



The wheel®



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



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Round 5
p. 8

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2019 SFR Championship
Road Racing Series
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Above: #18 Tom Hope and #51 Scott Vreeland

On the cover: #62 Kim Wilcox FC has #11 Denny Renfrow and #17 Doug Learned Jr. chasing after him

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

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CALENDAR

UPDATED 2019 FRESNO CHAPTER SOLO SCHEDULE

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

Event 12 - **November 9***

Event 13 - **November 10***

*Held at Fresno Fairgrounds

**Joint event with SFR at Crows Landing

***Buttonwillow Kart Track

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

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

SACRAMENTO SOLO SCHEDULE

August 17 - Round 11

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

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



TRAVEL TECH

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

Travel Tech Scrutineers are:

TELEPHONE HOURS:

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

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

Phil Munoz
Santa Cruz Area,
831-297-2457

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

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

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Sunday, July 21

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Burlingame

(650) 619-6186

www.hillsboroughconcours.org

Sunday, September 8

Ferndale Concours on Main

Main Street

Ferndale

(707) 786-7150

www.ferndaleconcours.org

Sunday, September 22

Danville d'Elegance

Hartz Avenue

Danville, CA

(925)360-7275

www.danville-delegance.org

Sunday, October 6

Niello Concours at Serrano

Serrano

Eldorado Hills

(916) 635-2445

www.theconcours.net

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WeatherTech Raceway LAGUNA SECA

Regional Races 11&12
31 August - 1 September 2019

SCCA
Sports Car Club of America

Barbara is away on a well-deserved vacation. In the meantime the show must go on. The region just completed the 29th day of the 2019 schedule. It was originally going to be 28 days but Sonoma Raceway made us an offer we could not refuse by allowing us to run the test day prior to the July 6th and 7th Regional. With just under 200 entrants the event can be classified as a success. Add the test day on to the event and we should actually come out on the positive side. Unfortunately the volunteer work force had to step up to the plate once again.

Speaking of the Sonoma event I got to spend some quality time watching the races on Saturday afternoon. People just do not realize how enjoyable it is to watch the various classes compete. Knowing the competitors and the underlying drama also helps. If you ever are looking for something to do on a weekend attending an SCCA event is great fun and it does not cost anything. My only regret was that I did not pack a lunch because by the time I went down to the snack bar at Sonoma raceway it was closed.

We have to give a shout out to Telo Stewart for including this weekend in his Formula Car Challenge series. He was responsible for 28 cars running in the FA, FM, F4 group. They put on a very good show. It is exciting to see these young guns in the F4 cars going at it on the racetrack. It was also nice to see a large field of Formula Mazdas. Welcome back fellas.

I had the pleasure of standing in the turn 11 flaggers box with Lynne Huntting. I did not realize how busy the flaggers are and how many things they had to be aware of. I learned a few things. Like at the start of the race, they display standing double yellow flags. I always thought since we were under the pace car it meant that we had to drive cautiously, but the real reason is so the drivers can take note as to where the flag stations are. Paying close attention to the race is a must. Being aware of the class leaders and who is getting lapped can be very difficult especially when all the cars are the same make. Lynne not only does the flagging she scribbles notes on the qualifying sheet for her race reports in the WHEEL. I also learned that small run groups make for a long day in the flaggers box.

Next up we have our very first Super Tour race and our very first major race at WeatherTech Raceway at Laguna Seca. This is the very first time we have tried a Super Tour race and the very first time we have run Laguna with a major. We have found some very tough scheduling issues that are unique to Laguna Seca. First off we cannot run the high powered cars early in the morning or late in the afternoon. This severely hampers our ability to make a fair schedule. With the test day on Thursday and the first time for an event of this kind we are hoping for a large turnout.

The first week of September is when any petitions for people interested in serving on the board of directors are due. The petitions need to be in the region office by the Monday after Labor Day. Since we have an event at WeatherTech Raceway Labor day weekend it should be easy to get the required signatures from region members. One year I got Mario Andretti to sign my petition but since he is not a region member it did not count. When I asked him to sign he did not have a problem doing so but he did ask me if I was sure I wanted to be a board member.

If you ever wanted to make a difference in the club being on the board is a great opportunity and a great eye opener. There are three spots up for re-election plus the Regional Executive position, which Barbara will not be seeking.

As the season winds down the last race of the year will be a triple header. Two races on the 3 mile course at Thunderhill Raceway Park

and one race on the 5 Mile Course. For those of you in hotly contested regional championships this is a must attend event since double points are awarded.

Afterwards we will have the annual banquet were new board members are installed into office. This year some lucky regional champion in attendance will win free entries for an entire year with the San Francisco Region of SCCA.

Until next time, see ya at the track

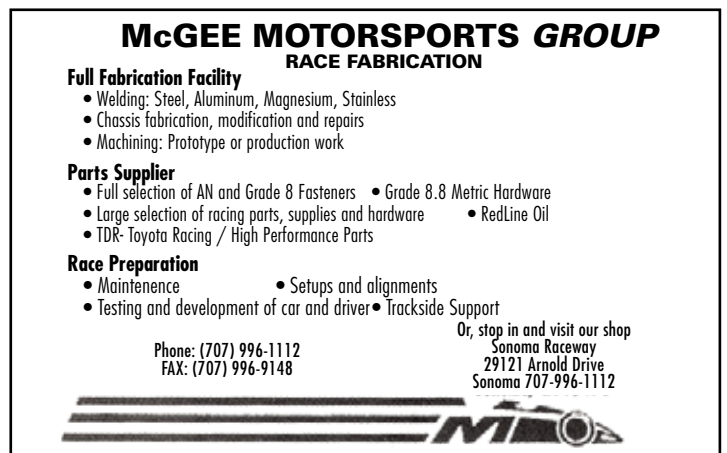
Blake (substituting for Barbara)



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Back when SCCA first started there were two classes. Under two liter and over two liter. Saturday the Amateurs raced and Sunday the Professionals raced. Then as SCCA grew so did the number of classes and along with the growth in classes meant additional races.

I was looking at a 1963 Race Program for the Sports Car races at Candlestick. The first race of the day started at 9:30 and the last race of the day ended at 5:30. There was a ten minute gap between races and at the end of the weekend there was an awards ceremony at the Terrace Room at the Schlage Lock Company that was naturally a no host cocktail affair.

In 1963 there were 20 classes of cars and it was not unusual to see formula cars run with sedans. At the 1963 event SCCA held eight 30 minute races on Sunday. Back in 1963 the loud noises of the racecars were welcomed but now people that build 15 million dollar homes near a race track get to tell us when we can make noise.

As it stands now the San Francisco Region of the SCCA recognizes 58 race classes. We cram all of these classes into seven run groups and try to keep the noise down.

Through all of this we have to figure out a way to make racing in the SCCA fun, figure out to make it safe, how to make it so everyone gets along, and figure out how to keep the doors open.

Its not easy!

Back in my Law Enforcement days I used to brag that our business model was such that with all the decisions we made only 50% of the people involved were happy. I was doubly amazed with only a 50% satisfaction rate we did not have more complaints.

Making decisions in SCCA seems to have the same ratio of satisfaction. For example when the decision to allow the Formula Continentals run in the small bore formula car group. The FC guys were happy. The Formula Vee guys and the Club Ford guys were not so happy.

Another problem with making a decision in SCCA it might look like a great idea right now. In the case of the FC decision it certainly boosted the numbers of FC that came out to race with us. One of the reasons for the decision was that there were only one or two FVs running in our region but we had a very healthy CF program. Once the FC began to dominate the run group we started to see the CF disappear just as the FVs did. We did not realize the CFs would become sustiable to the same problems the FV guys complained about.

The same thing happens in the fendered classes. Once a faster class is added to a run group the slower cars quit having fun and then they stop showing up. The reason it is no fun is the faster cars pass them so frequently that they never really get a chance to concentrate on their race. Once a class of cars stop showing up the class essentially dies.

What can we do about this? I have some ideas but I am not the only guy with ideas. I will share my thoughts with you and I ask that you share your thoughts with me. There are no bad ideas but in thinking of your ideas try to look past your own front tires think of the club as a whole.

The first idea is already in motion. Eliminate classes of racecars that have not had any participation in the last three years. This will do two things. First the Tech people will not have to worry about knowing the rules of the class that is not offered. I cannot imagine there is a person

on this earth that can be an expert in all 58 race classes. Secondly if you have a car in one of these fringe classes now is the time to dust it off, buy some fresh belts and bring it to the racetrack. There was a reason you bought the car; rediscover that reason.

The second idea is to run variable run groups during the year. For too long we have been drawing up the same plan with the same schedule and expecting it to work. For the longest time it did work but that was when chasing a regional championship was very important to the vast majority of the racers, which was drastically changed. We already know that the number of people who run the entire schedule is limited to a few well-subscribed classes. We also know that the number of cars running in your class magnifies the fun factor of any particular weekend. Why don't we change up the run groups a little? For example small bore formula cars.

If there were three races per year that did not offer FC then we might get some of those CF guys that run in vintage events. FC can be added to group two if they want to race or maybe they would want to take a weekend off.

Maybe the group 2 guys would like to have a weekend with the formula cars as one group and the prototypes as an additional group. We currently do not run a group one but maybe we can offer group one for the prototypes. This would give them a chance to target certain races and hopefully build up their numbers.

I am not well versed enough on the fendered group to know which combinations would work or if this is even an issue with them but creating a dialogue would certainly be welcomed.

