



The wheel[®]



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



2019 SFR Championship
Road Racing Series
Regional Races 3 and 4

p. 10

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Above #82 James Chartres

On the cover- #13 Sicheng Li and #48 Steve Meyer both photos by Ron Cabral

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

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CALENDAR

UPDATED 2019 FRESNO CHAPTER SOLO SCHEDULE

Event 5 - **May 11***

Event 6 - **May 12***

Event 7 - **June 8***

Event 8 - **June 9***

Event 9 - **July 13***

Event 10 - **July 14***

Event 11 - **November 9***

Event 12 - **November 10***

*Held at Fresno Fairgrounds

**Joint event with SFR at Crows Landing

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

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

SACRAMENTO SOLO SCHEDULE

May 18 - Round 5

May 19 - Round 6

June 22 - Round 7

June 23 - Round 8

July 13 - Round 9

July 14 - Round 10

August 17 - Round 11

August 18 - Round 12

September 21 - "Bill Fleig Memorial" Enduro Practice

September 21 - "Bill Fleig Memorial" Enduro

All Races held at Thunderhill Raceway

Sacramento Awards Banquet - Del Web Roseville

SFR SOLO SCHEDULE

May 18**

May 19**

June 9*

August 3* - Round 9

October 6* - Round 11

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

November 3**

November 16** - Practice / Starting Line

November 17**

***Marina**

****Crows Landing**

2019 SCCA-SANCTIONED CONCOURS D'ELEGANCE

Sunday, June 23

Coyote Creek Concours d'Elegance

Coyote Creek Golf Club

Morgan Hill, CA

(408) 217-8097

www.coyotecreekconcours.com

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

Sunday, July 21

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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Jason Hohmann

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RATES

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

2019

2019 SFR/SCCA RACE SCHEDULE

MAY 9-12

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

MAY 11-12

REGIONAL 5-6. THUNDERHILL

JUNE 1-2

DOUBLE REGIONAL 7-8 WEATHERTECH RACEWAY LAGUNA SECA

JULY 6-7

DOUBLE REGIONAL 9-10 SONOMA

JULY 25 - 28

HOOSIER SUPER TOUR WEATHERTECH RACEWAY LAGUNA SECA + TEST DAY

AUGUST 10-11

PRE-REUNION. WEATHERTECH RACEWAY LAGUNA SECA**

AUGUST 15-18

REUNION. WEATHERTECH RACEWAY LAGUNA SECA**

AUGUST 31-SEPT 1

DOUBLE REGIONAL 11-12 WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 12-15

IMSA. WEATHERTECH RACEWAY LAGUNA SECA**

SEPTEMBER 19- 22

INDY CAR. WEATHERTECH RACEWAY LAGUNA SECA.**

OCTOBER 25-27

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

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I had the opportunity to attend the National Time Trials at Thunderhill which were held the second weekend in April on the two mile West Course. This event was sponsored by National with Reno Region and SFR sharing some of the responsibilities. Reno Region has been holding Time Trials for several years but this was new to SFR and a learning experience for me. Jon Krolewicz was the key person from National who directed the event and Bob Tunnell served as the Comp Director. I hope they enjoyed it as much as I did. It was great to talk with some of the drivers and getting their input on the various formats available for Time Trials. There were about about 50 entries, beautiful weather and I think everyone had a pretty good time. What added to the enjoyment was at the end of day, everyone sat down together for great chicken, grilled by John Burchart, with all the trimmings. Talk about food, Mona Gilbert outdid herself with taco lunches on Saturday and delicious pulled pork sandwiches on Sunday for everyone. My take away from this experience was that unless SFR is able to clone all the Reno Region folks and their equipment, we're not ready to develop our own Time Trials Program. I greatly admire what Reno has done and it is in the best interest of SFR to publicize and support their events. If you want to know more about Time Trials, there's an excellent article in the May issue of SportsCar by Philip Royle titled "Attack the Track" in which he writes about the "blast into 2019 with SCCA's reinvented, reimagined and ridiculously fun National Time Trials program."

