



The wheel



VOL. 60 | JUNE 2019

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



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JUNE 2019

Above: Denny Renfrow

On the cover- Fresno Chapter Autocross Action coverage on page 24

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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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The Wheel is the Official publication of the San Francisco region of the Sports Car Club of America located at 5250 Hwy 162, Willows, California 95988. It is published monthly by Wheel Publications, 6185 Riverbank Circle, Stockton, California 95219. Opinions expressed herein are those of the author and not necessarily those of the San Francisco Region, Wheel Publications, The Wheel, it's staff or advertisers. Material submitted to The Wheel that is slanderous, libelous, profane, pure inflammatory criticism offering no constructive alternatives, sexually explicit or material as directed by The Board, such as competitive series schedules, ads, etc. shall not be published.

Permission to reprint materials from The Wheel is hereby granted to all SCCA regional publications with the agreement that full credit be given to the author and The Wheel.

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

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CALENDAR

UPDATED 2019 FRESNO CHAPTER SOLO SCHEDULE

Event 9 - **July 13***

Event 10 - **July 14***

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

June 22 - Round 7

June 23 - Round 8

July 13 - Round 9

July 14 - Round 10

August 17 - Round 11

August 18 - Round 12

September 21 - "Bill Fleig Memorial" Enduro Practice

September 21 - "Bill Fleig Memorial" Enduro

All Races held at Thunderhill Raceway

Sacramento Awards Banquet - Del Web Roseville

SFR SOLO SCHEDULE

August 3* - Round 9

October 6* - Round 11

November 2** - Street Survival (not an event, will need a few volunteers to help out, being run by Teresa and Erika McKee)

November 3**

November 16** - Practice / Starting Line

November 17**

***Marina**

****Crows Landing**

2019 SCCA-SANCTIONED CONCOURS D'ELEGANCE

Sunday, June 23

Coyote Creek Concours d'Elegance

Coyote Creek Golf Club

Morgan Hill, CA

(408) 217-8097

www.coyotecreekconcours.com

Sunday, September 8

Ferndale Concours on Main

Main Street

Ferndale

(707) 786-7150

www.ferndaleconcours.org

Sunday, October 6

Niello Concours at Serrano

Serrano

Eldorado Hills

(916) 635-2445

www.theconcours.net

Concours Leadership Team

Chief of Concours - SFR/SCCA Division

Edward "Ed" Therrien

W- 510-670-4700

C- 510-333-7057

E-mail - interairsvs@yahoo.com

Sunday, July 12

Hillsborough Concours d'Elegance

Crystal Springs Golf Course

Burlingame

(650) 619-6186

www.hillsboroughconcours.org

Sunday, September 22

Danville d'Elegance

Hartz Avenue

Danville, CA

(925)360-7275

www.danville-delegance.org

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H- 559-935-3327

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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.

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831-297-2457

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925-389-6181

Jason Hohmann

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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 6-7

DOUBLE REGIONAL 9-10 SONOMA

JULY 25 - 28

HOOSIER SUPER TOUR WEATHERTECH RACEWAY LAGUNA SECA + TEST DAY

AUGUST 10-11

PRE-REUNION. WEATHERTECH RACEWAY LAGUNA SECA**

AUGUST 15-18

REUNION. WEATHERTECH RACEWAY LAGUNA SECA**

AUGUST 31-SEPT 1

DOUBLE REGIONAL 11-12 WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 12-15

IMSA. WEATHERTECH RACEWAY LAGUNA SECA**

SEPTEMBER 19- 22

INDY CAR. WEATHERTECH RACEWAY LAGUNA SECA.**

OCTOBER 25-27

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

** Denotes Pro Race Support for Volunteers

Double points for all three races at Season Finale



First I hope everyone took the time to read the great article by Blake Tatum about Sherry Grantz in last month's issue of The Wheel. She was truly the Region's go-to person and the source of a wealth of knowledge about why things were done the way they were. She was very helpful training Youmna Zalzal as her replacement. And while she said that May 31 was her last day of working, there were emails from her on June 4 passing on information to Youmna about driver points. I want to publicly tell Sherry how much we appreciate the ease with which she helped in the transition. And I'm sure she will continue to assist in every way possible. Thank you, thank you, Sherry.

You talk, we listen. Mike Smith, the RE a couple of terms ago, started holding Drivers Meetings during the lunch break. Rather than have everyone at once, he selected a different Group each weekend. I thought it was something that we should be doing again, so I hold RE meetings each Saturday of a race weekend with drivers. I make it a point to say that we're looking for their input on how to make their race weekends better. If there are complaints, I ask for solutions. We found out that many drivers like 35 minute races on Sunday when we can arrange it (but not if they can't carry enough fuel to race that long, which Group 4 drivers pointed out to us). They don't like 20 minute races. Most Group 6 and 4 drivers prefer split-starts. Group 6 and 7 realize why they have to be first and last at Laguna, but requested that their second race on Sunday not be at the end of the day. Drivers have made suggestions how double points should work for the last race of the season. So keep talking and we'll listen.

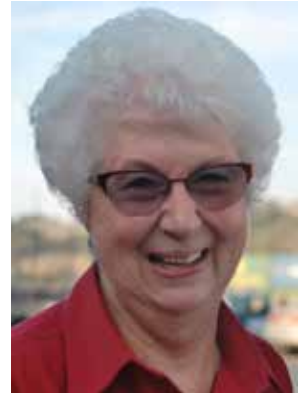
And we keep learning too. Surveys of both drivers and Race Officials told us that two day weekends are preferred by all. In the past, we have been able to offer an outside group a racing slot at Laguna Seca. Luckily we only had one group, Porsche Racing Club, purchase a slot at the June 1-2 Double Regional. While their drivers paid more to race with us, we realized that it short-changed our Regional drivers. So as long as we have two-day race weekends, we won't be selling slots to other groups.

Another thing we will try to prevent in the future is erroneous information in the Driver Acceptance Letter. Unfortunately the letter for the Laguna Double Regional stated that the paddock would be available starting at 5 PM. Many drivers arrived early expecting to be able to get into the paddock at that time. However, the track renter had the facility until 6 and then our Paddock folks had to get in and mark the paddock to prevent the land rush. This resulted in participants having to wait until after 7:30 before they could get into the paddock. We apologize and we've taken steps to try to ensure correct information is provided to the drivers in their Acceptance Letter.

We also learned a couple of things about scheduling for the future. Not a good idea to schedule a race weekend over Mothers Day weekend (although the rose to each woman Race Official was a nice touch). Also we've made the commitment not to split our volunteer crews between tracks at the same time. We had our Emergency and Course Marshal crews at Laguna for the Ferrari Challenge and everyone else at Thunderhill for a Couple Regional. We used the Thunderhill emergency and course marshal folks and that worked okay, but everyone said, "don't double schedule events again" and we agree.

There's someone I want to give a big Shout Out to. In the past, we've had plenty of Stewards for every race weekend, but this year has proven to be more of a challenge with several not being available for

a variety of reasons. Stewards have different responsibilities each race weekend, among those being Pace Car Driver. Now that is actually one role that the GCR doesn't require a licensed Steward to do. At the May Thunderhill Double Regional, we needed the Steward assigned as Pace Car Driver to serve as one of the Stewards of the Meet. So we looked for a driver who might be available for the weekend to be Pace Car Driver. Kurt Ladenforf, who was not racing that weekend, stepped up. He had so much fun and did such a great job, he was asked to do a repeat performance at the Laguna Double Regional. Thank you so much Kurt!



And there is someone else I'd like to give a Shout Out to, but he will remain anonymous. Saturday evening we had a great Social at Laguna with over 200 drivers, workers and crew being served a great dinner and everyone having a chance to socialize. One driver approached Nan Mendes and me and said, "this is great, is there a way I can make a donation towards it?" We said "sure," but imagine my surprise when he pulled out his wallet and handed me two \$100 bills. This went into the Social fund so we can continue to have these great get togethers. I thanked him then and I'm thanking him publicly. It is wonderful when folks step up and offer to help.

How many time have you heard me say that we really need more volunteers for our road racing program? Speaking of listening, the Chiefs Council has told the BoD that it's difficult to get a new volunteer to pay to join SCCA before they can work on a crew. But in order to be covered by SCCA insurance, the GCR requires workers to be a member of SCCA. So your BoD has agreed to adopt a new membership procedure for new workers. The Region will pay the first year dues for a new member who wants to work on a crew, but those workers will not receive any VIP points until they have worked three race weekends. Other workers will continue to receive 20 VIP points per days worked. As you know those points can be used to purchase SCCA merchandise, towards end of the year banquet or converted to gas cards. We're hoping this will make it easier to be a Race Official.

While it seems early to be talking about it, you need to think about who you would like to have on your Region Board of Directors next year. We would like to see more new faces stepping up to serve. I made the commitment to serve as Regional Executive for two years, so my term will be ending soon. To run for the BoD, our by-laws require a petition signed by a minimum of 50 SFR members in good standing submitted to the Region office by Sept. 1. In addition to a petition, the by-laws also require that a candidate for RE must have served on a previous BoD. So start thinking about it.

Til next time, your RE. Barbara

Ever since I was a kid I was jealous of the men and women who worked at the SCCA events. I think my jealousy came from the eyes of a five year-old kid at the race track. When you are five years old, your attention span is short as well as your stature. Back then, SCCA races were at places that were converted into race tracks, such as the port of Stockton. There were no grandstands; and the ability to see the action on the racetrack was determined either by height or status. Since I did not have status, I had to rely on height, which I did not have. Naturally, the fencing at these converted race tracks was wooden snow fencing (how did that ever fly). When you are less than four feet tall, your view of the race track was the total sum of flashes of light that would pass between the slats of the snow fencing. I remember seeing Corvettes, Cobras, and Porsche's flash by, only to disappear to an area unknown. I would wait and the flashes of the cars would come by again. The time between the cars flashing by was painful; and the idea that the people holding the flags knew where they were going was even more painful. When the races were over, I would just stare at the people wearing the SCCA official clothing. I would wonder how I could be one of those guys.

