4,000 sf executive home, pool, spa, 3 car 780 sf attached garage with 10 ft. ceiling, 400 sf detached garage/shop both fully insulated. Home sits on 1/2 acre, quiet 4 lot cul-de-sac in Fair Oaks. Features (2) RV access (east and west). Lots of natural lighting, high ceilings, stunning entry, spiral staircase, oak throughout, 4 bedroom, 3.5 bath, large kitchen, nook, 2 second floor decks, exercise/office/ multipurpose room, loft, dining, living, family rooms.

Massive amount of storage. Excellent schools. Walking distance to the American River Parkway, Sailor Bar Park with cycling, running/walking trails. 1.5 miles to Lake Natoma; swimming, sailing and paddle sports. Minutes from Hwy. 50, less than 2 hours to Thunderhill, Sonoma, South Lake Tahoe and the Bay Area. Fair Oaks Village offers restaurants, brew pub, shops, outdoor concerts, and Amphitheater. 15 minutes to Mather Field (MHR) for private aircraft, 40 minutes to Sacramento International Airport (SMF). Must see! \$1.15M Contact Ritchie at: Rhollingsworth@ltk.com or 916.531.5968

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. abarthwest@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 starting in June of 2018. Ideal for Driving School, marque-club or specialty vehicle dealership and more. Be in the growth curve of the sport and the industry at prices well below the competition. All or part available with full access to all activities at Thunderhill Park. E-mail dvodden@thunderhill.com to learn more and arrange a lease. 1803

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

## SHOP/STORAGE SPACE

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

Garage Space Available at Thunderhill starting in June of 2018. 1,400 sq. feet. Large bay door. Bathroom stall available. Rental fee \$1,000 per month. Only eight spaces available. Located on three mile track area near new Solo Pad and SCCA office. E-mail dvodden@thunderhill.com to put your name down on a waiting list. First come, first serve. Great deal!! 1803

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

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

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

Garage space available at Thunderhill Raceway. 530-934-5588 for more info

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

## 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. [NOTE: All weekend days are booked on all three road tracks for 2019]

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 - June 23 and August 24. \$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@haag-performance.com or call(925) 783-9409.

1808



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. Rent a 4' X4' X8' Thunderhill locker daily, weekly, monthly, or even yearly to make sure you always have a place to keep your important and valuable items. These lockers are big enough to store almost everything you could need for your time at Thunderhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1502

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

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

## RACE CAR RENTALS

*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.  
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We wish to thank the winners who ran on Avon Racing Tires at the SCCA Runoff race.

**P1 1st Jim Devenport**

**P1 2nd Perry Richardson**

**P1 3rd Tim Day**

**P1 Track Record Perry Richardson**

**P2 1st Tim Day**

**P2 3rd Perry Richardson**

**P2 Track Record Chuck Bona**

**FB 3rd Mark Nixon**

**FB Track record JR Osborne**

**FC 1st Jason Reichert**

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