It's with great pleasure that I can announce that we have hired a new Business Manager for our Region office. Many of you have met her—Younna Zalzal is very active in the Bay Area Solo program. She has experience as an accounts receivable specialist, an account manager, quality assurance, and customer support. Her later roles were all in QA, working for various companies but with a strong focus in web QA at eCommerce companies. She's leaving a social networking company (not Facebook) for SFR SCCA and considers this to be a wonderful change. Youmna was raised in Brooklyn, where she learned to drive. But it wasn't until she moved to California 10 years ago that she bought her first car. She started with a Miata and spent some time with a marque club. About four years ago she dipped her toes in the SCCA pool. She wrote, "I've been an SCCA member for just about four years, and have been given tremendous opportunities to work with the community to learn to driver better and more competitively and to meet other racers across the country. I was honored to be named one of the Wendi Allen Scholarship Fund winners in 2018 and attend my first Nationals as a result. I also attended my first SCCA National Convention this year, via the SCCA Ascenders program. Having learned a tremendous amount and having enjoyed the events as much as I did, I hope never to miss another Nationals or the Convention. I'm looking forward to growing with the Region in my new role." And she competed in the Time Trials at Thunderhill earlier this month.

Younna will be at the Thunderhill Double Regional May 11-12 to meet the troops and starts work on Monday May 13. She lives in the South Bay but will be in the Region office 3 days a week and working from home the other two. Nan Mendes will continue to be in the office

in Willows. Sherry Grantz will help Youmna learn the ropes, but she will soon be able to officially retire after 16 years of great service. Hopefully we'll continue to see Sherry at the track since she frequently volunteers to work T&S.

Thinking ahead—I don't know if any of our F&C folks plan to go back East for the Runoffs at VIR Oct. 8-13, but we've had an email blast from the Flag Chiefs of the Atlanta Region who are faced with Petit LeMans the same weekend at Michelin Raceway Road Atlanta. They are concerned about not having enough F&C folks to staff Petit LeMans. So if anyone is interested in going to Atlanta, please let me know and I'll pass on the contact information.

On a personal note, as soon as I send this column off to Blake, Editor of The Wheel, I'm putting on my traveling shoes. I leave for two weeks vacation in Greece, so regretfully I'll miss the Trans Am/SVRA race and the Double Regional at Thunderhill the second weekend in May. So my next race event, will be the first weekend June Double Regional.

Til next time, your RE. Barbara



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Sherry Grantz having fun at the race track

Every organization has that one go to person that knows the ins and outs of the operation. We have all seen it, the person that knows the history behind every change. The person that knows who caused a certain policy implementation. The person that could tell you what the organization did last year as well as what they did five

years ago. They can tell you who got things done and who caused more work than they were worth. This person is usually not the boss or the face of the organization but is usually one layer down from the top. When everyone is stumped on what to do they go to this person for the answer. It is the person the boss or owner sends everyone to answer the hard questions. The San Francisco Region of the SCCA has such a person. This person is the regional manager Sherry Grantz.

Sherry came to work for the region right when the Spec Miata craze was at its infancy. She saw to it that 70 Miatas were able to run as a support race for the CART race at Laguna Seca. When road blocks or regulations said it could not be done she figured out how to make it work. The 70 cars at the CART weekend put the San Francisco Region of the SCCA on the map.

Sherry is also the person who further developed our presence on the internet after original webmaster, Bob Stegall, passed away. She worked and refined our internet presence through multiple iterations of web pages and web-based software. She is the reason we have the user friendly web page we have today. She knows the story behind all the volunteer

programs and can tell you the requirements of all of them from pure recall. Sherry knows all the vendors, all the track personal, and most of the drivers. She can tell you why certain run groups don't run back to back, she can tell you why certain run groups get the early morning and late afternoon time slots, she can tell you why

and who is behind the strict sound requirements of Monterey County, she can even explain why we have fifteen minutes between races at all of our events. The last 17 years of SFR are firmly etched in her mind.

Unfortunately for the Region, Sherry has decided that after 17 years it is time for her to end her run as the San Francisco Region Manager. She is ready to turn the job over to someone else. The Region was lucky because the stars aligned for us when we hired Sherry. Prior to her job with the SCCA she worked in the tech industry in the heart of Silicon Valley. She had grown accustomed to the layoffs and constant movement that the industry is so famous for. She accepted that the traffic in the Silicon Valley was always going to be part of her life. Being part of the tech industry meant long hours and sometimes short stints at the company you were working for. Loyalty was something your pet had. It all changed when the Twin Towers were attacked. The entire tech industry took a nose dive. Suddenly instead of temporary layoffs thousands of people were out of work with no signs of employment in the near future. With two daughters in college things were looking bleak.