As I grew older the jealousy did not wane. Going to the race track with my friends, sitting in the bed of the pickup truck backed along the fence still did not erase my jealousy, because the people holding the flags could still see more than me. In addition, they had headsets on they actually knew what was going on in the race. I thought to myself, at least I was sitting in the back of the truck drinking beer. But then, after the races, I saw these same SCCA people drinking beer, all having a good time. I found out that they did not have to pay for their beer. It was at this point I had to take inventory, lets see:

- These SCCA people got to go to the races and get in for free
- These SCCA people got to see the action up close
- These SCCA people got to listen in on what was happening during the race
- These SCCA people got to drink free beer when it was all over!!!

Are you kidding!!!

Life has changed a lot since my youth especially, when it comes to finding people that like to be SCCA volunteers. The fun level has not changed, but the number of people that want to do these fun things certainly has.

I blame us baby boomers. The baby boomers are so focused on their kids they forgot to have fun themselves. I can use myself as an example. When I was young my parents did not stop everything they were doing to make sure I was able to play in a sport. In fact, it was quite the opposite. My parents were busy working making sure there was food on the table. My parents' generation had minor issues to deal with, like WWII and the Korean conflict, they had to endure the Great Depression; so we baby boomers have to give our parents a little slack when it comes to satisfying our selfish fantasies. As I think back on my youth and my attempts to play sports, I asked my mom if I could play Pop Warner football. Quite to my surprise, she was not overly excited about this prospect. Her first concern was not about me getting hurt; it was more about how I was going to get to practice. In my mind I thought she could take me, but she was not offering, fortunately, I was able to hitch a ride from friends. When I wanted to play football in high school my mom said who was going to do my paper route. When I told her I would quit, she said fine, just don't expect her to buy me any clothes. When I wanted to race go-karts, I saved my paper route money and built my go-cart in fifty dollar increments. When it was time to race the kart, I paid my own entry fees and fuel fees. My parents were not mean at all. They had jobs

to do and work to do that were not predicated on me having fun. My brothers and sisters got the same treatment. My other friend's parents were the same way. Their lives were not centered around making sure we were entertained.

Now let's look at the baby boomers. Baby boomers had to serve in the Vietnam War, but at the same time there was a large group of baby boomers that said no to the War. The baby boomers born after the late fifties did not get drafted. The latter group of baby boomers never really endured any hardships that other generations had to deal with. We baby boomers have looked to our kids for entertainment. We make sure they are signed up for every sport we think they might be good at. We enroll them in the best schools. We buy the best equipment so they can excel, no hand-me-down baseball gloves, under-inflated basketballs, last years model of snow skis. We hire gardeners so our kids don't have to spend any part of their free time doing yard work. In short, we live vicariously through our kids. These kids do not know what it is like to go without; and certainly cannot operate any household appliance (like a vacuum cleaner). It is because of this misguided devotion to these ungrateful kids that I feel the SCCA does not have a new crop of volunteers. Most of our volunteers are considered baby boomers. They are used to sacrificing their time for the cause. They were the kids looking through the snow fencing. We were not good at making our kids do without. The problem is we baby boomers have long outgrown our diapers. We have spoiled kids. These kids were mad when they had to go to the races with us, because they were not the center of attention. Our kids had to suffer in their motor home in-between race sessions. The kids of the baby boomers would never consider volunteering at a race because they never had to so much as mow the lawn. Where do we go from here? I don't know. I will think about it once my son's baseball game is over.



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Tire Rack Champ Tour makes stop at Crows Landing

Crows Landing

The Tire Rack SCCA Championship Tour made its stop at Crows Landing from April 26-28, 2019. It was also Round 4 for the SFR Region Solo II series.

Doug Rowse led the Super Street class in a 2017 Chevrolet Corvette. Rowse was followed by Monty Pack in a '18 Porsche GT3, while Grant Keyser rounded out the top three in a '19 Porsche Carrera T.

Sam Strano, in a '07 Corvette Z06, took the top spot in A Street. He was followed by Ryan Clark for second place in a '15 Porsche Cayman. Daniel Gross, in a '10 Corvette, top the last podium spot. Shelly Monfort, in a '07 Corvette, took sixth place.

B Street was led by Tony Rodriguez in a '06 Cayman S. Rodriguez's co-driver, Justin Moore, took second, while Chris Cox finished third in '18 Tesla Model 3. B Street Ladies was led by Ewelina Szarkowicz in a '08 Cayman S, while Shauna Rios came in second in a '06 Cayman S.

Mark Scroggs, in a '19 Mazda Miata, took the top podium spot in C Street over Maurice Velandia in a '16 Mazda MX-5. John Tritsch, in a '19 Mazda, rounded out third.

Annie Gill finished in first place in D Street in a '18 Honda Civic Type R. She was followed by Des Toups in a '18 Honda Civic. Glenn Austin took third place in a '05 Nissan 350Z.

E Street was led by Jeff Stuart in a '99 Miata. Alex Kang took second



DS85: Annie Gill pilots her '18 Civic Type R to first place in D Stock.

in a '03 Toyota MR2 Spyder, while Jonathan Cadiente finished third in a '01 MR2. Ryan Cirillo took fourth in a '03 MR2.

Zach Heidepriem, in a '11 BMW Mk3, took the top podium position in F Street. He was followed by Shane Donahue, also in a '11 M3. Bruce Hopkins rounded out third in a '14 Chevrolet Camaro.

Chris Kannan took first place in G Street in a '16 Ford Focus. Howard Yang, also in a '16 Focus ST, took second, while Brandon Osborne finished third in a '18 Focus ST.

Solo Spec Coupe was led by Dhiraj Jadhav in a Subaru BRZ. Jadhav was followed by Ricardo Quinonez in a '13 Scion FRS. Ed Rynnion rounded out third in a '16 Scion FRS.

Super Street R saw Jeff Woodbury take first place over co-driver Julie Woodbury. The Woodburys were in a '17 Corvette.

Christopher Mayfield took the top spot in Street Touring Ultra in a

'11 M3. Jimmy Au-Yeung, in a '06 Lancer Evo, took second, while Matt Ales, in a '03 M3, rounded out the top three. Carole Zepeda was the lone driver in Street Touring Ultra Ladies in a '17 Focus RS.

Praneil Prasad, piloting a '16 Mazda Miata, took first place in Street Touring Roadster. Reed Gibson came in second in a '07 Honda S2000, while Todd Winstanley finished in third in a '16 Miata.

Street Touring Xtreme saw Michael Carpenter take the top spot in a '12 BMW 128i. Mack Tsang, in a '13 BRZ, came in second, while Adrian Cardenas finished in third in a '10 Mazda RX8. Alex Paraskevas took fourth in a '13 BRZ while Erik Acks finished fifth in a '13 BRZ. Michael Yanase, in a '16 BRZ, took sixth, and Brandon Davis finished in seventh in a '12 BMW 128i.

Kate Fisher took the top spot in Street Touring Xtreme Ladies in a '15



STX189: Michael Carpenter, in a '12 128i, finished in first place in STX.

FRS. Catherine Tran came in second in a '10 RX8, while Youmna Zalzal finished third in a '15 FRS.

Christopher Vreeland led in Street Touring Sport in a '88 Honda CRX Si. He was followed by Oliver Taylor in a '93 Miata, while Craig Naylor rounded out third in a '95 Miata.

Andrew Padua was the lone driver in Street Touring Hatch in a '17 Civic Si.

Super Street Prepared was led by Ryan Johnson in a '06 Lotus Elise. Alex Muresan, in a '11 Porsche GT3, came in second, while James Yom took third in a '14 Nissan GTR.

Tom Kubo took the top spot in C Street Prepared over Vince Russell. Kubo was in a '91 Miata, Russell in a '90 Miata, respectively. Renee Russell ran uncontested in C Street Prepared Ladies in a '90 Miata.

Steve O'Blenes, in a '05 RX8, finished in first place in D Street Prepared. He was followed by Guy Ankeny in a '10 RX8, while Jodi Fordahl came in third in a '05 RX8.

Super Street Modified was led by Bob Bundy in a '90 Miata. Bundy's co-driver Matt Zyskowski came in second, while Steve Lau took third in a '11 GT3 RS. Tony Rivera finished in fourth in a '03 350Z.

Dallas Cutler, in a '06 Lancer Evo, took the top podium spot in Street

April 26-28, 2019



SSM191: Tony Rivera took first in SSM in a '03 350Z.

Modified. Doug Mikko, Cutler's co-driver, came in second, while Jeff Wong finished in third place in a '17 Camaro SS.

Andy McKee and Teresa Neidel-McKee took first and second places in X Prepared in their '93 Mazda RX7. Jake Obniski rounded out third in a '87 RX7 Turbo.



25XP: Jake Obniski took third in XP in a 1987 Mazda RX7 Turbo.

Johnathon Stewart beat co-driver Frank Stagnaro for first place in C Prepared. They shared seat time in a '65 Ford Shelby Mustang.

Ron Bauer and co-driver Joe Goeke finished one-two in D Prepared in a '16 Miata. Deanne Caraballo took third in a '82 Toyota Starlet.

John Haftner ran uncontested in A Modified in a '73 VW.

Ben Martinez took first place in C Modified in a '84 Van Diemen RF84. He was followed by Anthony Porta in a Honda C-Mod, while Phil Leavens took third in a '98 Van Diemen.

Jesus Villarreal ran uncontested in E Modified in a '73 Lotus Europa.

Formula Junior A was led by Mick Maier in an Invader. He was followed by Erika McKee in a '03 Emmick Kart.

Alana McKee took the top spot in Formula Junior B in a '03 Emmick Kart. Lily Maier came in second in an Invader.



CAMS89: Bryan Stewart finished fourth in CAMS in a 1989 Corvette.

Dennis Healy took first place in Classic American Muscle Contemporary in a '15 Mustang. Steve Wynne, in a '15 Mustang GT, came in second, while Todd Cameron finished third in a '18 Mustang GT. John Lawrence took fourth in a '17 Camaro SS while James Boller finished fifth in a '15 Mustang.