For those of us that have cars in dwindling classes we need to take the bull by the horn. Start promoting your class. We all want to belong to something special. Find owners of the cars that are collecting dust. Contact them. Get them involved in a email list, Facebook page, or a blog. Get them talking again. Organize within your ranks to attend certain races, no one wants to be the first but we all want to be included. This really works. Look at the Cross Flow cup in FF. They average 30 FFs per weekend. They are a tight knit group of racers that have banded together to enjoy their racecars and have fun. FF also has a group of racers out of Southern California that put on Formula Ford the Series. These guys like to run fast and have figured out that a well tuned Kent powered car on the bias ply R60 Hoosier can run pretty competitively with a Honda powered cars on the new Spec Radial tire. The common thread is they are organized and communicate. They decide at the beginning of the year which races they want to attend and then they follow through.

They also support each other. They help each other get to the track or stay on the track.

Telo Stewart has basically done the same thing for Formula Mazda and Pro Mazda. He runs a racing series that keeps the car owners interested in racing. He understands what is important to drivers of these cars. He knows they do not want to race in a group diluted with every kind of car that has the word Formula or Prototype in its name.

I refuse to believe we can not come up with some answers to meet the goals of the club and the goals of the racers, have fun, be safe, get along, and keep the doors open. Look forward to hearing from you.

SCCA Sacramento Round 5

Photos by Davey Drouin

By Davey Drouin



Free Car Wash on Grid

Early was dry late was Wet

The weatherman predicted rain and for once he was right. The morning run groups got through 90% of their runs before the rain started to fall. I for one didn't have windshield wipers on my car, so a

CAMS was won by Derek Hui in a Corvette with a 64.407. Mark Heinrichs got second place with a 68.932 in a Corvette. Third place went to Ken Yeo with a 69.033 in a Corvette. I think the big winner here is not the drivers, but the car. If you want to run CAMS you better find a Corvette.



Robert Tyler

CAMC was won by Andrew Barrious in his GTO with a 67.982. Second place went to Ken McCulloch in his Mustang GT with a 71.586.

CAMT saw the reversion of the Tyler boys battling it out yet again. Both Tylers posted pretty quick times. Robert Tyler in his C-10 Chevy pick up ran a 60.641 which was good for second. Curtis in his Chevy Nova took the win with a 60.342.

ST-R had two Mazda Miatas running. Taylor Felts ran a 72.357, but it wasn't fast enough for the win. Philip Ma was able to nail a 69.764 which was good for 1st.

careful placed rag had to suffice. There is an old saying that a bad day at the track is still better than a great day at the office. Everybody that showed up to race had a great time and left with a smile.

As I walked the course I got lost. There were three circles, but I couldn't figure out which way you were supposed to navigate the course. After walking in circles for so long I asked Mr. Bob the correct path. He smiled and just said, "Have you ever seen figure 8 racing?" Might I point out Mr. Bob's car number is 88 as in crazy 88. You would have to be at least slightly crazy to drive it because the power to weight ratio is on par with some of the most expensive supercars the world has ever seen. Thus the course was a very large figure eight followed by a very large sweeper into another circle and finished with a hard right hand turn. You really had the opportunity to see how well and how long your car could hold a big sweeper at speed.

G Stock had three drivers all were driving Fords. Third place went to Jeffrey Willsey in a blue Ford Focus with a 66.575. Second place went to Chris Kannan in a screaming tangerine yellow Ford Focus with a 59.952. The class was won by Chris Estrada in a lighting blue Ford Focus with a 59.741.

ST-S saw a Miata and a Impreza RS which seems like a strange combination of cars in the same class. Igor Alekseyev in his Subaru Impreza RS ran a 70.505 which was good for second. Michael Gleaton won the class in a red Miata with a 68.819.

Top time of the day went to Bob Weisickle with a 51.847 in E modified. The Top Pax of the day went to Alan Patterson with a 56.161 driving a Viper ACR in Super Street. Unofficially the Most Daring Award should go to Korynne Smith for both driving the green monster build by Carl Graf and for driving it with no windshield in the rain.

Our next event is June 22nd and 23rd with a prediction of no rain.



Green Monster

Solo II SFR Round 5 & 6

Crows Landing

By Ryan Panlilio

May 18 & 19, 2019

Round 5

Crows Landing played host to Round 5 of the SCCA San Francisco Region's Solo II Championship. The event was chaired by Youmna Zalzal, and the course was designed by Matt Ales.

SSC was led by Ric Quinonez in a 2013 Scion FRS. He was followed by Ed Runion in a '16 FRS, while Bill Charron rounded out the top three in a '15 Subaru BRZ.

Mack and Justin Tsang finished 1-2 in STX in a '13 BRZ. Terence Chang finished in third place behind the brothers in a '16 BRZ. Monica Tsang ran uncontested in STX-Ladies in a '13 BRZ.

Husband and wife Troy and Kim Jennings also finished 1-2, in CAM, in a '18 Ford Mustang GT (-C). Glenn Bennett, in a '16 Mustang GT (-C), took third.

Ben Martinez, in a 1984 Van Diemen (C-), took the top spot in the Modified class. Martinez was followed by Jake Obniski in a 2017 Exocet (E-) in second place, with Kelly Prior in third place. Douglas Hargrove finished in fourth place in a 1979 R&D Special (F-).

Justin Moore finished in first place in S2 in a '06 Porsche S (BS). He was followed by Zach Heidepriem in a '11 BMW M3 (FS), while Lloyd Feaver took third in a '97 BMW M3 (DS). Kristen Moore took first place in S2-Ladies in a '06 Porsche S (BS), while Melissa James came in second in a '13 Subaru WRX Sti (BS).

Tony Rodriguez, in a '16 Mazda MX5 (CS), took the top spot in S3. He was followed by Arvind Govindaraj, also in a '16 MX5 (CS). Ben Metzger, in a '00 Porsche Boxster (CS), finished in third place. Theo Galas, in a '96 MX5 (ES), finished in fourth place.

S4 was led by Al Andersen in a '16 VW Gti (GS). Nipping at his heels was Yongzhe Wen in a '13 Ford Focus ST (GS), while Christian Deering took third in a '18 Focus ST (GS). Skyler Burton, in a '97 Acura Integra (HS), finished in fourth place.

Steve O'Blenes took first place in SMP in a '05 RX8 (DSP). Isaac Acks came in second in a '06 Mitsubishi Lancer Evo (SM), while Hung-Jen Hung took third in a '14 Nissan GTR (SSP).

Praneil Prasad, in a '16 Miata (STR), took the top spot in ST1. Jimmy Au-Yeung was a very close second in a '06 Lancer Evo (STU), with Matt Ales rounding out third in a '03 BMW M3 (STU). David Johnson (?) took first place in ST1-Ladies in a '16 Focus RS (STU), with Carole Zepeda coming in second in a '17 Focus RS (STU).

ST2 was led by Randy Krider in a 1989 Honda Civic Si (STS). He was followed by Shelly Monfort in a '94 Miata (STS), while Ken Mollenauer finished in third place in a '94 Miata (STS). Dominic Sheehan took sixth place in a '13 Mini Cooper S (STH).

David Chau beat out co-driver Cliff Fong for first place in STM. The pair was driving a 1993 Honda Civic (SMF). Danial Stalcup took third place in a '15 Cadillac CTS V Sport (ESP), while Aadil Husain finished in fourth place in a '90 Miata (CSP). Earl Francisco finished in fifth place in a '06 Lancer Evo (SM).

Smaller group for SFR SCCA Round 6

Round 6 of the SCCA SFR Solo II Championship was held on May 19, 2019, the day after Round 5, at Crows Landing. The event was again chaired by Youmna Zalzal, with a course designed by Matt Ales.

S2 was once again led by Justin Moore in a 2006 Porsche S (BS). Glenn Austin, in a '05 Nissan 350Z (DS), came in second, while Howard Yang took third in a '18 BMW 230 (DS). Gary Fazekas finished in fifth place in a '18 Ford Mustang (FS). Melissa James was uncontested in S2-Ladies in a '13 Subaru WRX Sti (BS).

Hongyang Li led S3 in a '17 Subaru BRZ (CS), while Tulio da Silveira finished second in a '03 Mazda Miata (ES).

Yongzhe Wen led the hot hatches in S4 in a '13 Ford Focus ST (GS). He was followed by Christian Deering in a '18 Focus ST (GS), while Al Andersen rounded out third in a '16 VW GTI (GS).

SMP was led by Darrell Moskowitz in a '94 Honda Prelude (DSP). Sebastien Chene, in a '02 Mustang GT (ESP), came in second, with Jakob Petro finishing third in a '02 Mustang GT (ESP).

Praneil Prasad, in a '16 Miata (STR), took the top spot in ST1. Guy Ankeny came in second in a '17 Focus RS (STU), while Matt Ales took the last podium spot in a '03 BMW M3 (STU).

Randy Krider ran uncontested in ST2 in a 1989 Civic Si (STS).

Daniel Marien handily took the top spot in STM in a '17 Subaru WRX (ASP). He was followed by Danial Stalcup in a '15 Cadillac CTS V Sport (ESP), while Mert Solis finished in third place in a '03 Subaru WRX (SM). Cliff Fong took fifth place in a '93 Civic (SMF).

Richardo Quinonez eeked out first place in SSC in a '13 Scion FRS. Nipping at his heels was Ed Runion in a '16 FRS, with Dennis Quilantang bringing up the rear in a '13 BRZ.