Fortunately for us, the region was looking for a new region manager. Sherry was already very active in the solo community. She loved to autocross, in fact she had a Chevrolet Camaro that was an excellent Autocross vehicle. Through her Autocross association she got to know Leslie Berry and RJ Gordy. Leslie thought that Sherry would be perfect for the job, when Sherry informed RJ Gordy that she was interested in the job RJ responded "You're kidding, that would be great". After a series of interviews Sherry was hired. The job as a region manager came at the right time for Sherry. She had a pinch me moment when she realized that she was going to be able to combine her excitement for driving cars into a full time job and to top it off her office was at the race track.

Sherry's interest in Auto Racing started when she decided she wanted to do something fun. She was single with two daughters and the options were limited. She really liked her Camaro and she really liked to drive it fast. When she discovered Autocross it was the perfect marriage. Soon she was dragging her two daughters to Autocross events and having a great time. Naturally driving the cars soon turned into hanging out before and after the events with her fellow



Sherry completing in a Solo event borrowing a friend's car

CONTINUED ON PAGE 20

148 drivers come out for Round 2 of SFR Solo II

Photos by Paul Tibbals

Crows Landing

By Ryan Panlilio

2-24-19

Crows Landing hosted the second SFR Solo II competition of the season on February 24, 2019. One-hundred forty-eight drivers came for a course designed by Matt Ales. The event was co-chaired by Jimmy Au-Yeung.



Howard Yang took second in S2 in a 2018 Alfa Romeo Giulia.

Matt Ales took first place in ST1 in a 2003 BMW M3 (STU). Praneil Prasad came in a very close second in a 2016 Mazda Miata (STR). James Laeno rounded out third in a Mazda MX5 (STR). Carole Zepeda ran uncontested in ST1-L in a '17 Ford Focus RS (STU).

ST2 saw William Marlow in a 1990 Honda CRX (STS) take the top spot. Eileen Blando, in a '90 Miata (STS), took second, while Matthew Ouellette took third, also in a '90 Miata (STS). Richard Rozporka took fourth place in a '02 Subaru Impreza WRX (STH).



Gary Ratliff took fifth place in M-class in a 1969 VW Beetle.

Larry Sharp, in a '16 Focus RS (ASP), finished in first place in STM. Daniel Marien was a distant second in a '17 WRX (ASP), while Jourdan Risoen was right behind Marien in third place in a '02 WRZ (ASP). Ali Rafie finished fourth in a '05 MBW M3 (SM), while Will Conrad took sixth in a '14 Fiesta ST (SMF). Ross Thompson, in a '13 Scion FRS (SM) took sixth place.

Ryan Jones ran uncontested in STP in a '16 Ford Mustang.

The Tsang brothers, Mack and Justin, finished 1-2 in STX in their '13 Subaru BRZ. Erik Acks rounded out third in his '13 BRZ. Monica Huang ran uncontested in STX-L in a '13 BRZ.

Richard Quinonez took the top spot in SSC in a '13 FRS. Ed Runnion was nipping at his heels in second place in a '16 FRS, while Dennis Quilantang took third in a '13 BRZ.



John Machado finished in third place in M-class in a 1979 R & D Special.

Karlton Lew, in a '06 Corvette Z06 (-S), finished in first place in CAM class. Sean Breese took second in a '89 Corvette (-S), while Manuel Ruiz rounded out third in a '70 Camaro (-T). Troy Jennings finished in fifth place in a '18 Mustang GT (-C).

Ben Martinez took the top podium spot in Modifieds in a '84 Van Diemen (CM). He was followed by Jake Obniski in a '17 Evocet (EM), while John Machado took the last podium spot in a '79 R&D Special (FM). Maury Green finished seventh in a '05 Loco S7 (AM).

Dwayne Komush ran away with the top spot in Prepared class in a '82 Starlet (DP). He was followed by Robert Marcy in a '73 Datsun 1200 (DP), with Darrel Lunge rounding out the top three in a '75 BMW 2002 (DP). Larry Anderson finished fourth in a '12 Dodge Challenger SRT8 (XP). Deanne Caraballo ran uncontested in a Prepared-Ladies in a '82 Starlet (DP).

Alex Muresan, in a '11 Porsche GT3, finished in first place in S1 (SSR). Monty Pack took second in a '18 Porsche GT3 (SS), with Joe Weinstein taking third in a '16 Porsche Cayman GT4 (SS). Shelly Monfort, in a '07 Corvette Z06 (AS), finished in fourth place.



John Zhang, in a 2008 Ford Crown Victoria, finished in 17th place in S2.