Classic American Muscle Traditional was led by Brian Hobaugh in a '73 Camaro. He was followed by Chad Ryker in a '68 Camaro, with Manuel Ruiz taking third in a '70 Camaro. Michael Erickson finished in fourth place in a '67 Chevrolet Chevelle.



CAMT102: Keith Lamming came in ninth in CAMT in a 1973 Vega.

Cliff Fong led STM in a '93 Civic. He was followed by Larry Sharp in a '16 Focus RS, with David Chau rounding out third in a '93 Civic.

2019 SFR CHAMPIONSHIP ROAD RACING SERIES REGIONAL RACES 5 AND 6

May at Thunderhill usually means cool temperatures and no snow on the mountain passes. Even though this year has been very unpredictable the weatherman at least cooperated this weekend for rounds 5 and 6 of the San Francisco Regional Championship Series.

163 entries were on the slate for the Saturday half of the event. The reason I mentioned the snow on the mountains --that is what usually keeps the competition to the north of us from attending our events.

First Race

Group 2



Andy Juner

Even though the racing was not much to write about the driver's have a lot to contend with just keeping these cars on the track at the speeds they travel. Every car except one motors around the track in the sub two minute range, which is really the bench mark for lap times around the three mile Thunderhill Road course.

The best part about a race like this is the drivers really get to concentrate on going faster. They can really work on their racing line. They can pay attention to their exit speeds out of the corners. They can work on tuning the car which normally does not get to happen over the course of more competitive weekends.

Over the years group two has been known by several nicknames. The current most popular name for the groups is Wings and Things. The group got this name because the cars are some of the most sophisticated cars in all of SCCA racing. When the word sexy is used to describe a racecar you can take a picture of any one of the cars in the group and put it by the definition. These cars come in open wheel variations and fully fendered variations. They have wings attached to them and ground effects under their skin. Another nickname for the group has been Formula Alphabet, mainly because there are so many classes that comprise this group.

For this regional weekend the number of cars in the group was rather small with only two of the six classes represented having more than one car entered.

Vasili Stratton led the nine car field to the green flag by virtue of his qualifying time of 1:44.154. Vasili was entered as an A Sports Racer (ASR). Paul Decker qualified second in his P2 1993 Amac AM-006 barely nipping the P1 car of Bruce Brown.

Unfortunately from a writer's point of view there was not much to talk about as far as racing action was concerned. There were only two passes for position and that was Andy Juner in his "D" Sports Racer passing Lars Jensen in his Formula Mazda and Bruce Brown getting around Paul Decker.



Jim Devenport

Results Group 2 Race One:

ASR	P2	DSR
1. Vasili Stratton	1. Paul Decker	1. Andy Juner
P1	FE2	FM
1. Bruce Brown	1. Jim Devenport	1. Lars Jensen
	2. Stephen Temple	

First Race

Group 3

Group Three has 16 classes eligible to run. Normally less than half of those classes show up for a regional weekend. Group Three cars are a combination of tube-framed purpose built Racecars combined with highly modified streetcars. This is the group where you will find a Porsche 911 fighting it out with a Chevrolet Corvette. You will hear the roar of an American V8 side by side with the shrill from the turbo of a German flat six. If variety is your spice of life this is the group for you.

Group Three also has some players from previous races namely the SMG racers and the T1 racers.

The fastest qualifier for this group was Joe Montana driving a purpose built 2010 Ford Fusion. Now when I say Ford Fusion it does not invoke any visions other than a ho-hum grocery getter. But if you were to walk up to Joe's car the last thing you would think is Ford Fusion and the first thing you would think is holly-s---!

Joe got a good start and led the fifteen car field for the first lap, however on the second lap Joe had a mishap between the exit of turn two and the entry of turn three. By the time he got going he rejoined the field in sixth place eventually working back up to fifth overall. The



Joe Montana

good news is that Joe still won his class and the car did not suffer any damage.

Mark Kibort finished second in his 1987 Porsche 928S4. Mark tried real hard to catch the overall winner Clark Nunes, but Mark's tires were not up to the task.

The two main contestants in SMG were back for more action only this time they ran as "A" sedan. On the track Ken Pedersen outlasted Roger Eagleton but during post race inspection Pedersen's car was disqualified as being not in compliant as per GCR 2.1.2 and 2.1.3, which is basically a violation for entering an illegal car. Even though that handed the victory to Eagleton the stewards had a few words with him and his was put on probation because of contact on the track. Not to be left out the third SMG/AS competitor Igor Gandzjuk received a six-place penalty for passing under the double standing yellow flags.

For all the action on the track there was equal amount of action in the impound area. Of course this was the last race of the day so all the officials involved could not have been too happy, but "that's racing".

Results Group 3 Race One:

T1	AS	ITE
1. Clark Nunes	1. Roger Eagleton	1. Kevin Patten
2. Don Van Nortwick	2. Igor Gandzjuk	SS
GT2	SP	1. Charles Laster
1. Mark Kibort	1. Joe Montana	2. Matthew Insley
2. David Jansen	2. Bruce Trenery	GT3
	3. Dave Hutchings	1. Kristi Booton

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Group 4



Daimo De Vasconcelos

Group four is the region's small bore formula car group. For this weekend contestants represented Formula Continental, Formula F, Club Ford, and new for this year Formula F Tire.

The Formula F Tire (FFT) class was implemented as a way to get some of the Ford Kent powered cars on an even playing field with the current generation Honda Powered formula cars. The current FF cars run on a spec radial tire that is not as quick as the bias ply Hoosier tire they ran on in years past. The cars running the FFT can run the old Hoosier bias ply tire which so far has proved to be an equalizer for the guys running the Kent Ford engine.

San Francisco Region newcomer Nick Persing driving out of CalClub took the pole in his 2000 Van Diemen FR00. His time was a 1:47.927 which is roughly three seconds off of Bob Negrón's track record of a 1:44.959. All things considered this was a very respectable lap in his first visit to the racetrack.

Once the green flag fell Persing was able to drive off and was never challenged for the lead and fourteen laps later he was collecting the spoils of his efforts. Second Place was Lyn Greenhill 12 second in arrears of Persing. Paul Rodler took the final step on the podium after dropping one spot from his qualifying position. Fourth place finisher Henry Rozeboom made up ten positions from his back row starting position. Henry encountered issues in qualifying, as he was not able to post a time and had to start shotgun on the field.



Paul Rodler

The winner of the FF class was Chuck Horn out of Los Gatos. Chuck has decided his 1993 DB6 Swift is the car he is most comfortable with after experimenting with a 2012 Spectrum last year.

The interesting story in the FF cars was the qualifying performance of Stewart Patterson in his 1979 Crossle running in the FFT class. He was able to out qualify Denny Renfrow in his Honda powered Piper, but once the race got going Renfrow was able to get around Patterson. Much to everyone's surprise Patterson gave Renfrow quite a race and his performance proved the theory of the bias ply tire being an equalizer.

Jon Branstad was the lone Club Ford competitor. This was the maiden voyage for Jon's beautifully restored 1981 Tiga FFA81.



Denny Renfrow

Results Group 4 Race One:

FC	FF	FFT
1. Nick Persing	1. Chuck Horn	1. Stewart Patterson
2. Lyn Greenhill	2. Denny Renfrow	2. Paul Wilson
3. Paul Rodler	3. David Jalen	3. Norm Marshall
		CF
		1. Jon Brandstad



Donovan Helfrich Sr.

Pedersen lead the 34 car field to the starting line and was able to retain that lead on the opening lap. Eagleton was not far behind and was waiting for his opening. That opening came on lap nine when some slower traffic was encountered. Eagleton made his move and it stuck for a short period of time but on the very next lap Eagleton got held up and Pedersen was able to take the top spot for good. They finished as they started with Pederson getting the fastest race lap by .030 seconds over Eagleton. The margin of victory was a scant .378 of a second. These guys run close and hard and make for very entertaining racing.

Fourth overall and first of the three STL cars was Tim Auger. Tim drives a 1992 Acura Integra and competes at a very high level. He was the overall winner in this group last time out at Laguna Seca even though his car has half the cylinders as the powerful ponies.

The other hotly contested class in this group are the ITA guys. ITA stands for improved Touring with the "A" being the larger displacement of the ITB and ITC. Bob Bradfield walked away from the other ITA competitors but the battle for second was a dogfight. Lawrence Murdter was able to hold off Joseph Kou, Scott Smith, and Sean Lovett.

There are eight different winners in the group five contest. This was once a group dominated by Datsun 510s, Mazda RX7s, and 240Zs. Now it is a group dominated by the dual entry. Without counting I would say that 80% of this group races in another class in either group seven or group three.

The beauty of this is that for a small additional fee these drivers get two extra races per weekend. What was the mantra of driver's school? Seat time, of course, and these drivers get lots of it over the course of a weekend. The result is they all get to be really good racecar drivers.

The top dog in this group is the Spec Mustang (SMG) guys. Spec Mustang was created about ten years ago by David Ray from Hooked on Driving. The class offers very close competition at a very high speed. They are also pretty reliable and do not take much maintenance in between sessions.

The last time at Thunderhill SMG drivers Roger Eagleton and Ken Pedersen traded victories with one taking the Saturday win and the other taking the Sunday win. The racing featured side by side action and hair raising moments as neither was willing to back down. Pedersen did not make the Laguna meet so when they both entered at Thunderhill you knew they would pick up where they left off in March.

Ross Lindell beat five other competitors in the ITX class, however he spent all of his race mixing it up with the guys in ITA. Ross's nearest ITX competitor was 31 seconds behind.