STX was led by Richard Lee in a '14 BRZ. Michael Yanase was a very close second in a '16 BRZ, while Youmna Zalzal rounded out third in a '15 FRS.

Kim Jennings beat out her co-driver/husband Troy Jennings for first place in CAM. The pair was driving a Ford Mustang GT (CAM-C).

Jake Obniski beat out co-driver Kelly Prior for first place in the Modified class. Obniski and Prior drove a '05 WRX Sti (EM).

Joshua List handily took first place in Prepared class over co-driver John List. They piloted a '73 VW Superbeetle (FP).

The next event is on August 3, 2019, at Marina Airport.

2019 SFR CHAMPIONSHIP ROAD RACING SERIES REGIONAL RACES 7 AND 8

The weather was dry for the two-day Regional Races 7 & 8 at WeatherTech Raceway Laguna Seca. There were close to 200 entries all waiting patiently to get into the paddock Friday afternoon and night. Saturday got off to a late start, first for a fog delay and then waiting for an ambulance. There was varying degrees of cloudiness during the days, with chilly mornings and late afternoon, and mild warmth and sunshine middays. As it was Laguna, that meant certain scheduling complications brought on by the sliding scale of sound windows - no engines before 8:30am and the last car had to be clear of the track by 5pm. Due to time constraints, there were no Victory

Laps for the 40 or so class winners.

Due to a Steward shortage, race driver Kurt Ladendorf was the Pace Car driver, an assignment he thoroughly enjoyed. In fact, he's asked to do it again.

The schedule included 15-minute practice sessions, one 20-minute qualifying session, and two races for each of the six Regional Groups and one Guest Group - Porsche Racing Club (all 911's, including one SFR driver, Robert Murillo/No.82.) The fastest lap from Race One set the grid for Race Two, and all the races were half-hour sessions.

Group 2

First Race



#26 Vasili Stratton overall Winner

This small field of fast and low cars only had 8.45 minutes to race, but they were able to set three new Track Records in that time. Seven of the 13 finishers came in first in their respective class-the top five were in five different classes. The race was short and sweet, no incidents and everyone finished on the lead lap. There was racing and passing, so not everyone finished where he started, but close. Even with such a short race, the field stretched out, with Vasili Stratton/No.26 Wolf leading every lap. His Margin of Victory was 6.561

seconds. The overall best lap in the race was 93.483 mph set by Bruce Brown/No.62 P1 Stohr, who finished second.

The new track records were set by Vasili Stratton/No.26 Wolf in ASR - 1:26.483; Chuck Bona/No.42 Stohr in P2 - 1:27.842; and Jim Devenport/No.23 SCCA Enterprises -1:28.744 in FE2.



FE2 Winner Jim Devenport



#42 Chuck Bona P2 class winner and hard charger of the race

Results Group 2 Race One:

ASR

1. Vasili Stratton/No.26
Wolf

P1

1. Bruce Brown/No.62
Stohr
2. John Manfroy/No.8
Dauntless

P2

1. Chuck Bona/No.42
Stohr
2. Paul Decker/No.90
Amac
3. Eric O'Brien/No.44
A-MAC

FE2

1. Jim Devenport/
No.23 SCCA
Enterprises
2. John Yeatman/No.5
Van Diemen

FA

1. Jim Mali/No.38
Mazda
2. Jason Pettit/No.46
Fast Forward FF
3. Jay Thorne/No.3
Mazda

FM

1. Derry O'Donovan/
No.77 Formula FM
2. John Ertel/No.20
Star Mazda

DSR

1. Andy Juner/No.88
AMAC

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Group 3 overall winner #69 Lars Mapstead

The first regional race of the weekend was ill-fated. It went well until the penultimate lap for the field of 28 big bore cars. Lars Mapstead/No. 69 GT2 Porsche had led every lap in his new car's first outing, and it had been fairly uneventful to that point - some early retirements, a body contact, and a loud car. Then, Rick Cameron/No.24 GT2 TA-2 caught fire going through Start-Finish. He made it to Turn 2 where he stopped and quickly exited the car as the flames made a bonfire of his car. Quick response from the E Crew and Course Marshals kept the matter from escalating, but it wasn't easy. The fire was so fierce they couldn't get that close. The car's fiberglass melted and exploded, spreading debris on course. The car kept reigniting with big orange flames and black billows of smoke, as the responders couldn't reach the kill switch. The fire could be seen across track at Turn 4. It was the biggest fire many had seen in years. The E Crew emptied all the water bottles and fire hoses. The Course Marshals used sweep to contain all the water from spreading on course, and then used blowers and brooms to sweep it off course. Cameron was not hurt. The same could not be said for his car. The Checkered Flag was displayed, while the aftermath cleanup took place. Additional fallout from the incident included time taken away from the next race due to the strict sound windows regulating the db levels dropping at 3:30pm; and that particular race - Group 2 - couldn't start until 3:21pm as per the published schedule.



The E crew applying water to #24 Rick Cameron's car

There was a race within a race, in the EP class - the Spec MX-5 Challenge Series. The Laguna event was Round Two for this series, which is a 'bridge' between Spec Miata and MX-5 Cup. There were seven entries in the class, some coming from Georgia, Washington and Canada.

There was one Novice in the race, Charles Laster/No.23 SS Camaro. He finished second in class.



#7 Bill OKell N3 winner

Results Group 3 Race One:

GT2

1. Lars Mapstead/ No.69 Porsche
2. David Jansen/No.62 Porsche 911
3. Robert Roumimper / No.54 Datsun 240Z

ITE

1. Randall Mackintosh/ No.35 Corvette
2. Kevin Patten/No.17 ShelbyGT
3. James Fulton/No.55 Miata

EP

1. Glen McCready/ No.4 Mazda MX-5

2. Thomas Martin III/ No.09 Mazda MX-5
3. Adam Gonzalez/ No.87 Mazda MX-5

AS

1. Igor Gandzjuk/ No.123 Mustang

SS

1. Richard Pryor/No.27 Chevrolet GM
2. Charles Laster/ No.23 Camaro

GT3

1. David Witkowski/ No.77 Porsche

T1

1. Tim Sullivan/No.58 Corvette
2. Wilson Powell/No.9 Corvette

T3

1. David Allen/No.61 Miata

SP

1. Joe Montana/No.88 Ford Fusion

N3

1. Bill Okell/No.7 MG Roadster

Group 4



#4 Daniel Swanbeck overall winner of group 4

This group had a 28-car field, larger than usual, with nearly half being FCs. There were 12 out of region drivers, 11 coming from Cal Club. Jason Reichert/No.32 FC Van Diemen had the pole and led the first two laps before being passed by Daniel Swanbeck/No.4 FC Van Diemen. Soon after the Safety Car came out for the accident in Turn 11. Courtney Crone/No.73 FF Piper was rear-ended by a FC and bounced hard and broke, requiring a tow to safety. She was unhurt, but her crew had to work hard all night to get her car ready for Sunday's race. By the half-way mark, the FC's were lapping the field. Later, Norm Marshall/No.19 FFT Van Diemen hit the tires in Turn 8, but he was unhurt. Swanbeck continued to stretch his lead and won the race, finishing 9.150 seconds ahead of Reichert. Tom Hope/No.18 FC RFR came in third. Two track records were set: Stewart Paterson/No.27 Crossle in FFT - 1:36.841; and Chuck Horn/No.54 Swift/Honda in FF - 1:33.948. This was the last race of the day, Saturday, followed by two qualifying sessions for Sunday races.



#27 Stewart Patterson gets the winner in FFT



#52 Manuel Leonardo locks up his RF tire

Results Group 4 Race One:

FC-1

1. Daniel Swanbeck/NO.4 Van Diemen
2. Jason Reichert/No. 32 Van Diemen
3. Tom Hope/No.18 RFR

FF

1. Chuck Horn/No.54 Swift; Denny Renfrew/No.11Piper
2. Doug Learned Jr.No.17 Piper

FFT

1. Stewart Paterson/No.27 Crossle
2. Kinnon Marshal/No.219 Lola

CF

1. Daniel Wise/No.76 Crossle

FV

1. Ron Wake/No.11



#62 Aristotle Balogh E30 class winner



#07 Tim Auger STL class winner

This was the largest field - 42 entries, encompassing 18 classes but with only eight represented. Thirty of the 33 finishers were on the lead lap. The top three finished where they gridded. Pole sitter Rylan Hazelton/No.49 STU Honda S2000 won and set the fastest race lap of 79.921 mph. He finished 3.351 seconds ahead of David Ray/No.30 SMG Mustang. Tim Auger/No.07 STL Acura finished third. The race was fairly uneventful.

Aristotle Balogh/No.62 BMW set a new E30 track record - 1:47.211. He finished first in class, sixth overall. Rina Balogh/No.62 E30 BMW started twentieth and finished 12th, gaining eight positions in the race. David Allen/No.61 ITX gained ten positions, finishing 23rd. Tim Sullivan/No.58 SSC5 Corvette qualified ninth, but didn't race as he lost power steering. So he doubled as Race Announcer.

There were five Novices, with Fernando Otero/No.63 the top finisher, 12th in ITA.