S2 was led by Justin Moore in a '06 Cayman S (BS). Howard Yang was a distant second in a '18 Alfa Romeo Giulia Ti (DS), while Lloyd Feaver was nipping at Yang's heels in third in a '97 BMW M3 (DS). Steven Smith finished in sixth in a '08 Lexus ISF (FS). Kristen Moore took first place in S2L in a '06 Cayman S (BS), while Pamela Schroeder came in second in a '06 Ford Mustang (FS).

Alex Kang bested co-drivers Tony Rodriguez and John Hunter in S3. The trio finished 1-2-3 in a '03 Toyota MR2-S (ES). Andrew Kessel finished fourth in a '16 Mazda MX-5 (CS).

Rob Luis, in a '11 Mini Hardtop (HS), took the top spot in S4. Luis was followed by Al Andersen in a '16 VW GTI (GS), while John Subosits rounded out third in a '08 Honda Civic (HS).

James Yom took first place over co-driver Hung-Jen Hung in SMP. Yom and Hung split time in a '14 Nissan GTR (SSP). Isaac Acks took third in a '06 Mitsubishi Lancer Evo (SM). Yang Moua finished fourth in a '89 Honda Civic (SMF), while Darrell Moskowitz took sixth in a '94 Honda Prelude (DSP). Jakub Petro finished seventh in a '02 Mustang (ESP).



Steven Smith took sixth place in a 2008 Lexus ISF.

Tsang brothers' hold on STX broken

Photos by Ric Quinonez and Paul Tibbals

Marina

By Ryan Panlilio

3-19-19



John Subosits' 2008 Honda Civic shows a ton of body roll on his way to third place in S4 group.

Round 3 of the SCCA's SFR Solo II event headed back to breezy Marina Airport on March 9, 2019. There were 96 competitors for a course designed by Brian Duddy. The event was co-chaired by Ed Runnion and Donald Lew.

Monty Pack, in a 2018 Porsche GT3 (SS), took the top spot in S1. Joe Weinstein came in second in a '16 Cayman GT4 (SS), while Carl Winkler rounded out the top three in a '15 Cayman S (AS).

S2 was led by Glenn Austin in '05 Nissan 350Z (DS). Austin was followed by Howard Yang in a '18 Alfa Romeo Giulia (DS) in second place, while Eric Lam took third in a '18 Camaro (BS). Eric Liu finished in fourth place in a '16 BMW M235i (FS). Melissa James ran uncontested in S2L in a '13 Subaru WRX STI (BS).



Glenn Tozier does a little 3-wheel motion in a Ford Fiesta ST for fourth place in S4.

Ryan Cirillo took the first podium position in S3 in a '03 Toyota MR2 (ES). Nipping at Cirillo's heels was co-driver Youmna Zalzal in second place. Arvind Govindaraj finished in third place in a '16 Mazda Miata (CS).

Yongzhe Wen led the hot hatches in S4 in a '13 Ford Focus ST (GS). Al Anderson came in second in a '16 VW GTI (GS), while John Subosits finished third in a '08 Honda Civic (HS).

Dhiraj Jadhav, in a Subaru BRZ, took the top podium spot in SSC. He was followed by Ricardo Quinonez in a '13 Scion FRS, with Bill Charron coming in third in a '15 BRZ.

Justin Tsang led the STX class in a '13 BRZ. He was followed by Glen Anderson in a '14 BRZ, while Erik Acks took third in a '13 BRZ. Monica Tsang ran uncontested in STXL in a '13 BRZ.

Classic America Muscle (CAM) was led by Troy Jennings in a '18 Mustang GT (-C). Glenn Bennett, in a '16 Mustang GT (-C), came in second, while Kim Jennings rounded out third in a '17 Mustang (-C).

Jake Obniski took the top spot in M-class in a '17 Exocet (EM). He was followed by Greg McNair in a '72 Crossle Super V (CM), with Gary Ratliff in third in a '69 VW Beetle (EM).

Isaac Acks handily took first place in SMP in a '06 Mitsubishi Lancer Evo (SM). Justin Tang, in a '86 Nissan 300ZX (ESP), took second, while Darrell Moskowitz finished third in a '94 Honda Prelude (DSP). Hung-Jen Hung finished fourth in a '14 Nissan GTR (SSP).



Connor Lydon took seventh place in STM in a 1999 BMW M coupe (CSP).

ST1 was led by David Peterson in a '16 Mazda MX5 (STR). He was followed by James Laeno in a Miata (STR). Aaron Topal rounded out third place in a '07 Honda S2000 (STR). Finishing in fourth place was Paul Tibbals in a '06 Subaru STI (STU). Rena Cruz barely eeked out first place in ST1-Ladies in a '07 Honda S2000 (STR). Carole Zepeda came in second in a '17 Focus RS (STU).