Ken Pederson and Roger Eagleton

Results Group 5 Race One:

SMG	ITX	STU
1. Ken Pedersen	1. Ross Lindell	1. Bruce Trenery
2. Roger Eagleton	2. Rob Fuller	SSC5
3. Igor Ganzjuk	3. Doron Dreksler	1. Tim Sullivan
ITA	STL	HP
1. Bob Bradfield	1. Tim Auger	1. Donovan Helfrich Sr.
2. Lawrence Murdter	2. Wilson Powell	
3. Joseph Kou	3. Brian McGovern	



Bill Jordan

Group Six has only two classes of racecars. Visually both classes look the same because they are the same car. The only difference is one of the classes of cars has a newer more modern and more powerful motor. These cars are known as Spec Racer Fords (SFR & SFR3). Spec meaning that the class runs under a very stringent set of rules, Racer is because the car is a purpose built full fendered racecar, and Ford, because that is the engine manufacturer. This class was conceived and regulated by SCCA and has become the most successful single make class in the world. In 2015 the original Ford Engine in the class was going out of manufacture and the need for a new engine arose. SCCA worked out a new engine package, which required the competitors to switch over. The result of the switch over -- SRF3 --gave the cars approximately 24 more horsepower that coupled with real race tires means the Spec Racer Fords have become pretty exciting racecars.

If you go to an SCCA race and spectate the two races that you would not want to miss are Spec Racer Ford and Spec Miata.

The 31 car field made up of ten SRF and 21 SFR3 was lead to the green flag by Gregory Hoff with a time of 1:59.333. The next five positions were within one second of the pole time so Mr. Hoff knew he had his hands full once the green flag dropped.

Have his hands full he did; by the time the first lap was finished he had fallen down to 25th place and had his work cut out for himself. Five cars had off track excursions on the first lap, which included Jerry Aplass and James Chartres. James posted a video of his race on you

tube (30th to 10th! Spec Racer Ford Gen3 Race 5 (4K) - Thunderhill Raceway). It is a must watch. There was more happening in that 30 minute race than most people experience in a season.

In addition to five cars going off at the start, there was a full course caution, and featured cars spinning off and running into each other for the duration. It definitely was not a procession.

John MacIntyre took the top spot and won by a rather large margin of 2.946 seconds. The Spec Racer Ford race is usually a battle down to the wire. Bill Booth

held off Lee Douglas for second.

The SRF race was won by Kevin O'Connor. Kevin qualified third in SRF and had to get past Bruce Richardson and Ken Woolley to take the class win.

It was quite the eventful race, and it was anybody's guess as to what Sunday's race was going to produce.



Rick Wright

Results Group 6 Race One:

SFR3	SRF
1. John MacIntyre	1. Kevin O Connor
2. Bill Booth	2. Ken Woolley
3. Lee Douglas	3. Michael Woolley



Joan Linehan

at the front of the pack and once there he never relinquished the position. While things were going well at the front the middle of the pack had a dust up in turn three of the first lap. Several cars made evasive maneuvers with dust and debris flying around like a mini weather system. Other than a few bumps and bruises there was no serious damage.

Schrader led flag to flag in the shortened event. Second place finisher Sutherland had the fastest lap of the race and finished where he started. Tommy

The First race of the day just happened to be the largest group, the Spec Miatas. This is the San Francisco Region's group #7 and it is comprised of nothing but Mazda Miata's. The San Francisco Region runs three versions of the Spec Miata. The original Spec Miata (SM) class as per the national rules. This class runs on the tire dictated by the SCCA General Competition Rules and is usually the fastest of the classes. The second class is called Spec Miata Tire (SMT). This group of racers run on a Toyo Spec tire that gives the racers a lot of bang for their buck yet with no other modification other than tire they can run as a regular SM. The third class in this group is the brain child of our ex- regional Manager Michael Smith. He saw the costs of running a top level Spec Miata sky rocketing so he came up with a class called Sealed Spec Miata. This class has a sealed motor and all cars are run on a chassis dyno and tuned within a couple of horsepower of each other.

Qualifying for the Saturday race saw the top three spots occupied by drivers from the north. Will Schrader out of Happy Valley Oregon put his 1990 Miata on the pole with a time of 2:07.153. He was followed Eric Jones and Ken Sutherland both from Oregon. The first regular San Francisco region racer was Tommy McCarthy six tenths of a second off of Schrader's pole time. Six of the top ten qualifiers had to travel over the very full lake Shasta to get to the track and they really put on a show for the local boys.

Once qualifying was over the first race of the day got underway at 2:10. It did not take long for our pole sitter to establish himself

McCarthy and Cole Gibson were able to get around the third place qualifier Eric Jones to finish third and fourth respectively and to get a little redemption for the local boys.

The SMT class was won by Bob Bradfield in a Larry Oka Racing car. Bob is best known for his red and white RX7 that he raced for years. Bob finished 7th overall and had to contend with Doron Drekler for class honors.

SSM was won by Ross Lindell in his 1990 Miata also driving out of the Larry Oka stable. Ross finished a very respectable tenth overall with several of the theoretically faster cars behind him.

This race was shortened to ten laps because of an incident in between turn two and turn three. The stellar San Francisco Region Volunteer group was not able to clean up the mess before the clock ran out for the session.

Results Group 7 Race One:

SM	SMT	SSM
1. Will Schrader	1. Bob Bradfield	1. Ross Lindell
2. Ken Sutherland	2. Doron Drekler	2. Mark Means
3. Tommy McCarthy	3. Michael Herbert	3. Rob Fuller



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Group 2



Robert Fox

Only Seven cars took the green flag for the group two Sunday Race. Vasili Stratton in his 2016 Wolf GB08 SM "A" Sports Racer was again the class of the field. Vasili set fast time of the race with a 1:44:888 time around the three mile Thunderhill Race Course.

The prototype cars of Bruce Brown and Paul Decker both encountered problems and fell back at the end.



Bruce Brown

The race of this group was between the FE2 cars of Jim Devenport and Stephen Temple. Temple never made it by Devenport but finished within one second of him.

The two DSR's of Andy Juner and Robert Fox changed position at the start of the race and they never changed after the second lap.

Results Group 2 Race Two:

ASR	P2	DSR
1. Vasili Stratton	1. Paul Decker	1. Robert Fox
P1	2. Steve Breese	2. Andy Juner
1. Bruce Brown	FE2	FM
	1. Jim Devenport	1. Lars Jensen
	2. Stephen Temple	

Group 3



Matthew Insley

The last race of weekend was the group three cars. By the time this race rolled along there were only 12 competitors willing to stick around for the race. The "A" sedan cars of Roger Eagleton and Jeff Francis did not participate in qualifying so they had to start at the back of the pack.

Eagleton went from last to first by the fourteenth lap, where he passed Joe Montana for the lead. That must have lit a fire under Joe's seat because he responded with a pass for the win on the last lap of the race.

Eagleton finished 1.5 seconds off of Joe Montana's winning time. "A" Sedan alum Igor Gandzjuk finished a distant third to Eagleton and second in class.

Second place in Super Production was Bruce Trenery driving his 2002 Acura RSX. He was able to hold off fellow Acura driver Dave Hutchings for second in Super production.

The other back row starter Jeff Francis finished in sixth place, third in class.

Eagleton's best lap in his Mustang was about 0.5 second slower than Montana in his tube frame Ford Fusion.

Results Group 3 Race Two:

T1	SP	SS
1. Tim Sullivan	1. Joe Montana	1. Charles Laster
GT2	2. Bruce Trenery	2. Matthew Insley
1. David Jansen	3. Dave Hutchings	GT3
AS	ITE	1. Kristi Booton
1. Roger Eagleton	1. Kevin Patten	
2. Igor Gundzjuk		
3. Jeff Francis		

Group 4



Group 4 Race Two Winner Paul Rodler

Sunday morning brought a new day for the guys in group four. The small bore formula car group was without the winner from the Saturday Race. That left Henry Kenneth Rozeboom, Paul Rodler, and Lynn Greenhill to fight for the overall honors.

Rozeboom qualified on the pole and looked set for an intense race with Rodler and Greenhill. The battle never matured as Rozeboom retired after four laps and Greenhill fell back to fifth at the start. Greenhill then did his best to get back up to second overall only to have all his hard work disappear on the last lap when he limped home in seventh.

In the FF race Denny Renfrow got the jump on Chuck Horn and slotted himself in third place at the beginning of the race. Greenhill fell back to fifth in his higher powered Formula Continental. By the second lap Greenhill got past the FF of Horn and Renfrow leaving

them to come under attack from another FC car driven by Sterling Ellsworth.

With the FC cars out of the way the two top FF drivers were able to duke it out mano a mano. They put a quite a show with Horn getting by Renfrow under braking into turn ten on lap five. Renfrow stayed on gearbox of Horn until lap seven

when he slid off wide in turn nine and spun the car. Unfortunately the spin brought Renfrow into the sights of Stewart Patterson in the FFT Crossle . Patterson and Renfrow exchanged a few jabs and uppercuts for several laps with neither one of them displaying a clear advantage. Then on lap sixteen that dreaded turn nine bit again only this time it was Patterson that spun. Patterson would recover quickly and started to close up again on Renfrow, but Patterson spun again on the exit of the crows nest.

Results Group 4 Race Two:

FC	FF	FFT
1. Paul Rodler	1. Chuck Horn	1. Stewart Patterson
2. Lyn Greenhill	2. Denny Renfrow	2. Paul Wilson
3. Sterling Ellsworth	3. Steve Meyer	3. Norm Marshall

Group 5

With the Dynamic Duo of Eagleton and Pedersen reduced to just Eagleton one would have thought all the excitement was through for this group. I am not sure why Pedersen was not present but I imagine it had something to do with the Stewards action the day before.

Have no fear though because Igor Gandzjuk was more then willing to take on Eagleton for the Sunday race. For the majority of the race the top three spots were occupied by the SMGs of Eagleton, Gundzjuk, and Lowe. On the last lap Lowe fell back and was passed by the winning STL car of Tim Auger. Coming on to the front straight for the final time Eagleton and Gandzjuk came up on the ITA cars of Joseph Kou and Eric Fulkerson which Eagleton used as a pick to take the victory by several car lengths.

In the ITA race Bradfield again was the class of the field. Kou finished second after falling back at the beginning and did a good job of

fighting his way back into second place.