#30 David Ray took SMG class honors



#58 Tim Sullivan

Results Group 5 Race One:

STU

1. Rylan Hazelton/No.49 Honda S2000

SMG

1. David Ray/No.30 Mustang
2. Igor Gandzjuk/No.123 Mustang
3. Robert Brayton/No.18 Mustang

STL

1. Tim Auger/No.07 Acura

E30

1. Aristotle Balogh/No.62 BMW
2. Rina Balogh/No.50 BMW

ITA

1. Bob Bradfield/No.36 Miata
2. Joseph Kou/No.6 Miata
3. Eric Fulkerson/

No.51 Miata

ITX

1. Jon Parker/No.19 Miata
2. Doron Dreksler/No.70 Miata
3. Rob Fuller/No.15 Miata

GTL

1. Richard Apodaca/No.5 Mazda RX-7

SSC5

1. Richard Pryor/No.27 Chevrolet GM

Group 6



SFR class winner #91 Kevin O Connor



SFR3 fourth place finisher Bill Booth



#9 Joe Briggs overall winner



#41 Ken Woolley third in SFR



Kicking up some dirt #82 James Chartres

This was the second race Sunday morning, still overcast and cold. The group had a full grid of 32 cars, including four Novices - 21 SRF3 and 11 SRF. All the SRF3's finished on the lead lap, while all the SRFs were a lap down. They had a split start.

Joe Briggs/No.9 SRF3 had the pole and led every lap but one, when John MacIntyre/No.22 SRF3 passed him in Turn 11. Briggs repassed in Turn 8. Running second through fifth in varying orders were McIntyre, Bill Booth/No.57 SRF3, Dustin Decker/No.89 SRF3, and Alex Kwan/No.39 SRF3. While they raced each other, swapping positions, Briggs stayed in front. At the end, Decker caught up and finished a close second, only 0.207 behind. Catching up gave him the fastest race lap of 81.572 mph.

In the SRF class, Novice Mikhail Kalugin/No.48 had the pole position, but Kevin O'Connor/No.91 SRF got him at the start, while Kalugin fell back a few positions. He worked his way back up to second. O'Connor led every lap for the class win. Ken Woolley/No.41 was third. It was a family affair for the Woolleys, with Michael finishing fourth and Erich Woolley/No.01 coming in eighth as a Novice.

Results Group 6 Race One:

SFR3

1. Joe Briggs/No.9
2. Dustin Decker/No.89
3. Alex Kwan/No.39

SRF

1. Kevin O'Connor/No.91
2. Mikhail Kalugin/No.48
3. Ken Woolley/No.41



#53 Cole Gibson leads a small train of cars



#11 Joseph Ysais

This was the first race of the day on Sunday, and unlike Saturday, there was no fog, but it was cold and overcast. It was a large field of Miatas in three classes - 37 drivers including six Novices. The first three drivers pulled away from the pack and ran their own race. Polesitter Tim Weaver/No.75 SM led every lap while Tommy McCarthy/No.23 SM and Tristan Littlehale/No.08 SM swapped positions, with Littlehale as a close runner-up and McCarthy finishing third. Weaver turned the fastest race lap of 75.879 mph, and the Margin of Victory was 0.231 seconds. Twenty-nine of the 31 finishers were on the lead lap.

Surprisingly for this group, two cars fell afoul of the sound meter. They had to be at 90db, so maybe it was the cloud cover. Otherwise, the race was calmer than usual, with only a couple of deviations.



#86 Chris Lee hard charger of the race



#22 Jim Hull

Results Group 7 Race One:

SM	SMT	SSM
1. Tim Weaver/No.75	1. Clayton Cavell/No.80	1. Joe Rombi/No.48
2. Tristan Littlehale/No.08	2. Joseph Kou/No.6	2. Ross Lindell/No.16
3. Tommy McCarthy/No.23	3. Bob Bradfield/No.36	3. Rob Fuller/No.15



#8 John Manfroy

This Sunday race was the first of the second round, the last race before lunch. Vasili Stratton/No.26 ASR Wolf had the pole, but never led a lap. Bruce Brown/No.62 FA Mazda, who gridded second, got the lead and held on until the penultimate lap when he was pipped by Jim Mali/No.39 Pro Mazda. Sunday's race was busier and longer than was Saturday's. Stratton and leader Brown contacted in Turn 2, and then Stratton spun into the tires at Turn 8A. John Manfroy/No.8 P1 Dauntless, who gridded last and quickly charged forward, made a killer pass on several cars in Turn 4 on Lap 3 to take second place. He held the position until the half-way mark. when he stalled and was stuck in Turn 10. This brought out the Safety Car for a tow. After the green, lapping began including some exuberant driving. Stratton spun in Turn 2, and then Chuck Bona/No.42 P2 Stohr spun in the same turn and stalled, bringing out the caution. Stratton passed under the yellow and was penalized three positions. After the green flag, Mali passed for the lead on the last lap and won. His Margin of Victory was 1.425 seconds. Brown had the fastest race lap of 93.852 mph - the fastest lap of the weekend.

Another race for this small but competitive field, and another three new track records - two drivers breaking their Saturday record, and a third breaking a record set Saturday by another driver in his class. Stratton broke his Saturday ASR record at 1:26.087 and Jim Devenport broke his Saturday FE2 record at 1:28.144. Paul Decker broke Saturday's P2 record at 1:27.339



#46 Jason Pettit



#88 Andy Juner

Results Group 2 Race Two:

FA	P2	FM
1. Jim Mali/No.38 Mazda	1. Paul Decker/No.90 Amac	1. Derry O'Donovan/No.77 Formula FM
2. Jason Pettit/No.46 Fast Forward FF	2. Chuck Bona/No.42 Stohr	2. John Ertel/No.20 Star Mazda
3. Jay Thorne/No.3 Mazda	3. Eric O'Brien/No.44 A-MAC	DSR
FE2	P1	1. Andy Juner/No.88 AMAC
1. Jim Devenport/No.23 SCCA Enterprises	1. Bruce Brown/No.62 Stohr	
ASR	2. John Manfroy/No.8 Dauntless	
1. Vasili Stratton/No.26 Wolf		



#88 Joe Montana overall winner

Joe Montana/No.88 SP Ford Fusion had the pole based on his fast lap in Race One, despite finishing 22nd in that race. Only 23 ran the Sunday race, which was the first after lunch. This race had the only No Start of the weekend, as a couple of cars were out of line and/or racing before the green flag. They were penalized two positions. The top finishers stayed in position and mostly finished where they started. Other than mechanical issues, there was no drama in the race as the field stretched out. Lapping started before halfway. Montana turned the fastest race lap of 82.806 mph and won by a Margin of 19.064 seconds ahead of Lars Mapstead/No.69 GT2 Porsche. Rylan Hazleton/No.49 ITE Honda S2000 came in third. Eight of the 20 finishers were on the lead lap.

The EP Class had several Mazda MX-5's, mostly out of region, who were running their Spec MX-5 Pro Race. Glen McCready/No.4 won the race, fifth overall-the only SFR driver in the lot. He's not running this Spec series. Thomas Martin and William Talley are, and they left Laguna in first and second place in the standings, respectively.



#77 David Witkowski



#55 James Fulton

Results Group 3 Race Two:

SP

1. Joe Montana/No.88 Ford Fusion

GT2

1. Lars Mapstead/No.69 Porsche
2. David Jansen/No.62 Porsche 911
3. Robert Roumimper / No.54 Datsun 240Z

ITE

1. Ryan Hazelton/No.49 Honda S2000
2. Randall Mackintosh/No.35 Corvette
3. Kevin Patten/No.17 Shelby GT

EP

1. Glen McCready/No.4 Mazda MX-5
 2. Thomas Martin III/No.09 Mazda MX-5
 3. William Talley/No.53 Mazda MX-5
- AS**
1. Igor Gandzjuk/No.123 Mustang
 2. Jeff Francis/No.21 Mustang

SS

1. Richard Pryor/No.27 Chevrolet GM

GT3

1. David Witkowski/No.77 Porsche 911

T3

1. David Allen/No.61 Miata

N3

1. Bill Okell/No.7 MG Roadster

Group 4

Daniel Swanbeck/No.4 FC Van Diemen had the pole based on his fastest lap in Saturday's race. The lineup was basically the finishing positions from that race. They ran and finished mostly in that order, with some last lap overtaking for position. Swanbeck won, with Jason Reichert/No.32 FC Van Diemen second and Harindra de Silva/No.96 FC Van Diemen making a pass on the penultimate lap to take third. The Margin of Victory was 8.262 seconds, and Swanbeck again turned the fastest race lap, this time 90.598 mph.



#88 Lyn Greenhill

The real race was going on with the FFs. Teenager Courtney Crone/No.73 FF Piper had to start at the back due to her early accident on Saturday. She quickly moved through the ten-car FF field, getting up to third place by Turn 2 on the first lap. The in-car video is impressive. Crone said afterwards "When I had learned I got to start from the back on Sunday, I was actually quite excited. I knew the team had dialed the car back in to perfect shape again, so I was ready to do whatever I had to do on the start to make up as many spots as I could. I knew if I didn't get a good start the leaders (Chuck Horn and Denny Renfrew) would have an opportunity to get away from me. So thankfully I got a great start." This was Crone's fourth weekend in the car, and her second win in the FF class. Chuck Horn/No.54 Swift and Doug Learned Jr/No.17 Piper were second and third in class.

Courtney's race earned her the Driver of the Weekend Award, as selected by the Announce crew.

This group had the most out of region drivers, 12 in all, 11 from Cal Club.