Randy Krider took the top spot in ST2 in a 1989 Honda Civic Si

Randy Krider finished in first place in ST2 in a '89 Civic Si (STS). Krider's co-driver Jason Hammond came in second, while Eileen Blando rounded out the top three in a '90 Miata (STS). Richard Rozporka finished in fourth place in a '02 Impreza WRX.

Tim Lydon, in a '99 BMW M3 (CSP), took the top podium position in STM. He was followed by Larry Sharp in a '16 Ford Focus RS (ASP), with Cliff Fong in the last podium spot in a '93 Honda Civic (SMF).



Chris Carini took eighth in STX in a 1991 Nissan Skyline GT-R.

2019 SFR CHAMPIONSHIP ROAD RACING SERIES REGIONAL RACES 3 AND 4

SFR's Double Regional Races 3 & 4 at WeatherTech Raceway Laguna Seca had dry but cool and breezy weather. No fog, no rain and an adequate turnout. The smallest group - Group 2-Wings and Things - had ten cars, while the usually anemic Group Four had 14 entries with more FF's than FC's, plus one brave FV. Three groups had more than 30 entries, so things are looking up. Due to the packed schedule and the very strict sound windows, there were no Victory Laps. Sound also dictated the order of the races, which was not chronological.

The morning cloud cover played havoc several groups, producing lots of almost-too loud sound readings. And as things brightened up, so did the outlook from the Sound Shack. The sliding sound windows made for careful scheduling to keep the cars within compliance. Saturday's races were 20 minutes, and Sunday's were 35 minutes.

Group 2

First Race



#15 Frank McCormick in a Pro FM and #67 Bill Weaver in a Star Mazda



#46 Jason Pettit

This was the smallest group of the weekend, with 10 cars for a group of 12 classes. All ten qualified and raced, with all finishing on the lead lap. Bruce Brown/No.62 P1 Stohr had the pole, but was quickly passed by John Manfroy/No.8 P1 Dauntless Stohr. They kept those respective positions for the full 14 laps. Manfroy had the fastest race lap of 93.988 mph, the fastest of the day/weekend. Third was Jim Mali/No.38 FA Pro Mazda, who had a nice race/dice with Vasili Stratton/No.26 ASR Wolf. Stratton set one of two new Track Records in the race - 1:26.995 for ASR. The other new Track Record was set by veteran open-wheeler, Jim Devenport/No.23 FE2 - 1:29.367. Kevin Mitz/No.13 ASR Stohr was the raciest, gaining and dropping positions every couple of laps. He finished sixth

Class Winners:

P1-Manfroy; Brown

FA-Mali; Michael Whelden/No.2 Fast Forward; Frank McCormick/No.15 Pro Mazda

ASR-Stratton; Mitz

FE2-Devenport/No.23 P1 SCCA Enterprises

Group 3



#79 Mitch Marvosh

The Thumper group, which had no GT1 entries, was first up Saturday afternoon, with a 20-vehicle starting field out of 26 entries. It was mostly bright as the clouds were clearing and letting the sun shine through. Brad McAllister of Oregon had the pole in his No.4 GT2 Mustang and led every lap to take the win, turning the fastest lap of 85.40 mph. His Margin of Victory was 32.080 ahead of runner-up Fred Lind in his familiar No.07 SP Ford pickup, followed by Mitch Marvosh/No.79 GT2 Corvette.

The race was nearly incident free, and fairly processional, with many finishing where they started, and others finishing close to their grid position. Richard Pryor/No.27 ITE Camaro and Roland Kamber/No.74 RX7 came together in Turn 2 on the first lap. Pryor retired, while Kamber continued to finish second in EP, one lap down.

Roger Eagleton/No.21 AS Mustang set a new AS track record of 1:39.856. The top finishing novice was Charles Laster/No.23 ITE Camaro, finishing third in ITE.

Class Winners:

GT2-McAllister; Mitch Marvosh/No.79 Corvette; Mark Kibort/No.19 Porsche 928 SR

SP-Lind; Bruce Trenery/No.2 Acura

AS-Eagleton; Beau Borders/No.7 Mustang; Igor Gandzjuk/No.29 Mustang

ITE-Kevin Patten/No.17 Shelby GT; Lynne Griffiths/No.31 Mustang; Laster

EP-Wilson Powell/No.41BMW Z4; Kamber; Richard Apodaca/No.5 Miata

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#80 Jeffrey Pietz has a pack of FFs nipping his tailpipe



#88 Lyn Greenhill

Honda and Northwest driver, Geoffrey Fass/No.85 FC Van Diemen. Crone started eighth but got into fifth place by the first lap, first in class. She stayed ahead of them for five laps, before being passed by Horne. He continued first in FF to the end, finishing fifth overall.