ITX saw the fast qualifier Ross Lindell fall back to 19th place at the start while at the same time second place qualifier Doron Dreksler made up a couple of spots on the start and he ended up putting the ITA car of Donald Ahn between them at the finish.



Bruce Trenery



Tim Sullivan

Results Group 5 Race Two:

SMG	ITX	STU
1. Roger Eagleton	1. Doron Dreksler	1. Bruce Trenery
2. Igor Gandzjuk	2. Ross Lindell	SSC5
3. Michael Lowe	3. Rob Fuller	1. Tim Sullivan
ITA	STL	HP
1. Bob Bradfield	1. Tim Auger	1. Donovan Helfrich Sr.
2. Joseph Kou	2. Brian McGovern	ITR
3. Eric Fulkerson		1. Wilson Powell



Jerry Aplass

The always entertaining Spec Racer Fords saw a change at the top in qualifying. John MacIntyre was able to out dual Gregory Hoff. I think Hoff is due a little slack because not only does he compete at a high level in SRF3 he also competes at a high level in the ultra competitive SSM class. So Hoff might have been tired or maybe MacIntyre just had a really good lap. The difference between the two was only .035 seconds, which is less than the time it takes to snap your fingers (really just guessing here but the point is, it is not very much time).

The Sunday race was dominated by a five lap full course caution that took up the majority of the racing time. The two leaders never changed position so you had to look a little further back in the pack for some action. James Chartres who qualified a personal best sixth position got a good start and made it past Bill Booth. He was able to hold Booth at bay until his car starting popping out of third gear while braking. Booth was able to reclaim the fifth position and they finished in that order (booth fifth, Chartres sixth). Lee Douglas did a good job and was able to pass Joe Briggs for the final spot on the podium on the second to last lap.

In the SRF race Kevin O'Connor was able to get the best of Ken Woolley for first in class. Once O'Connor made it by Woolley he had to deal Bruce Richardson, Eric Hand, and Michael Woolley to finish second in class.

At roughly the half way mark of the season Hank Raymond is leading the SRF points battle with a five-point advantage over Yehia Eissa.

Michael and Ken Woolley are third and fourth in the points.

The SRF3 has Bill Booth leading Jerry Aplass by 35 points. Robert Sachs is third 83 points off the lead.



James Chartres

Results Group 6 Race Two:

SFR3

1. John MacIntyre
2. Gregory Hoff
3. Lee Douglas

SRF

1. Kevin O Connor
2. Ken Woolley
3. Eric Hand



David Samuel

I think Will Schrader is a morning person. Group seven was the first group out in the morning and Will went back to work setting the fastest time of the 40 cars that established a time. Sunday morning he was half a second faster than the time he set on Saturday afternoon. The top four were the same except Jason Rawlins took Ken Sutherland's spot with Sutherland occupying the fifth hole. Bob Bradfield was again the class of the SMT field qualifying seventh overall. Ross Lindell was the top SSM car qualifying four spots lower

then his Saturday effort at fifteenth overall.

Compared to Saturday's race the Sunday race was much cleaner. This race went the distance and there was some action at the front of the pack. Will Schrader took the lead with Ken Sutherland in hot pursuit. On the eighth lap Ken Sutherland was able to get by only to lose the lead to Schrader the following lap. Sutherland again was able to pass Schrader this time for three laps before the fourteenth frame when Schrader re-passed and held on for the win. Schrader not only got the overall victory he set the fastest lap of the race which means nothing other than bragging rights. Cole Gibson had a good race; he started in sixth place and moved up to third overall. Part of his good fortune was the bad fortune of Tommy McCarthy who started fourth and made only two circuits before he retired.

Bob Bradfield had a very solid run finishing fifth overall moving up three spots from where he started and first in SMT. Second in SMT was Joseph Kou who had his mirror full of Sean Lovett for a good portion of the race until Lovett went off track on the exit of turn nine.

The SSM Miata class had Saturday's winner Ross Lindell fending off the challenge of Gregory Hoff. They both moved up from their starting position with advancing five spots. Hoff finished 0.2 of a second off of Lindell's bumper. Mark Means completed the podium in the SSM class.

After the weekend the points battle was really starting to shape up with McCarthy holding a two point advantage over Gibson in SM, Bradfield has a 67 point lead over Kou in SMT, and Lindell has a 24 point lead over Rob Fuller.



Group 7 Action

Results Group 7 Race Two:

SM	SMT	SSM
1. Will Schrader	1. Bob Bradfield	1. Ross Lindell
2. Ken Sutherland	2. Joseph Kou	2. Gregory Hoff
3. Cole Gibson	3. Mike Labouff	3. Mark Means

A Good Weekend!

The weekend came to an anticlimactic end. No protests, no cars found illegal, and no tear downs, which is a good thing because by the time late afternoon rolls around the volunteer staff is ready to go home.

It is also at this time that all of the competitors need to be thankful for the tireless job our volunteers do for the club at all of our events.

Without them we would not be able to have these first class racing events. So the next time you fill out your entry form think about the volunteers and the sacrifices they are making so you can enjoy your hobby. Then when the line on the entry form asks for monetary donations to the WAP fund don't hesitate, donate some money to help defray their costs.

WORKERS OF THE WEEKEND - REGIONAL 7&8



The Worker of the Weekend at Regional Races 7 & 8 was a group of workers selected by the Race Chairman and Ambassador - the First Responders to Saturday's horrific mechanical failure and resultant flame-out fire of GT2 Driver Rick Cameron in the Group 3 Race. The Emergency Crew and Course Marshals responded quickly to a fire so fierce they couldn't even get that close at first. The fiberglass melted and exploded, spreading debris on the course. The car kept reigniting, as they couldn't reach the kill switch. The E Crew emptied all the water extinguishers 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. Both crews had newbies who acquitted themselves nicely their first day on the job.

Well done, Workers!"

DRIVER OF THE WEEKEND - REGIONAL 7&8

The Driver of the Weekend at Regional Races 7 & 8 was 18-year old Courtney Crone, as selected by the Announce Crew. In her Saturday race Crone was hit on the first lap and she retired. After working on the car overnight and running a morning hardship lap to check out the car, she gridded last in a 10-car FF field. She gained five positions in the first lap, and got past the pole sitter Chuck Horn, who had been passed by Danny Renfrew. Crone then caught up to Renfrew, and before the halfway mark of the 20-lap race she took the FF lead and held it to the Checkered Flag.

Congratulations, Courtney! Well done!



People in the News....

BY DAVID VODDEN

We had a big event at Laguna Seca starting off the month of June. Almost 200 entries were on hand at the floor-mat-place counting the 16-Porsche Club members who purchased a slot in the weekend for an estimated \$1,250 per car. The volunteer race officials were a plenty too with a full house in timing and scoring and every turn manned around the course.

Unfortunately, the AMR ambulance service was an hour late Saturday. Fortunately, the annual Monterey Bay morning fog also kept the event from starting on time. Our race program is on the rise! Yeah!

Back to Laguna, Courtney Crone was the driver of the weekend at the event after being knocked out in the first race and then starting at the back on Sunday and driving to the front for the win in her #77 Formula Ford. Courtney is 18 years old and is in her third year of racing with the Club. Announce team headed by Mike King made the selection.

There was a fully engulfed car fire in turn 2 in the Saturday Group 3 race. No injuries to Camaro driver Rick Cameron but a lot of fire retardant was used to extinguish the blaze made worse by a hot ignition and an electric fuel pump. Pull the red-power plug if you ever have an on-board fire. Also pull the fire extinguisher system too if you want to save more of your car. The Emergency Response team and Course Marshalls put out the fire and got the "Race officials of the weekend" award for the effort.

There were 19 novices in the field spread among three groups. Chief Steward Gary Meeker got to sign off the Novice logbook for SMT driver Chris Lee. Pace car driver Karl Kurt was credited with entertaining new volunteers with colorful stories of the past. This is how you close new members and new race officials - Dazzle them with your brilliant stories [BS].

Accolades are due the following members for duty above and beyond including drivers Justin Cone and Doug Alves; and newbies - Brian Duddy; M. J. Taylor; and Austin Rudd.

It was good to see drivers Robert Murillo; Andy Juner, Derry O'Donovan, Jeff Francis, Richard Apodaca, Randy Mackintosh, Richard Pryor, Kim Wilcox, Peter West, Frank Honsowetz, David Ray, Tim Auger, Ken Woolley, and Doron Dreksler, behind the wheel, my not having seen them in recent outings. Please note, this means that I did not see them as opposed to saying that they have not been present in some time. It might be both?

Special thanks to SFR3 racer Joe Briggs and Saturday class winner at the sand dunes for providing \$150 checks to help out volunteer race officials at the May Thunderhill Park regional championship event. The Saturday events ended with a big dinner that served over 210 people. \$50 VISA gift cards were awarded to Kevin Cullen, Ron Dent, Nancy Eubel, Paul Helberg, Bill Kirkwood, Karen Lamm, Barbara McClellan, Joe Novack, Fred Petersen and Bob Schmitt based on a drawing held at the social.

The key to all this is to encourage our drivers to race and race officials to officiate and then to let them know we appreciate their

participation. We especially value all drivers who do all that it takes to get a race car to the grid at an SCCA regional championship racing event. Apologies are due those drivers in Group 2 who paid thousands of dollars to race in entry fees, lodging, travel and car stuff like tires and ended up with a nine-minute race on Saturday due to restrictions imposed on the schedule at Laguna Seca and bad luck that made the planned schedule untenable. Sorry.

Remember all racers, the season championship finale is October 25- 27 at Thunderhill Park. There will be three races, two different tracks, double points and parties galore. Everyone is going to be there for sure including Oregon and other region drivers. It should be the biggest race of the year for all SCCA road racers.

More San Francisco Region members celebrated anniversaries with our Club in May including long-timer Norm Hart, a 60-year supporter. Forty-five-year celebrants include: David Bonar and Ms. Janet Weaver. Michael Doyle has paid his dues for forty years while Solo expert Terry McKee and yours truly have accumulated thirty years. Finally, Leonard Clare celebrated 25 years as a member of this Club in May.