#32 Jason Reichert second on Sunday



#219 Kinnon Marshall winner of FFT on Sunday

Results Group 4 Race Two:

FC-1	FF	FFT
1. Daniel Swanbeck/ NO.4 Van Diemen	1. Courtney Crone/ No.73 Piper	1. Kinnon Marshal/ No.219 Lola
2. Jason Reichert/No. 32 Van Diemen	2. Chuck Horn/No.54 Swift; Denny Renfrew/ No.11Piper	CF
3. Harindra de Silva/ No.96 Van Diemen	3. Doug Learned Jr.No.17 Piper	1. Daniel Wise/No.76 Crossle
		FV
		1. Ron Wake/No.11



Group 5 early action #07 Tim Auger

Thirty-seven raced in this group, and it was busy. There were spins, offs, some body contacts, and lapping before the halfway mark. Thirteen of the 34 finishers were on the lead lap. Rylan Hazleton/No.49 STU Honda S2000 led every lap and won, by a Margin of 20.140 seconds. He turned the fastest race lap of 80.474 mph. Tim Auger/No.07 STL Acura and David Ray/No.30 SMG Mustang had a spirited race, swapping positions several times. Auger made one last pass in Turn 1 for second place, and Ray came in third.

There were four Novices in the race, with Chris Lee/No.86 ITA the highest finisher, third in class, 11th overall.



#98 Lorne Leibel



#30 David Ray on his way to SMG class win and third overall



#50 Rina Balogh

Results Group 5 Race Two:

STU	E30	ITX
1. Rylan Hazelton/ No.49 Honda S2000	1. Aristotle Balogh/ No.62 BMW	1. Jon Parker/No.19 Miata
STL	2. Rina Balogh/No.50 BMW	2. Ross Lindell/No.16 Miata
1. Tim Auger/No.07 Acura	ITA	3. Doron Dreksler/ No.70 Miata
SMG	1. Joseph Kou/No.6 Miata	GTL
1. David Ray/No.30 Mustang	2. Bob Bradfield/ No.36 Miata	1. Richard Apodaca/ No.5 Mazda RX-7
2. Jeff Francis/No.21 Mustang	3. Chris Lee/No.86 Miata	SSC5
3. Igor Gandzjuk/ No.123 Mustang		1. Richard Pryor/No.27 Chevrolet GM



#7 Bill Jordan finished second on Sunday

With nearly a full grid of 31 cars, this was a frisky race, with lots of activity during the race. So much so the Checkered Flag was thrown five minutes early when there were cars off and one hit the wall. No one was hurt but cars were banged up.

The race started with Robert Sachs/No.35 SRF3 jumping the start, for which he was penalized two positions. Dustin Decker/No.89 SRF3, son of Paul Decker who earlier set a new track record in P2, won the race from the front row. He led every lap, and was 0.705 seconds ahead of runner-up Bill Jordan/No.7 SRF3 - who set the fastest race lap of 81.089 mph. Bill Booth/No.57 SRF3 moved up from sixth to take third at the finish. The SRF class leaders had a nice race. Ken Woolley/No.41 led for awhile, with David Shade/No.11 shaking off the rust after a racing hiatus running second. Novice Mikhail Kalugin/No.48 was third.



#11 David Shade

James Chartres/No.82 SRF3 spun on the first lap, falling way back, but acquitting himself nicely by working his way back up to finish tenth. Every lap cars were spinning or going off. There were some body contacts, unsafe inside passes, and cars pulling off mechanical - some safe, some hazardous. After the body contacts loose panels started lifting. Near the end of the half-hour race, as cars were spinning and going off, Michael Woolley/No.24 SRF went into the wall after being hit. Body parts came off. The race ended early as there would have been too much cleanup under caution.

Of the four Novices in the race, Kalugin was the highest finisher.



#24 Michael Woolley



#79 Eric Hand

Results Group 6 Race Two:

SFR3	SRF
1. Dustin Decker/ No.89	1. Mikhail Kalugin/ No.48
2. Bill Jordan/No.7	2. David Shade/No.11
3. Bill Booth/No.57	3. Ken Woolley/No.41



#3 Wa Huang

This was the last race of the day, and this group was even more active than the SRFs. It started with a Safety Car on the first lap. There were spins, contacts and lots of good racing. There were 29 starters from the 37-car field. Twenty-two of the 27 finishers were on the lead lap. The top three drivers had a close race, chasing and dicing with each other, swapping the lead among themselves, sometimes more than once during a lap. They were glued to each other throughout. In the end, Tommy McCarthy/No.23 SM won by a Margin of 0.387, while turning the fastest race lap of 75.289 mph. He bested Cole Gibson/No.53 SM and pole sitter Tim Weaver/No.75 SM, who ended up second and third, respectively. But it was lively while it lasted. Weaver led at the start, Gibson at the halfway mark, and McCarthy at the five. Near the end, McCarthy was rear-ended by Gibson in Turn 11, but it was deemed tight racing as there was no position change.

In the SMT class, there also was tight, close racing. Joseph Kou/No.6 SMT initially led, with Bob Bradfield/No.36 SMT and Jon Parker/No.19 SMT behind. This continued for seven laps before Bradfield took over. He and Kou diced for several laps, before Bradfield regained the lead and kept it to the finish. Kou came in second, with Parker third.

Joe Rombi/No.48 SSM mixed it up with the SMT crowd, maintaining his class lead throughout the 15-lap race. Second and third in class ran in position the entire race - Ross Lindell/No.16 SSM and Rob Fuller/No.15 SSM.



#6 Joseph Kou

Chris Lee/No.86 SMT was the top Novice, of the four in the race.

On the first lap Eric Fulkerson/No.51 SMT hit the Turn 2 wall, bringing out the Safety Car. Two other cars involved continued, but Fulkerson retired. Michael Chang/No.88 SMT hit the Turn 6 wall after being hit and retired. Ismael Basso/No.117 SMT had a challenging race, going off several times in various corners. Clayton Cavell/No.80 SMT was the next to find a wall, the tires in Turn 8A, and he retired.



#19 Jon Parker

Results Group 7 Race Two:

SM	SMT	SSM
1. Tommy McCarthy/ No.23	1. Bob Bradfield/ No.36	1. Joe Rombi/No.48
2. Cole Gibson/No.53	2. Joseph Kou/No.6	2. Ross Lindell/No.16
3. Tim Weaver/No.75	3. Jon Parker/No.19	3. Rob Fuller/No.15

A Weekend to Remember!

This was a two-day weekend, and Saturday night was a big tri-tip and chicken dinner for all - Drivers, Workers, Crews, etc. SFR's Regional Administrator, Nan Mendes, drew names of ten SFR Workers to receive \$50 VISA Gift cards from the region. They were: Kevin Cullen, Steward; Ron Dent, F&C; Nancy Eubel, Tech; Paul Helberg, Tech; Bill Kirkwood, Steward; Karen Lamm, Grid; Barbara McClellan, Steward; Joe NovakNovak, Tech; Fred Peterson, Grid; and Bob Schmitt, F&C.

There were 19 Novices at the races, perhaps a record high. They were spread among several Groups. One of the pleasant tasks afforded to the Chief Steward is signing off on the Novice's Log Book; and Gary Meeker signed off at least one - Chris Lee/No.86 SMT in Group 7.

There were a fair number of out-of-region drivers competing this weekend - the usual drivers from the West Coast including a big contingent from Cal Club. Other regions/areas represented were Atlanta, Arizona Border, Big Sky, Canada, Las Vegas and Northern

New Jersey.

Worker of the Weekend turned out to be a group - the First Responders to Saturday's horrific mechanical failure and resultant flame-out fire of Rick Cameron's GT2 car, as selected by the Race Chairman and Ambassador. The Emergency Crew and Course Marshals responded quickly and worked well. Both crews had newbies who acquitted themselves nicely.

This weekend saw an empty spot by the Timing & Scoring building. The four-story Pagoda was no more. The demo was complete and the space had been cleared away and paved over. RIP Pagoda.



Chris Lee getting his novice log book signed off

BOARD POSITIONS NEED YOU!

The San Francisco Region of the Sports Car Club of America needs you! For 75 years this region has been a shining light in leadership, success and providing the best recreational road racing and autocross experiences for men and women from all over Northern California. In those same 75 years people like you have gotten us to where we are today. We need you to participate in the leadership and governance of this Club. It's important!

Each year we elect three [3] seats to the six-member Club board of directors. This year all three of those seats will be open. Your Club needs business-oriented men and women. This is an opportunity to make a difference. Specifically, what we need most is business acumen, skills with customers, new ideas in show designs that create the ability to compete in the ever-changing marketplace we share with others who do what we do.

There are more men and women than ever before enjoying track time. In different parts of the country, SCCA Regional Clubs are thriving and so are other organizations that do what we do. The challenge is not in salvaging a dying cause but in doing what we do different, better, and more in tune with tomorrows amateur track racers. Here is what you need to do!

Decide to run for the board of directors by August 19th. Obtain fifty [50] signatures on your candidate petition that shows their names and member numbers. Turn this list into the Club office by September 1st. {Call the office to verify these dates}. Develop and share your reason for running for the board. Everyone talks about our shortage of race officials but few talk about our shortage of drivers and race cars and their contribution to the Club's business model. Do both! A good business approach to the operations of the Club implies addressing all problems not just one or two and or those that have existed forever.

Send a candidate statement to the Wheel that says why members should vote for you. Do this twice with different writings. Campaign. Call friends. Attend Solo and other functions to gain support. The election is from October to November.

Once elected, be ready for a two-year term. The board meets once each month> all you have to do is to engage where you can to solve problems, create new opportunities and help design the five-year planning document that the club needs. While you are doing all this, recruit others like you who can and will do the same, please!