Meanwhile, Fass

chased Crone until Lap 10 when he finally was able to pass her, for fourth in FC. Crone finished second in FF.

The single Club Ford, Ben Ford/No.57 Tiga, started and finished at the back, two laps down. There was quite the speed differential between him and the FCs, so the Blue Flaggers got to shine.

Vintage racer, Dalmo de Vasconcelos of Rio de Janeiro wanted to try out club racing so he joined SFR in 2017 and went through Drivers School. He started tenth overall and finished a lap down.

Class Winners:

FC-Li, Rodler & Jordanov

FF-Horne, Crone, & Brad Hayes/No.74 Piper Honda

CF-Ford

All nineteen drivers qualified, but only 17 raced. It was sunny, breezy and warm. Nine of the field were FF's, with seven FCs, and two Club Fords. A lone FV, Ron Wake/No.41 Mysterian, was entered but didn't run.

Denny Renfrew/No.11 FF Piper Honda pitted before the green flag and started last. Another driver, Jeffrey Pietz/No.80 FC Van Diemen, slowed and stopped before completing his first lap, and was towed.

Sicheng Li/No.13 FC, visiting from Cal Club, had the pole and led every lap. He turned the fastest race lap of 88.547 mph. Paul Rodler/No.68 FC Van Diemen started second, but Daniel Swanbeck/No.27 FC Van Diemen took the spot and held it for 10 of the 12-lap race until he faded, first to third and then back, to finish seventh in class, a lap down. Rodler regained second and took the runner-up spot at the Checkered Flag, 18.741 seconds behind the winner. William Jordanov/No.59 FC Van Diemen finished third, overall and in class. Lynn Greenhill/No.88 FC Van Diemen followed. There were no other incidents in the race.

Behind the top four finishers, all FCs, there was an interesting race between Courtney Crone/No.73 FF Piper/Honda, a Cal Club teenager who often races in SFR, and two other drivers - Chuck Horne/No.54 FF Swift/



#17 Doug Learned Jr.

This mixed bag of 17 classes had 40 drivers including late entries, with eleven classes actually have representation. Six of those eleven classes had one car each, while ITA had 15 cars. Twenty-eight of the field were Mazdas, mostly Miatas. Thirty-four drivers qualified and 37 started the race, with one no-show. All were SFR drivers, save Sean Lovett/No.199 ITA Miata, who came from Cal Club.

Igor Gandzjuk/No.29 SMG Mustang had the pole position, and held it for seven laps, before being passed in Turn 3 by Roger Eagleton/No.21 SMG Mustang, who had started third. Eagleton's gap ahead of runner-up Gandzjuk was 5.195 seconds. Beau Borders/No.7 SMG Mustang gridded second and turned the fastest race lap of 79.683 mph to finish third.

Ross Lindell/No.16 ITX Miata gridded 17th overall, but spun out on the first lap, ending up last. He remained near the back for the race.

ITA Miata drivers, Joseph Kou/No.6 and Lawrence Murdter/No.94 had minor body damage after hitting in Turn 5 on Lap 6, and then again in Turn 2. There were no other incidents after that.

There were eight first-class winners in the top 12 cars, and most drivers finished within two positions of their grid spot. Three drivers, Lorne Leibel/No.98 SMG Mustang, Tim Auger/No.07 STL Acura, and Tim Weaver/No.59 ITR Miata started and finished exactly where they were on the first lap - which was a variation of their grid positions: Leibel, Auger and Weaver.

Two New Track Records were set in the race: E30-Aristotle Balogh went 1:47.385; and SSC5-Tim Sullivan did a 1:46.434.



#2 Bruce Trenergy

Class Winners:

SMG-Eagleton, Gandzjuk, & Borders.