New Club Region Manager, Youmna Zalzal had a busy weekend. Tim Sullivan says that she participated in her passion, autocross, at Crows Landing and then made it all the way to the once powerful Fort Ord Military training base to attend the dinner for all road racers on Saturday night. It is a good thing she has a fast and spicy Scion FRS streetcar!

Mark down the remaining two Track Night in America events in our region, August 15 and September 12, at Thunderhill Raceway Park. These events are a natural for recruiting new members into the Club and are fun to boot. The late afternoon start combined with the approximate 8pm ending is an ideal window for enjoying some Thursday evening track time. Discounts are available so Google the program and take advantage of the last two events this year in August and September and bring along a few friends who you can then recruit to join the SFR/SCCA for the pittance that is the membership dues.

Look for Lucas French to be at the Track Night event along with his high school friends. The Sacramento solo community enthusiast has been trying to get us new members with some luck. I would encourage you to reach out to Lucas and give him the names of anyone you know, who is a good candidate for SFR/SCCA membership to help reward Lucas for his efforts. He needs a sale or ten! Help him out at lucasfrenchracing@gmail.com.

Congratulations to the BIG SCCA for re-signing with the Indianapolis Motor Speedway for the Runoffs in three years. It will be all over your Sports Car magazine so check it out and thank the Club for recognizing that the entire SCCA wants to race at the Brickyard. After that the Runoffs are coming to Thunderhill Park, I wish. Don't you?

NOTES from the ARCHIVE - LUKES & SHORMAN

SEARS POINT SHAKEDOWN ENDURO WINNER!



PHOTO BY NICK PENDLETON

"Happy" Harry Shorman grins at his trophy after winning the 4 hour grind . . . a tough test for Porsche and driver . . . on the Bay Area's new and fabulous Sears Point International Raceway. A driver's and spectators "dream" track. Harry's co-driver was Bob Harmon.

Sonoma Raceway is celebrating it's 50th Anniversary this year so I thought it appropriate to highlight on of the areas best known race preparation shops during that period. It is also noteworthy since one of the partners in the business, Harry Shorman, co-drove a Porsche 356 to victory in the Dec. 1, 1968 100 lap enduro at the newly opened track.

Richie Lukes and Harry Shorman first met at Berkeley High School in the 1930's, developed a friendship, raced motorcycles together and crewed for a well-known local midget racer prior to World War II. During the war, they worked



Shorman's co-driver, Bob Harmon leads going into the Carousel Dec. 1 1968

as experimental tool and die makers then went their separate ways. They met again in 1957 while competing in hillclimbs and gymkhanas, Lukes with a Porsche Speedster, Shorman initially with a Karmann Ghia, later with a Speedster. One thing led to another and they went into business together working out of Lukes' El Cerrito home garage.

As more Porsches appeared at SCCA races, the partners begin developing components for and tuning their customer's racecars which showed a noticeable increase in performance. With their list of customers growing, the pair purchased a building in Albany so they could accommodate their clients and expand their business. Lukes and Shorman prepared cars were virtually unbeatable throughout the 1960's and if you owned a Speedster, Lukes and Shorman was the place where many owners took their cars to be prepared for competition. Their modifications included lowering the front end, modifying carbs, camshafts, valves and other engine components, altered the gearbox ratios, modified the brakes, used upgraded sway bars and shocks, all of which produced front-running cars.

Harry Shorman proved to be a tough fellow to work with so in 1962, Richie Lukes left to pursue other opportunities. However, Shorman continued the business under the Lukes and Shorman name and continued to prepare, modify and even race Porsche's. During the 1960's L&S sponsored two very successful drivers - Walt Maas and Walt Benson, who won numerous races and championships. In 1966,

Shorman decided to resume racing with his most notable finish coming in the inaugural sports car race at the newly opened Sears Point Raceway in 1968. Shorman won the four-hour enduro.

One of the more unusual projects L&S worked on was the twin-Porsche engine Indianapolis 500 racecar built by Orinda resident Al Stein. It was midget racer Stein who L&S had crewed for prior to World War II so with their former relationship and expertise with Porsche engines, they were the logical choice to prepare the two, 911 engines used in Stein's unusually creation. Unfortunately, the car did not qualify for the 1966 Indy 500 although it did reach a speed of over 150 mph in practice.

The Lukes and Shorman shop in Albany remained in business for almost forty more years, tuning Porsches and Volkswagens. Billy Shorman, Harry's son ran the business until his retirement and the business was closed several years ago. However you can't mention the name Porsche Speedster and not remember the dominant cars that Lukes and Shorman prepared in the 1960's.



Harry Shorman on the outside showing some race damage, Dec. 1, 1968

Fresno Chapter Mid-Season Recap

One of Fresno SCCA's most competitive autocross seasons in memory is approaching the halfway point. With six events in the books, the club has seen five different drivers take top PAX and four different top time winners. With seven events remaining, let's take a look back at the season so far.

It all started February 24 with a joint event at Crows Landing, shared with San Francisco Region. Fresno drivers turned out, but the time sheets were dominated by SFR regulars. Ben Martinez, in his CM car, took top time honors to no one's surprise. His run of 47.158 easily cleared the next car by nearly two seconds. James Yom in the SSP GTR took second at 48.946 with Alex Muresan, Jake Obniski, and John Machado rounding out the top five, the only drivers under 50 seconds. Mack Tsang took top PAX honors, barely clearing Muresan and Justin Moore.



Newcomer Crispin Morgenthaler in the happiest car ever.

Top Fresno regular was Jimmy Au-Yeung, who placed 17th of 147 overall and 20th PAX. William Marlow, Paul Newton, Ric Quinonez, and Keith Bullock also finished in the top half, with Quinonez taking top honors in SSC.

Fresno Round 2 took place March 17, one day following the annual Performance Driving School. Event 2 saw massive turnout, with 83 drivers eager to get their local Fresno Fairgrounds season underway, but it was SFR regular Douglas Hargrove who had the St. Patrick's Day luck on his side. His time of 44.993 seconds put him on top on the FM car, narrowly taking it over Jonathan Cadiente, with a superb drive in an ES Toyota MR2. Cadiente's run was enough to take top PAX, but not without a challenge from his brother Josh, driving the same car.



SMF Leader Ryan Zelinski



PAX Points Leader Paul Newton

Rookies were the story of that day, with the Novice class swelling to 14 participants, most coming out of the previous day's driving school. Paul Sayavong in an STX Integra, won the class with a hero final run, cleaning up after three dirty runs.

Events 3 and 4 took place as on a beautiful Easter weekend. Some out-of-town drivers took the opportunity to try out autocrossing at the Fresno Fairgrounds with little else going on in the motorsports world. Ben Martinez made the trek to the Central Valley and seemed to relish the opportunity to lay a smackdown on a new crop of drivers. He took top time for Saturday's round 3 by nearly four seconds, running a 38.195. His closest competitor, event chair Paul Newton, finished second on a course of his own design, running at 42.041 in his AS Elise, barely fending off Adam Tarnoff's STX RX8 with a 42.246. The same trio held their positions in PAX.



SSC Leader Ric Quinonez

The closest battle of the day came down to two Mustangs in a five-car CAMC class. Leon Weinroth picked up more than eight tenths to lay down a 44.194 on his last run, taking the win over Michael Gardner by just .02.

Easter Sunday saw the most dedicated autocrossers hit the course for six runs apiece. Southern California's Adam Tarnoff hung around another day, and was rewarded for it, hopping to top time of the day at 39.221. This was barely enough to top hard charging 2019 timing chief Ryan Zelinski, who wheeled his SMF Integra to a 39.233. Newton, switching to a 2016 CS Miata for day 2, finished third with a 39.477, good enough to take top PAX over Tarnoff by a hair. William Marlow wheeled his STS CRX to a strong third PAX, proving he will be a contender for the season-long PAX championship.



CAMT Leader George Dias

Mothers Day weekend saw the most recent autocross of the Fresno SCCA season, as Yang Moua made his mother proud, turning in blindingly fast laps both days. Moua took top time honors for Saturday's event 5, running a 40.039 on a popular course that included a complete lap around large circular skid pad. On a course that demanded maximum grip, Moua's SMF Civic excelled on new Hoosier rubber, comfortably taking first over Newton, back in the Elise (40.651) and Jimmy Au-Yeung's STU Evo (40.991). Jonathan Cadiente, 4th overall, became the first 2-time top PAX winner of the season, again barely edging brother Josh, with Newton third.



ES Class Leader Josh Cadiente.

Anthony Vang and Mark Weaver duelled back and forth in the DS Toyobaru twins, with Vang's FRS taking the top spot on his final run by just over half a tenth over Weaver's BRZ. Steven Manguino (FRS), making a run at the novice class championship this year, barely took his first win of the season over Dexter Cayabo (GTI) by just .036 after PAX adjustment.

A much warmer day greeted drivers for Mothers Day's event 6, but Yang Moua had what it took to repeat his stellar performance from the day before. Moua turned a 41.748, enough to clip Michael Gardner at 42.208 and fellow SMF driver Ryan Zelinski, who ran a 42.326. In PAX, Josh Cadiente put a second Cadiente in the win column this season, taking top honors over Newton and Marlow, with Gardner and Moua rounding out the top five.

With six events down, and seven remaining, Moua has made SMF class the most interesting points race of the season. His event 5 and 6 class wins have changed the game there, putting him just two points behind Zelinski after Zelinski took wins at events 2, 3, and 4.

CAMC has been a shootout all year. Three drivers have taken wins and four are in contention for the championship. Michael Gardner currently leads Leon Weinroth by 12 points on the strength of three straight wins. Greg Back and Jeffery Jantz are within striking distance as well and have a chance to close up on the front runners.

ES Class sees Josh Cadiente leading, but not as comfortably as he'd like, with Gary Lieb and Dennis Feasel one good weekend away from catching up. Many classes appear to be dominated by one or two drivers at this point, but with more than half the season remaining, and appearances rack up, more class battles will materialize.