You will be glad you did this so do not tarry in the fields. Just do it! Please!

Checkered Flag



Alan Hamilton passed away on May 12th. Alan joined the SCCA in the late 1980s and had a super-successful run racing his three 1988 Fieros. He was a winner at Sears Point and Laguna Seca, where broke track records, also at Thunderhill and even some national events.

Alan became ill but gained enough strength to get into auto-crossing in the past year or so. He drove a friend/co-racer Gary Fazekas's 2018 Mustang. Alan was thrilled to see his name as a leader in the January, 2019 issue of The Wheel,

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

He raced at Fresno on March 23rd and returned home not feeling well. He went into the hospital on the 25th, and never recovered.

Full Body Contact

SpecRacer Ford CSR Update

BY BRUCE RICHARDSON

Everyday Driver Hosts Test Drives a Spec Racer Ford

Paul and Todd from the show "Everyday Driver" tested a Spec Racer Ford GEN2 at Thunderhill Raceway in June. Todd Deeken and Paul Schmucker produce and co-host the half-hour series, which is dedicated to helping consumers find cars they will really love. In a world where many vehicles have Bluetooth, backup cameras, and more tech than a cell phone, Todd and Paul focus on the thing most often overlooked -- enjoying driving.

They have a lot of great shows on YouTube, Prime Video, and have two Pod Casts every week. For more information about the show, go to their website: <https://www.everydaydriver.com/about>



This was the first time they had a chance to test an actual purpose-built race car, and they seemed to have a blast. They plan to produce a show that should be aired on YouTube in about a month.

Weld Wheel Cracks

We are starting to see hairline cracks in some of our Weld Wheels. We recommend checking for cracks when new tires are mounted. The rear wheels get the highest load and are the ones prone to cracks.



New Clutch Installation

The GEN3 clutch is a racing clutch and isn't just a plug and play. Conducting pre-installation testing can reduce issues like slipping and no disk engagement. A few simple tests can increase the odds the clutch will work properly after installation.



Step 1 - Disengagement Testing

Install the clutch cover (pressure plate) with a disk onto a flywheel off the motor. Place the assembly in a hydraulic press on a scale pad and displace the clutch until the pressure plate releases the clutch disk. Use a dial indicator to measure the displacement.

The clutch disk should release somewhere around .200" to .250". If the clutch disk, at any displacement, doesn't release, try adding

shims between the clutch cover and the flywheel, the SCCA-E clutch disk should come with some shims.

The hydraulic throw-out bearing has limited travel and might not be able to displace more than .250". If the displacement required is or over/close to or over .250" check the displacement of the throw-out bearing. Remove the bearing from the transaxle, reattach it to the hydraulic lines, bleed the clutch, and then push the clutch pedal to the floor while using a dial indicator to measure the displacement. If

the throw-out bearing travel is less than the required finger release distance, the clutch will not release when installed in the car. You can either adjust the pedal stop or add shims between the clutch cover and the flywheel. Just make sure the displacement of the throw-out bearing is larger than the distance necessary to disengage the clutch.

Step 2 - Force Measurement Testing

After getting the clutch setup with the correct deflection measure the amount of force that is generated by the throw-out bearing. The peak force required to release the disk at the throw-out bearing contact should be over 400 lbs. If it is less than that the clutch cover, the diaphragm spring may need to be replaced.

If this force is too low, the clutch might slip when hot.

Summary

Release Test - If the clutch assembly released in a hydraulic press and the throw-out bearing displaces less than .250" the clutch should release when installed in the car.

Throw-out Bearing Displacement - If the measured displacement of the throw-out bearing is greater than the distance required to release the clutch disk, the clutch will release when assembled in the car.

Clutch Disk Upgrade - If when you displace the throw-out bearing enough to release the clutch the force is over 400lbs the clutch should not slip under most conditions. If the driver either speed shifts or doesn't do a good job of matching RPM's on downshifts a higher force clutch cover might be considered. The clutch cover can be upgraded to the "Buff" spring to increase the holding torque by about 20%. When using the higher force spring failures of the thrust bearing in the motor have occurred. It is recommended that the motor be started without the clutch being engaged, in neutral, to get oil on the thrust bearing surface. This only needs to be done when the car has been sitting for over a week or so.

San Francisco Region Race 7 & 8 at Laguna Seca Raceway

The weather was great for the race 7 & 8, typical for Laguna Seca this time of year. The race had 32 on the grid with all but 2 finishing the first race, with about 1/3 of the cars GEN2's.

The first race top finishers in the SRF3 class were Joe Briggs, Dustin Decker, and Alex Kwan. This was Joe's first win; he was welcomed into the pits by a large group of family members and friends. In the GEN2 class, Kevin O'Connor took first, Mikhail Kalugin was second, and Ken Woolley took third. The second race finishers were GEN3 Dustin Decker, Bill Jordan, Bill Booth. This was Dustin Decker's first win in a SpecRacer; he will be the one to watch at Sonoma, it is his home track. The results for GEN2 were, Mikhail Kalugin, Dave Shade, and Ken Woolley. This also was Mikhail's first win in a SpecRacer, and Dave Shade had a great race placing 2nd is his personal best.

Kevin O'Connor gets the class ACT award for this race weekend. He and Michael Woolley got together going into turn 10, and Michael was taken to the hospital. He hit pretty hard and was shaken up to the point he was driven off in an ambulance. Kevin drove Ken, Michael's dad, to the hospital in Salinas and was there with him until they released Michael with a clean bill of health later that evening. Kevin then drove Ken and Michael back to the track about 9:00 that night. Kevin is a Class Act.

People in the News....

BY DAVID VODDEN

I am sad to report the Club lost a true mover and shaker in Tom Smiley recently. He and his awesome spouse Gayle were a major power source for the expanding Sacramento Solo chapter of the Club and just awesome people. The couple's passion for automobiles was long-lived and included a collection of cars, one of which was previously owned by the late Bill Fleig. This 65-Corvette carried Tom to victory in autocross competition on a regular basis. Tom, an avid water sports enthusiast and optometrist, died as a result of a freak accident off the shores of Hawaii. Gayle and the Smiley family plan to stay with their SCCA family and build the Sacramento Chapter of the SCCA to new heights in Tom's honor. There is a plan to recognize Tom's contributions to the Thunderhill autocross program in some fashion yet to be determined. RIP Tom Smiley.

Very best wishes go to Greg Weld whose powerful white Camaro was driven to victory by Darrell Anderson at Sonoma. Greg is another one of those very special members who will do anything to help anyone, anytime. Greg is not well so we can only hope for his happiness.

The season finale for the 2019 Regional Championships at Thunderhill October 25-27 will decide who will carry the coveted title "Champion" in 2020. There are an amazing 150 points available to anyone who can win in all three point-earning finals over the weekend. Champions will be honored at the year-end awards ceremony and fete in mid-November where one lucky class champion will be awarded a year's free race entries. Regional Executive candidate [2020], Tim Sullivan has promised that this year's pre-dinner go-kart races at the big celebration will be bigger and better than ever. The winner is expected to win a lot of bragging rights! Plan to race!

The July Sonoma event was good in terms of what the Club Racing program offers to men and women who race with us. A good field of cars and drivers enjoyed the twelve-turn course under sunny skies and reasonable temperatures. The Friday test day saw about 109 drivers get on track to gain experience at the tricky "new" NASCAR course. The evening activities, including the dinner in the garages, were also meaningful. It would seem that the Club is getting back to where all members are included in all activities, including dinners that, somehow, had become the sole domain of the volunteer race officials. How did that happen? No more. Drivers and officials talked, joked and predicted what would happen during the next day on track. It was a whole Club interaction for all who care about the SCCA and what we do at the track and beyond. Nan Mendes managed the overall dinner event including the awarding of major gift cards to lucky volunteer race officials. Thanks again to Joe Briggs and the owners of the Spec Racer shops who were the key to making cash awards for the volunteers of the race weekend. David Harriman, Bruce Richardson and John Cerini were in this group. They actually made the choices who won the money! This is different than having a volunteer group pick the winner. Nan was one of recipients and was twice recognized for her hard work. Even though she was on the clock, her peer group was insistent that she be recognized. Good job Nan!

Ian Cook wants to thank the drivers and their helpers for what he called an exceptional effort in making the late-night set up of the

paddock at Sonoma work well for all. When paddock set up goes well it sets the tone for the rest of the weekend.

Youmna Zalzal was in Bristol Tennessee for a Championship Tour event over the Sonoma weekend. She has been recognized by National as a good Solo event Administrator. She is a good Auto Crosser too! She feels strongly that the Time Trial program is the future of our Club. For now, only the Reno Region does Time Trials in our area and only at Thunderhill on the two-mile course.

Timing and Scoring race official, Sandy Carreiro, is recovering from back surgery and is in rehab. Long-time Club Region manager, Sherry Grantz was, of all things, knocked over by a couple of loose dogs at a park near her home and suffered a compound fracture of her leg. Surgery is needed and a lot of rest. Get well soon Sherry! An SCCA flag was being signed at Sonoma for long-time club volunteer John Proctor who is under the doctor's care. If you know of Club members needing a "Get Well" mention, please send my way.

Anniversaries for some of our longest members this month include: Gary Kuntz at 45 years. Robert Osann at 40. Randy Gruening and Gary Semerdjian celebrated 35 years as members while Christopher Cox and Dan Miyashimo both have done 25 years in the Club. We have a lot of members of the SFR who are not engaged in what you do but still are engaged in making the Club better. The more diversity we have in the education and recreational opportunities the Club offers, the better. Some just like getting the Wheel and all gladly pay their dues. Congrats to all!