STL-Auger

ITR-Weaver & Wilson Powell/No.41BMW Z4

STU-Bruce Trenergy/No.2 Acura

E30-Balogh

ITS-Tao Takaoka/No.72 Miata

SSC5-Sullivan

ITA-Bob Bradfield/No.36 Miata, Kou, &Eric Fulkerson/No.51 Miata

ITX-Jon Parker/No.19 Miata, Rob Coneybeer/No.78 Miata, & Ryan Leshner/No.44 Miata

T4-Joe Rombi/No.107 Miata

GTL-Richard Apodaca/No.5 Mazda RX7



#29 Igor Gandzjuk, #7 Beau Borders, #21 Roger Eagleton



#95 Mark Hutchins leads a large group of SRFs into the Corkscrew

It was cold for this race at 9am Sunday morning. There were 33 entries, 30 qualified and 32 raced. The majority of the field were SFR drivers, with one each from Cal Club, Lone Star and Reno Regions. They had a split start. SFR's 2018 Rookie of the Year, John MacIntyre/No.22 SRF3 had the pole, while back in the smaller SRF field, Ken Woolley/No.41 had the pole, with Michael Woolley/No.24 was next to him. It was a family affair for the Woolley family, with Michael-Dad, Ken-son and Erich-son all racing SRFs. Erich, the youngest/teenager went through Driver's School this year. There were four Novices entered in the race, two qualified and three raced.

MacIntyre led every lap. It was a close finish, with Jonathon Allen/No.14 SRF3 only 1.760 seconds behind at the finish. Allen turned the fastest race lap of 80.870 mph as he charged from his 17th place grid spot through the field. Meanwhile, Bill Booth/No.57 was running second for nine of the 12 laps before Allen passed, relegating Booth to third. Joe Briggs/No.9 moved up from sixth to third almost immediately, where he ran until Allen passed him, and Briggs finished fourth. Brandon Lewis/No.66 ran fifth the whole race. Robert Sachs/No.35, who had qualified second, was eclipsed at the start and ran sixth for seven laps until he spun in Turn 2 and dropped back to 11th where he finished after another off.

Mid-pack was a tight battle for a large group. Spins and offs were happening all throughout the field, but it was a Green Flag race. Mark

Hutchins/No.95 SRF3 and Vince Balch/No.72 SRF3 spun.

Back in the SRF race, pole sitter Ken was beaten to the line by his Dad, Michael, but Michael spun on the first lap, and Ken passed for the class lead. Michael regained the lead and held on for the win, with Ken playing catchup. At the finish, it was Michael Woolley, Kevin O'Connor/No.91, and Ken Woolley.

After halfway the lapping began. James Chartres/No.82 SRF3 and Court Cardinal/No.88 SRF3 had contact in turn 5, causing Chartres to get squirrely. Later they had contact again in Turn 6, and Chartres ended up stuck in the gravel. Sean Sorrell/No.09 SRF went off in Turn 6 and stayed. Despite a spin in Turn 10, Sean O'Boyle/No.8 SRF finished as the top Novice, placing fourth in class. The last body contact was Alex Kwan/No.39 SRF3 and Michael Smith/No.64 SRF3 during a heated battle

Due to size and the close racing of this one-design class, there were more incidents than in any previous race run so far.

All finished, but the two drivers stuck in Turn 6, and of those finishers, 23 were on the lead lap, and the remaining seven were a lap down.

Class Winners:

SRF3-MacIntyre, Allen, & Booth

SRF-Michael Woolley, O'Connor, & Ken Woolley



#91 Kevin O Connor leads #11 Dave Shade



#39 Benjamin Cho mixes it up in the middle of the group seven field

This group of three classes of Miatas had 34 entries of tightly matched cars. Thirty-three qualified and thirty-two raced. All but two were from SFR, with two drivers from Cal Club. It was an active session. It was the first race of the day Sunday, bright and sunny but very cold.

Tommy McCarthy/No.23 SM had the pole and led the first seven laps. He was passed first by Tim Weaver/No.75 SM and then Tim Auger/No.07 SMT. McCarthy took the Checkered Flag in third place, and turned the fastest lap of 75.176. mph. However, post-race, Weaver, Auger and Rob Fuller/No.15-who finished fifteenth- were all penalized. Weaver and Auger were each penalized three positions in class for passing under yellow. Weaver was credited with second in SM, fourth overall. Auger came in third in SMT and fifth overall. Fuller kept his first in SSM class win, fifteenth overall position, but was put on two race weekend probation for avoidable contact.

At the start, Weaver was on the tail of McCarthy. Fuller and Doron Dreksler/No.70 SM had contact in Turn 2. Benjamin Cho/No.39 SMT spun in Turn 3; Ed Medlin/No.25 SM spun in Turn 3, pitted and retired; Novice Dean Hadley/No.76 SSM had contact in Turn 11 and spun; and Dreksler spun twice in Turn 3.