CAMC Leader Michael Gardner

PAX standings are a little closer. Paul Newton, splitting time between two cars, leads with 464 points. Josh Cadiente trails by 99 points, but with a win paying 100 points towards PAX, nothing is decided. Cadiente has managed to eclipse Newton in three of the four events the two have both contested, and this run could go to the wire. The top five will take PAX trophies at season's end. As it stands, after Cadiente and Newton, that's William Marlow, Ricardo Quinonez, and Ryan Zelinski. However, they will face a strong challenge from Michael Gardner, Yang Moua, Gary McDaniel, Jonathan Cadiente, and Gary Fazekas, who round out the rest of the top ten positions.

Seven competitive events remain in the 2019 season, including six at the Fresno Fairgrounds and one at the Buttonwillow Kart track and nothing is decided yet! We hope to see everyone there giving it your all to claim your 2019 Fresno SCCA season trophies.



Yang Moua taking TTOD at the May events.

An Easy way to Render Color Schemes

By Bruce Richardson

We all take pride in the look of our race car, and selecting the paint scheme can be a challenge. Until recently you either had to spend a lot of money on specialized software or use the old trial and error method, paint it and if you didn't like it repaint it.

I found that using iRacing to render and compare paint schemes can be done quickly and with little money, less than \$20.

You might already be using iRacing as your simulator, that is the primary purpose of the application. It does have an excellent rendering tool built into the application. The easy way and the low-cost way is to use the built-in customization tool. If you have a copy of Photoshop, you can come up with any design you could imagine. This article focuses on the built-in easy to use customization tool.



The following are a few examples of renderings one created with the built-in tool and the other with the added use of Photoshop.

Rendering with the iRacing Built-in Customization Tool

Photoshop used to create the design and iRacing to do the rendering

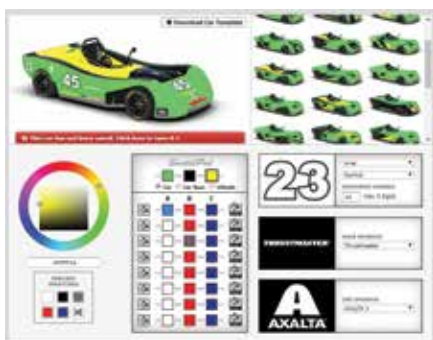


To start, you will need to install iRacing on your computer. The service is less than \$20 a month, and you can sign up for only a month. Hopefully, it won't take you longer than a month to come up with and



select a design. You will need a reasonable computer, and a higher resolution screen will give higher resolution images. You don't need to have a steering wheel or pedals to do the rendering, I just used my mouse. After you get the application installed, go to the Account tab and select "Customize Paint Schemes" and then select "Customize Cars".

The next Sept is to select a car, if they don't have your car either you are out of luck, you can pick one that is close to yours, or for about \$10 you can buy cars not in the free section. To look at the cars that you can purchase go the "Store" tab. After you select a car move to the lower section and to the right are multiple paint scheme designs. Pick the design that you like and then start trying different colors.



You can change colors of the paint, wheels and the number plates. There are up to three colors that can be manipulated. To change the paint pick on one of the colors in the "Swatch Pad" then click on the circle in the color ring to change the base color and use the circle in the square shape to change the hue of the color. Note that if the circle in the square hue box is at the top you will always get white and if it is at the bottom you will get black. After selecting the base color, select the second color, and adjust it to your liking, then do the same with the 3rd color.

After you complete the body paint scheme move to the car number and make changes to get something you like. The final thing to do is to select the wheels, you can change the color and finish of the wheels. If you don't need a higher resolution image, you can stop here but remember to save your design.

If you want a higher resolution rendering, then you will need to take the next step. Go to the video in the help section that will give the steps to render the car. The video is in the "Help" menu. The video has a few shortcomings, and here are a few tips that might save you some time and frustration. First, after starting testing, you need to set up the steering and pedals. If you don't have a steering wheel, just selected the mouse as the control input. After the testing application loads, click on the "Test" button at the top, you will end up in the pit lane. You then need to hit the "Esc" key for a while to get to a static display of the car to allow you to manipulate the view/camera. To get into the camera control panel push the "Ctrl + F12" key. This will bring up the camera dialog box. After the box comes up go to "AimType" and select "Static" you can then play with the controls to move the camera around. The Offset and Vanish controls are the most useful. After you get the view you like do a screen capture of the image by pushing the "Print Screen" button on your keyboard, you can then paste the image into almost any application, like Word or a paint program.

If you want to create a design that is not supplied with iRacing you can go to the next step and use the template provided by iRacing with Photoshop to create almost anything you can think of.



Template for creating unique designs

To get more info on how to modify the template and to use Photoshop, you can find a lot of good videos on YouTube to help.

Happy rendering.

CSR Update Constant Contact

SpecRacer Ford CSR Update

BY BRUCE RICHARDSON

New Multi-Part Nose - A new modular nose is now available for your SpecRacer. This new design will allow the replacement of sections of the front end to simplify repairs. The modular nose is currently available in a 4 or 6 part configuration. The 6 part version has a 2 part fender with a joint at the top of the fender. The current one-piece design will not be obsolete.



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180085 FENDER, SPLIT, LH REAR W FENDER WALL \$460.00

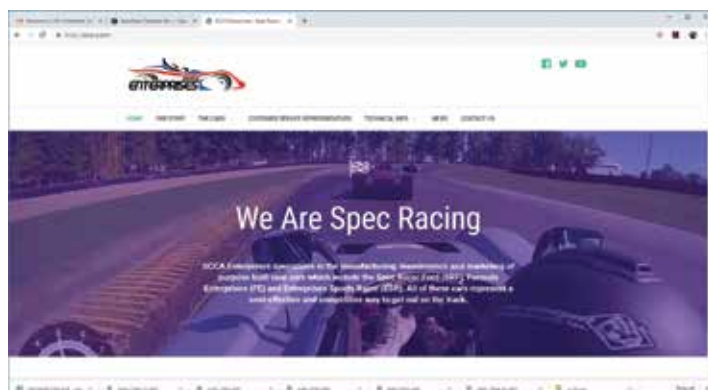
180086 CENTER REAR W RADIATOR INTAKE \$791.00

180087 RADIATOR INTAKE (replacement) \$222.00

180088 FENDER WALL, RH (replacement) \$159.00

180089 FENDER WALL, LH (replacement) \$159.00

New SCCA-E Website - Enterprises has a new website, it includes great information and it looks cool. Also, check out James Chartres he is featured on the "Cars" and "Spec Racer Ford" pages.



Sway Bar Upgrade - Mike

at Enterprises has a great new part to make sway bar adjustment easier, a double nut. The double nut allows the use of just one wrench to make bar adjustments. The part can be purchased from your local CSR or at the AccelRaceTek website. The cost of the "Sway Bar Double Nut" is \$14 each. To order online click the button below.



New Bump Stops

The new shock bump stops are now available. These are replacements for the Penske ones and are optional for this year. Next year you will need to run these or no stops. The stops are available from you CSR.

SCCA-E Pro Racing Update

SRF3 & FE Pro Races for 2019 - The Pro races for the SpecRacer and FE have been finalized. The dates for the Pro races are:

July	26-28 @ VIR,
September	13-15 @ Sebring, and
November	13-16 @ COTA

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STANDING

THUNDERHILL REPORT

BY DAVID VODDEN

June begins the summer doldrums at Thunderhill with the beginning of the summer heat, the slumping schedule that results and the annual "Shannon goes crazy" social media outreach where we offer discounts for track rentals claiming that our General manager has gone mad. It has become an annual affair, the heat that is, which can be hot but is most often not. If it were hot everyday the area would make the news for some debilitating heat wave where old people and the impaired would all have to stay indoors. It is not, of course, but we always remember the worst and extrapolate it over whatever we want in order to make a point or avoid doing something. Come to Thunderhill Park in the summer of 2019 and test this claim. You will enjoy the property and the area and the rural agricultural community.

Days of interest in the June-summer of 2019 include: Teen Car Control Clinic on Sunday June 23rd; Motorcycle open track days on the 15, 16, 17, 22, 23, 24, 28 and the American Federation of Motorcyclists on the weekend of June 29-30. We will also have California Super bike School here on the two-mile track; Stanford University on the three-mile and skid pads; and the Sacramento Auto Cross here on the big skid pad on the 22nd and 23rd.

The recent North Bay Corvette auto cross group that was here for the first time recently had seventy entries and raved about the pristine asphalt surface as has the Sacramento auto cross contingent. Someday the Bay Area Auto Crossers will come here and feel the same way. This group currently frequents Crows Landing which, when last I was there, was not nearly as nice of surface as we have. Some day for sure. You watch. Drifting will also occupy the big pads with Bay Area Drifting there on the 15th. Road racing go-karters will tackle the 2-mile track on the 29th along with NISSAN the day before. The good news is by the time you are reading this, there will be many more events on our tracks and pads in the remaining days of June and the traditionally warmer days of July. Love the heat! Was so tired of the rain.

SCCA Rally Cross leaders have chosen September 22nd for their first big SCCA Rally cross event. If you have been reading about Rally Cross in Sports Car or just want to play in the dirt with your Subaru or SCCA Miata anything, reach out to Sanjay at: fastfijian@aol.com. Ask him how you can participate or help out or whatever. This will be the first of many Thunderhill Rally Cross programs. It should be reported in Sports Car magazine as a new rally cross event that we all hope leads to a National Rally Cross Championship point meet in 2020. You could become famous!

The wind generators have been spinning away up here along with the 700 plus solar panels. We are a regular power energy generating field. Have you noticed that Thunderhill is one of the only racetracks where you play that has copious numbers of electrical outlets for all to use? I did when I tried to find a plug at another track. You can find them but you might get into trouble if they find you. Just glad that we can provide such services to all who come to our property to enjoy a weekend or weekday. Then there is the big generator deal that we can all plug into, not! I could not plug in.