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NOTES from the ARCHIVE - SONOMA RACEWAY 50TH ANNIVERSARY BOOK

With only the purpose-built road race track at Laguna Seca in Monterey available for racing, local sports car enthusiast Robert Marshall felt there was a need to build a track closer to the San Francisco Bay Area. Along with two partners, Marshall formed the

the track as Sears Point, Golden State Raceway, Infineon Raceway or Sonoma Raceway, 2019 is the track's 50th Anniversary. To help celebrate the occasion, a new book has been produced which chronicles the complete history of the track from 1968 up to present

day. The title is simply "Sonoma Raceway - 50 Years" and it tells the tracks amazing story with pictures and words in a beautifully designed soft cover book (9" x 12") with 70 pages.

The book is divided into decades preceded by a description of its first full year of the tracks operation in 1969. Each section contains photos of significant events plus a list of milestones during each decade along with images of memorabilia sourced from the track's archive and from outside individuals including the SF Region's Archive. The 1970s saw multiple ownership and management changes, USAC stock car races, drag racing, AMA Motorcycle



Construction Begins

Before construction could begin, the challenges were faced with a unique problem. The first race track built in operation when Marshall bought it and that presented an early and major legal problem was how to dispose of all those cars! I remember driving those 4000 to 6000 cars and wondering about the impact on the environment. Eventually the cars were sent to a dump and this stage is named for the construction of the new race track.

Jim Fox was hired as the prime contractor to handle the excavation and grading for the track. He had a long career in construction and was hired as an engineering firm (Parks & Co. Consulting) was hired and when done were done up. When the track was built in 1968, it was the first after many years with no other competitors. The fact that he received permission from the state to build the track was a major milestone. There were several underground springs throughout the property and these were a great deal to the dirt built in the area in 1968. In 1968, the state approved the biggest challenge since it contained parts of the mountain. Before the track was built, the area needed draining from the top with soil but the construction crew were disappointed. The soil was filled to a depth of 18 feet with material. It really was a big piece of heavy equipment in the ground. It was done on the timing track but fortunately the ground

able to finish it and normally estimate that what the extra work along with other uncertainties increased a major impact on the construction budget and on the market in an unexpected direction.

With the wet winter season and for the first time in the history of the track, there was a lot of pressure to finish construction before the 1969 year. As a result, the contract was 100 percent of labor equipment and has been 800,000 more than the estimate. Before the end of the year, the track was ready to race. A highlight of the season phase came in September when the "Big Race" was held. The "Big Race" was the first race held by Phoenix and was a competition among the local equipment used by creating the race series and a well thought out public race.

During the season phase, over 100,000 cars came to the track to watch the races. The track opened and finished. During this phase, Jim Fox took the liberty of slightly changing some parts of the track because he felt the design looked like a big grand track with some of the turns and the steering being too tight and not well suited to the racing. While the track was a challenge and by the state of California the track was paved and ready for a good race.

The fact it was the biggest success was offered to work for three virtual years and the racing. During the season phase, the date was December 1, 1968 when cars rolled onto the grid for the first time. The first race was won by the driver who now holds a track record in that category.

There was one thing in the way of failure for the year and that was the fact that the track was not perfect and the reality is that it was not perfect. The track was a challenge and the fact that it was a challenge and the fact that it was a challenge and the fact that it was a challenge.

Remember that before the track was built, the area was a challenge and the fact that it was a challenge and the fact that it was a challenge.

Sears Point Investment Company to turn his vision into a reality.

Property was located, construction began and in late 1968, the San Francisco Region ran two races to "shakedown" the new race track. Sears Point International Raceway was now a reality with the first race for spectators held in March of 1969. However, the path forward was anything but smooth and predictable as Sears Point almost did not survive it's first decade of existence due to a variety of circumstances including financial, environmental, poor management and a bit of skulduggery.

Regardless if you know



The first of two tunnels goes in under Turn 16.

With a goal of having many of the improvements in place for the June 1969 race, the track was a success of construction activity through the winter and into the spring of 1969. Four million cubic yards of dirt were moved, a time-consuming task that gave the track a unique character. The track was built with a focus on safety and performance, and the track was a success of construction activity through the winter and into the spring of 1969.

Phase One spanned from September 2009 to June 2011 and featured the following:

- 100,000 cubic yards of dirt
- Construction of 10 permanent garages
- Dynamically supported entrance and access roads to include right-of-way around the trackway
- New entrance for the Club 7 parking lot (Highway 122)
- Increased top-off on the road course at Turns 1, 2, 3, 4, 6, 8 and 9
- Construction of 100,000 cubic yards of dirt





Technologies, INDY CAR added to the race calendar, Jeff Gordon first winner of three NASCAR races at the track. The final decade covers the years 2010 to 2019 with several new race series added to a very busy race calendar which included Sonoma Raceway hosting the SCCA National Runoffs in 2018.

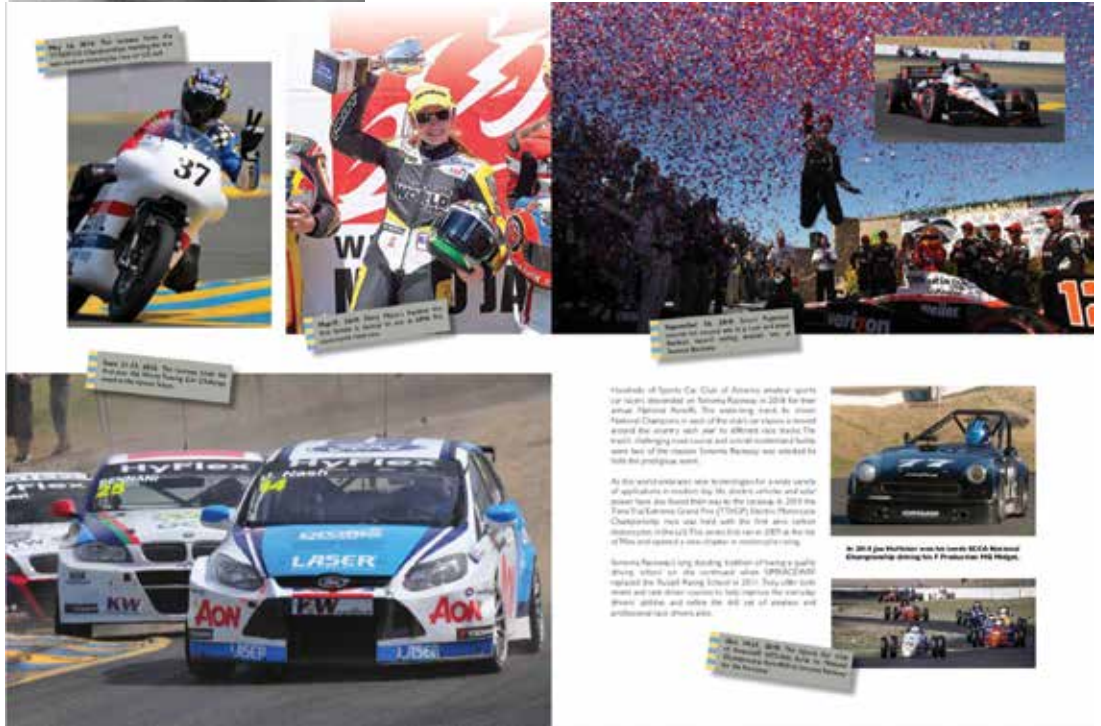
50 years of history beginning with numerous problems but always recovering and slowly progressing with facility improvements, a growing schedule of top racing series and development of a thoroughly modern racing and business complex. Happy Anniversary Sonoma Raceway.

The book is a great addition to any racing enthusiast library or anyone interested in a significant bit of Northern California motorsports history. The book is available from www.autograph.net, Wine Country Motorsports at the track and amazon.com.

and IMSA racing, Bob Bondurant's Driving School, SF Region and vintage racing.

The 1980s saw more management and ownership changes, a number of construction projects including two pedestrian bridges and new shops, "Pave the Point", the first NHRA National and NASCAR Cup races. Moving into the 1990's Steve Page becomes the new track President, more construction including "The Chute" and NASCAR Garages, Bruton Smith buys the track, full schedule of racing continues.

The 2000s featured more facility upgrades including the construction of the permanent grandstand, hillside terraces, renovated drag strip and new sponsorship via Infineon





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SEASON FINALE AT THUNDERHILL A BIG DEAL FOR END OF 2019

BY DAVID VODDEN

Willows, Ca.

The final race of the 2019 championship series set for Thunderhill Park on October 25 through the 27th is expanding in magnitude. Drivers from all over the West have indicated a desire to race the five-mile portion of the weekend that also includes racing on the traditional three-mile course. Three days of racing plus a Thursday test-day opportunity make this weekend a must for all who want to end the year on a high!

"The key element in this big race at Thunderhill is the final aspects of the season-long championship point battles," noted Club Board member Tim Sullivan. "There are several drivers who want to win the **FREE YEAR OF RACE ENTRIES** that will be awarded to one lucky point series champion at the year-end celebration and dinner. Bob Bradfield, currently one of the top contenders in this year's Miata point contest won this award years ago when it was called, "The Championship Awards program." This earlier iteration of the program had many prizes in addition to the year of **Free Entries** and was touted as one of the key-reasons drivers raced for points. "It was awesome back then when winning an SCCA Regional Championship was a big deal," Bradfield lamented. "I won the free entries for a year and it was hella-good!" "My hope is to win it again this year and to race next year for FREE," Bradfield predicted.