The movie, Racing in the Rain by Garth Stein and produced by Patrick Dempsey will hit the silver screen soon if not out by the time you are reading this. The movie stayed true to the role of the star, Enzo the dog but was not shot at the track that was featured in the book, you guessed it, Thunderhill Park. Stein actually ran at Thunderhill Park and his descriptions of the landscape driving out to our track and the track itself were accurate. We tried to reach out to Dempsey who has raced here but were unsuccessful. As a result, the movie was filmed in Canada at what I guess is Ron Fellows place up there. The book plot was more for dog lovers than racers but since Dempsey is a racer it will be interesting to see what the screenplay did to the book plot. I hope it is good. Another movie based on Carroll Shelby titled "Ford v Ferrari" looks like it might be interesting. Christian Bale and Matt Damon play Ken Miles and Shelby respectively. I have been told that it is awesome but I have a hard time believing that any racing movie is awesome based on previous contenders. Folks say that the Cinerama production of Grand Prix was the best. I saw it at the Cinerama theatre in Hollywood and, while it was good and had good star quality with James Garner and Paul Newman, the story line was trite and not really much when it comes to what makes a movie "awesome." I would give the current Formula One presentation on Netflix an awesome rating as well as the Ayrton Senna piece that was done honoring his life.

Go to the movies and let us know what you think. Better yet, go to the races and enjoy the sensory overload. Do this at Thunderhill Park this summer so that Shannon does not go mad for real.



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Lotus Elise, SM, Boxster S
Vacaville
707-724-9250
dietschwerks.com
rob@lotusraceshop.com

OFF LINE RACING

Morgan Hill
SM, ITA, ITX
Ali Naimi
408-679-7143
ali@OffLineRacing.com

TED ARKEN

San Jose
408-286-5060
DSR
Ted47dsr@sbcglobal.net



GROUND CONTROL

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Spherical Bearing Kits
Racing Sway Bar Sets

530-677-8600 M-F 9-5 PST
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Classified Advertising in The Wheel is a service provided to the membership by the SF Region. Ads are free for members. Ad should be 75 words maximum and may include a photo. Ads will run for three months, after which time they shall be removed. They may be resubmitted. Submit your ad by email to editor, Blake Tatum: wheel@sfrscca.org

OPEN WHEEL AND SPORTS RACERS



A-MAC AM-6 P2/DSR. Chrome moly tube frame. Yamaha R1. Penskes. Tall/Large driver friendly. Easy to drive - Fast and predictable. Easy to maintain by yourself. 5 wins, multiple podiums including 2018 Sonoma Major in P2. Numerous spares available. Wired for GoPro Hero3/3+ to power camera without need for batteries. Excellent for P2/ Solo/Track Days. \$12.5K Car, \$14K Car + Spares. Details at <https://tinyurl.com/y9rrtrnj> Eric O'Brien ericdsracer@gmail.com 408-497-3946



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

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



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

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



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



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

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



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



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



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



1991 Spec Miata. Recently completed 1991 Spec Miata. NASA and SCCA logbooks. New or rebuilt parts throughout. 2 races since build. Never damaged or wrecked. Motor is low mileage JDM motor with professionally done head, balanced injectors, new ignition wires, exhaust header cleanup done. GREAT dyno numbers! (sheets available). New Koyo radiator, all new hoses, all new or only lightly used suspension bushings shocks, links. Torsen 4.30 diff. New racing clutch, T/O brg, pressure plate. SMI OP/ WTgauges, AFR gauge. Brand new Stroth 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 & 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 225/50R/15 with 15x7 phone dial wheels. Magnaflow muffler and resonator. IO Port and Simpson nets. All interior parts included. \$8,500.00 Tim @ 530-512-5020 tdran1970@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 Gjedstedt 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 1704



Two BMW E36 IT-prepared rollers for sale, one with some front end damage. Complete race-ready drivetrain for ITS 2.5l and complete drivetrain for ITA 1.8l available, prepped to IT limits and chipped. Aggressive limited slips for each. Fully built suspensions. 2002 ITA 3rd place SFR region championship car. Make offer. banta@racer.net, 650-472-1486 www.fizzball.com/bmw01 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 Runoff's. Top 10 at the Runoff's. Stored since. Great spares. 3 sets of wheels. Drago motor. Will part with 24ft fully load 2012 TPD with every option as package. 18K for car + spares. 35K for both. Email for build sheet for trailer or more info on car. Located in Pleasanton. Barrettilley@hotmail.com 1701

TRAILER/TOW



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



2007 Pace Shadow Ramp Stacker, Bumper, Pull 3 Dexter 6k axels, all wheel brakes, 25 ft box, 5 ft tongue, Double side doors 58" 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 1810

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

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

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

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 feed-back 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



Pre-listing purchase opportunity: 8579 Mortenson Lane, Fair Oaks, California Location, location, location! Beautiful 4,000 sf executive home, pool, spa, 3 car 780 sf attached garage with 10 ft. ceiling, 400 sf detached garage/shop both fully insulated. Home sits on 1/2 acre, quiet 4 lot cul-de-sac in Fair Oaks. Features (2) RV access (east and west). Lots of natural lighting, high ceilings, stunning entry, spiral staircase, oak throughout, 4 bedroom, 3.5 bath, large kitchen, nook, 2 second floor decks, exercise/office/multipurpose room, loft, dining, living, family rooms. Massive amount of storage. Excellent schools. Walking distance to the American River Parkway, Sailor Bar Park with cycling, running/walking trails. 1.5 miles to Lake Natoma; swimming, sailing and paddle sports. Minutes from Hwy. 50, less than 2 hours to Thunderhill, Sonoma, South Lake Tahoe and the Bay Area. Fair Oaks Village offers restaurants, brew pub, shops, outdoor concerts, and Amphitheater. 15 minutes to Mather Field (MHR) for private aircraft, 40 minutes to Sacramento International Airport (SMF). Must see! \$1.15M Contact Ritchie at: Rhollingsworth@ltk.com or 916.531.5968

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

HP full race engine. All the good stuff. Email me for a complete description. No reasonable offer refused. Ray Hiatt. 11HPrrhiatt@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, show-room, conference rooms and more available for the right business partner. Ideally located in the center of over 700 days of activity that can feed your business. \$1.00 per square foot first year offer. Move in now. Call for more details but do not wait. This is a once in a life-time offer to locate your business in the best possible venue for expanded sales and growth. Contact: David Vodden 530-934-5588 Ext 101 or e-mail todvoden@thunderhill.com

SHOP/STORAGE SPACE

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

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

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

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

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

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

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

GET ON THE TRACK

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

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

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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.

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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

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
11771 Foothill Rd.
P.O. Box 350, Sunol, CA 94586
925-890-3555



A+ Racing Spec Miata Rental, Service and Support. We have over a dozen Spec Miatas to suit your needs. All of our cars are designed to be Safe, Fast, and Reliable. We race what we rent so you know all of our cars are ready to win. Beginner rates start at \$550 a day and Racer rates start at \$700 a day. Discounts for multiple days and multiple cars. Includes, Track Support, Competition Tires and Fuel. See us at www.aracing.org Contact Al Angulo at 530 277 6311 or alanguo530@gmail.com

Auto Spa Racing Service - In our 25th year, still located at Sears Point / Sonoma Raceway , continues to provide our customers with full service race car fabrication , restoration and trackside support . We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment , transaxle service or any

fabrication project you might have . We can now offer race car storage , long or short term. Call Steve 707 938-8727 , auto-spa.com

Mazda Miata Rentals
Good Times Racing- Ron Carroll and Donna Gilio. We have front running, winning Miata's for rent for all SCCA and Nasa events, SMT SM ITA ITX PTE. Arrive and drive with full support, coaching also available.
Contact Ron 530-210-3848 recmotorsports@gmail.com or Donna 775-781-3385 racecarbetty5@gmail.com

Diamond FORMULA CARS 916-801-9728
scott@diamondformulacars.com
www.diamondformulacars.com
Formula First ITA Mazda Rx7

Formula First race car for rent for SFR drivers school and select regional races. The car is very well prepared and ready to go. It will fit large/tall drivers. It has a full GPS based data system and cameras onboard for driver development. Take advantage of my 35 years of racing experience to help you learn, or fine tune you're driving. Call Scott 916-801-9728



SPECRACER RENTALS & SUPPORT:
AccelRaceTek has fast cars for rent and offers great arrive and drive trackside support. Rental cars are well maintained and have the latest upgrades. Trackside support includes more than just getting your car to the track, we will help you get faster. Our attention to detail and experience will give you a competitive advantage. Our rigorous service and preparation results in reliable cars, we don't have any DNF's due to poor maintenance. AccelRaceTek is now the SFR CSR and can support any SpecRacer driver with parts and support at the track. www.accelracetek.com. Bruce Richardson @ (408) 499-7266 or brichardson@accelracetek.com 1607

LOTUS ELISE RACE-CARS FOR RENT
Arrive and Drive, track prep and storage. Dietsch Motorsports has race cars available for Drivers School, Club Racing and testing. Runs in T3. Can run in other classes. Full season rates and the car is set up for you. Boxster S and Miata also available. Cars are located at our Vacaville race prep facility.
707-724-9250;
rob@lotusraceshop.com
<http://dietschwerks.com> 1502

MADZA MIATA RENTALS ITX/ITA/SMT, NASA events including SM/PTE & HPDE, prices start at \$350/day, Top cars, professionally prepared. 530 318 1943 ohmygodracing@etahoe.com
www.ohmygodracing.com

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

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

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JOBS

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

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ATTENTION

Attention Any FV Owners
If you have a FV racecar sitting in your garage, shop, barn, carport, etc. please consider selling it. Too many cars are sitting in garages and not being raced. This is not an appreciating asset having it sit is only making it worth less. If you are not interested in selling it consider racing it. Remember how fast you used to be. Giving up racing is like admitting you are old. Please call Blake Tatum if you need help 209-403-2452

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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P1 Track Record Perry Richardson

P2 1st Tim Day

P2 3rd Perry Richardson

P2 Track Record Chuck Bona

FB 3rd Mark Nixon

FB Track record JR Osborne

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FA 3rd Graham Rankin

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