Program organizer David Vodden is trying to get other prizes for champions to win via a drawing that includes all 2019 eligible class champions. The winners from among the pool of drivers are drawn from a basket at the banquet. More is better!

"I would like to see any driver, vendor, sponsor, anyone, who would like to see our race program grow in the coming years, put up a prize for the champions-award drawing," Vodden said. "I can start that process now by adding, a year of **FREE OPEN TESTING** before SCCA events at Thunderhill Park in 2020 as another prize for the drawing.

Champion drivers must be eligible under the Supplemental Regulations defining such things and must also be present at the awards dinner. "We are doing this program to build our race program and to build loyalty to our race program," Vodden said. "Having qualifications to participate including attendance at the annual banquet is the Return on Investment for these efforts. Over time the ROI will be a bigger, better, and a more rewarding race program for all who wear the SCCA banner into amateur road racing competition.

Anyone interested in supplying a prize for the year-end drawing is asked to contact David Vodden at Thunderhill by e-mail: dvodden@thunderhill.com or by calling 530-934-5588 Ext 101.

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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 jamescotcher22@gmail.com 1612



2010 formula enterprise race car in great condition.
Several podium finishes SF regional races
Call Brad Shaffer for more information \$19,000
(415) 317-1860

FENDERED RACE CARS



Chuck McKinney's 2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX "Wonderbread" Car
My Wonderbread car is available for sale again. Buyer changed his mind and will not be continuing his GT3 effort so the car is available. GT3 Nissan 240SX with plenty of history. I am in a position to make a special deal to someone that will campaign the car in GT3 this year. GT3 needs the numbers! Multiple purchase options available. Let's make a deal and get this car back out where it belongs. 24' enclosed Hallmark trailer is also available. New windshield, master cylinders, Long shifter & linkage, battery and clutch all new in 2019.
\$30,000 - Includes 3 sets of wheels, extra carbonfiber body parts, and my complete 25-year inventory of spares. Also available, 24' Haulmark enclosed trailer w/winch and load levelling hitch.
Go to: <http://raceclass.com/rpm/ads/1361/scca-gt-3-nissan-240sx-racing-car-for-sale-ready-to-race.html> for a complete build list and photo's. Chuck McKinney
(510) 812-1140 chuck@amtmetals.com

Extremely competitive SCCA Autocross/Road Racing Race Car. Ready to race!
302 Engine: 530HP • Dart block • Ported Edelbrock heads • Port matched to Victor Jr. intake • Canton 3 Quart Accusump with electric pressure switch • Cross-over headers with custom exhaust that runs through car Headers and full exhaust Ceramic coated Radiator: Custom dual pass C&R radiator with dual fans and aluminum shroud
Transmission: G-Force T101A Magnesium case 4 speed with Hurst Super Shifter
Clutch: 10.5" McLeod single disk clutch and billet aluminum flywheel • Gear ratios: 2.44, 1.85, 1.34, 1 -Rear Diff Ratio: 4.10 • Fuel Cell: 8 Gallons • 2,800 lbs with ballast • Front Suspension: Converted to dual A-arms with single adjustable JRI coil over shocks • Stock K-member modified and A-arms custom made by Mike Maier Inc. • Racecraft 20" drop spindles • Rear Suspension: 8.8" rear end with 9" bearing axle ends • Axle tubes fully welded • Detroit Locker • Maximum Motorsports Torque Arm • Griggs Racing Panhard Bar • Double adjustable Koni coil over shocks • Tilton floor mount pedals
Wheels: Real 16x12 wheels • Hoosier R75A 12.5x25.5 all 4 corners • Front and rear window Lexan • Carbon Fiber hood and carbon rear deck lid custom made for spoiler
Fiberglass rear fenders • Ultra-lite Fiberglass front fenders and nose section • Whole new front end (hood with new louvers added, fenders, nose section) • Ready to Race Autocross and/or Road Racing
Approximately \$65,000 invested in this race car • Asking \$29,500 OBO • For more info and pix go to: www.buy-sell-race.com • Contact: info@exclusivemotorworksacing.com



1970 BP/GT1 corvette. This car ran approximately 16 races. It has a log book, vin tag, and a signed-off Illinois pink slip. It runs, stops, and handles well. It is registered as a 1970 corvette and has a 1969 front end. The rollcage number matches the log book and the vin matches the pink slip. The rear wheel arches will take a 12 wide rim and the fronts will take a 10. The tires are not race tires but near-new Mickey Thompson (street style) tires as rollers. The engine is all iron except for the intake manifold. The transmission is a four-speed Muncie with Hurst shifter. The single carb is a Quik Fuel (Holley). The level of prep appears to me to be from the 1970's and/or 80's. If you need pics of other items call me and I will try to help out. Joe 559 645-2988. \$26,500.



1991 Spec Miata. Recently completed 1991 Spec Miata. NASA and SCCA logbooks. New or rebuilt parts throughout. 2 races

since build. Never damaged or wrecked. Motor is low mileage JDM motor with professionally done head, balanced injectors, new ignition wires, exhaust header cleanup done. GREAT dyno numbers! (sheets available). New Koyo radiator, all new hoses, all new or only lightly used suspension bushings shocks, links. Torsen 4.30 diff. New racing clutch, T/O brg, pressure plate. SMI OP/WTgauges, AFR gauge. Brand new Shroth harness. Very light. No expense spared during the build. Perfect NA car for SMT (SCCA) or SM (NASA). Comes with extra set of wheels/tires & other extras. More pix available. \$11000. Al Gjedsted alangj@comcast.net 1812



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



For Sale 1987 Porsche 944 Track Car. Orange/Blue Gulf livery. Built to SPEC 944 specifications. 2.5 liter 4 cylinder engine. Upgraded suspension. Hawk Blue pads with steel braided brake lines. Auto Power roll cage and seat brace. Kirkey race seats with cam lock harness. Toyo Proxy RR 225/50R15 with 15x7 phone dial wheels. Magnaflow muffler and resonator. IO Port and Simpson nets. All interior parts included. \$8,500.00 Tim @ 530-512-5020 tdryan1970@gmail.com 1810



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



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



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. roadracer-ex@gmail.com 509-551-2681 1703



\$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.



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 Robello Engine 40 over. Additional Pictures 4x4xfar88@gmail.com Text 209-613-4813. With spares \$6500 17



Two BMW E36 IT-prepared rollers for sale, one with some front end damage. Complete race-ready drivetrain for ITS 2.5i and complete drivetrain for ITA 1.8i available, prepped to IT limits and chipped. 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



Chevy Cobalt SS Supercharged and Race Ready. Car was built, prepared and setup by Phoenix Performance for the World Challenge Pro Series. Great car for IT. Can easily be changed based on the class you want to race. 268hp at the wheels. With all log book. Car is equipped for cool suit, radio, and in car camera. Recaro passenger race seat installed and can be removed to reduce weight. Spares include 2nd super charger, tires, wheels, brakes. radiator and lots more. \$15000/OBO Enclosed 20 ft Caromate race trailer for sale as well. Will discount if sold as package. Al Gambetti 9165328303 agambetti@yahoo.com



Collector/Race Car This car raced the La Carrera Panamericana 5 times finished 4 times. The engine has been moved back 4". The dry sump Twin-cam engine with (2) 4SD-COE (dry sump tank still in car) is in storage, it has been replaced with a touring engine 1800 with one 4SD-COE. The two front fenders cowl and hood are removed as one unit with 6 bolts. Car runs Aston-Martin rims have (2) sets. Three engines total and extra tranny plus boxes of parts. 24K email: mosswoodcv@gmail.com ref. Line 59MGA

TRAILER AND CAR



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

TRAILER/TOW



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

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

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



Set of four Rota lightweight (14.3 lbs) aluminum alloy wheels for sale. Fit either Ford Focus or Alfa Romeo with four bolt pattern, a direct replacement. They are in excellent condition, no dings, rim edge scraps or scratches. They come with matching lug nuts (special style for security) and a special socket to remove them.

The rim specs are: 15X7, bolt pattern 4 x 108, offset +30mm, hub bore 73mm, weight 14.3 lbs. each. Sale price \$350 obo Buyer pays shipping or available for pick up in Livermore, CA. call/text Gary at 925-980-5159 Cash only, no emails they will not be answered

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

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

Ray Hiett. 11HPrhiett@gmail.com 1708



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

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

BUSINESS OPPORTUNITIES

Business Opportunity: Office space with conference room, show room, bathrooms and showers available 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. Izzzy 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@haagperformance.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

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Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services
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Auto Spa Racing Service - In our 25th year, still located at Sears Point / Sonoma Raceway, continues to provide our customers with full service race car fabrication, restoration and trackside support. We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment, transaxle service or any fabrication project you might have. We can now offer race car storage, long or short term. Call Steve 707 938-8727, auto-spa.com

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JOBS

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ATTENTION

Attention FV Owners
It is time to dust off that car and clean out that solex carburetor. I am currently interested in starting a registry of FVs on the west Coast. The purpose of this registry is to get Fv owners together and talk about ways of getting the class rolling once again.

I would like to start with getting the name rank and serial number of any Fv owners on the west coast. I would also like to know the type of car and the current condition.

I am interested in all FVs.
Send any responses to westcoastfv@gmail.com

Attention Race Car Drivers

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

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