Weaver squeaked by McCarthy at Start-Finish on Lap 8, by a hair. McCarthy retook the lead in Turn 2, and then Weaver regained and held. Things got frantic, with cars hitting the wall and each other. There were more deviations, but no one was hurt. Hadley spun off in Turn 5, Michael Herbert/No.43 SMT went off in Turn 11, Fernando Otero/No.63 SMT spun and hit the Turn 10 wall.

Luke Pfeiffer/No.59 SMT was the top Novice.

Class Winners:

- SM-McCarthy, Weaver, & Cole Gibson/No.53
- SMT-Bob Bradfield/No.36, Mike LaBouff/No.36, & Auger
- SSM-Fuller, Ross Lindell/No.16, &Helmuth Jones/No.31



A group of SM about to drop down the corkscrew



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#3 Michael Whelden

By Lap 5, most drivers had their positions pegged and the field stretched out, becoming somewhat of a parade. There were almost no incidents or problems. The field ran in clumps separated by large gaps. Jason Pettit/No.46 FA Fast Forward slowed and pulled off in Turn 4 with mechanical problems.

Late entry Danny Hart/No.83 P1 Wolf was late to grid and started last, forgoing his fourth place starting spot. Hart, from Reno, ran in the back for the race.

It was nice warm weather for the first Sunday race. All cars qualified and raced. Jon Manfroy/No.8 P1 Dauntless Stohr got the jump on Pole sitter Bruce Brown/No.62 P1 Stohr, and led flag to flag. Manfroy turned the fastest race lap of 93.054 mph, the fastest lap of the day. Kevin Mitz/No.13 ASR Stohr was creative in his starting position, and quickly moved up to second, before being repassed by Brown, who went on to finish second. Mitz, Jim Mali/No.38 FA Pro Mazda and Vasili Stratton/No.26 P1 Wolf dived around for the first few laps. When it sorted out, the final running order was Mali, Mitz and Stratton. Mitz set a new ASR Track record of 1:26.582.

Class Winners:

P1-Manfroy; Brown; Hart

FA-Mali; Michael Whelden/No.3 Fast Forward; Frank McCormick/No.15 Pro Mazda

FM-Bill Weaver/No.67 Formula Mazda



#62 Bruce Brown and #26 Vasili Stratton

Group 3



#07 Fred Lind leads the #5 Richard Apodaca



#56 Matthew Insley

Driving their SFR race cars, four of the drivers in this group are entered in the West Coast Championship Trans Am races at WeatherTech Raceway Laguna Seca in May, d: Borders, Eagleton, McAllister, and Marvosh.

Class Winners:

SP-Lind; Bruce Trenery/No.2 Acura

GT2-Marvosh; Cameron; McAllister

AS-Roger Eagleton/No.21 Mustang; Beau Borders/No.7 Mustang; Jeff Francis/No.75 Mustang

ITE-Kevin Patten/No.17 Shelby; Lynne Griffiths/ No.31 Mustang; Aristotle Balogh/No.97 BMW E30

EP-Wilson Powell/No.41 BMW Z4; Richard Apodaca/No.5 Mazda RX7; Roland Kamber/ No.74 Mazda RX7.

Nineteen of the original 26 entries ran this noon race. Fred Lind/ No.07 Ford pickup started up front and held that position to the Checkered Flag. His Margin of Victory was 4.513 seconds ahead of runner-up Mitch Marvosh/No.79 Corvette. Pole sitter Brad McAllister/ No.4 GT2 Mustang was late to grid (on purpose?) He started at the back, all the better to give the Blue Flaggers multiple opportunities to make up for their lack of opportunities at the California 8 Endurance Race. McAllister charged to fourth place by midpoint of the 16-lap race, turning the fastest race lap of 86.307 mph. Then ... he had mechanical issues and dropped to the back, and then retired, one of six DNFs. Rick Cameron/No.24 GT2 Purpose built TA/2 also started at the back for not qualifying, and worked his way up to sixth. That was the excitement for the race, which was otherwise rather processional, with many drivers finishing where or near where they started. Charles Laster/No.5 ITE Camaro was the top Novice, finishing second in ITE, gaining three positions from grid.

With the addition of SMG to the AS class, this group now has competition.



#19 Mark Kibort

Group 4



#68 Paul Rodler

This was the first race after lunch. Sicheng Li/No.13 FC again had the pole and led every lap for the victory. Daniel Swanbeck/No.27 FC Van Diemen continued his bad luck. He gridded second, but spun out in Turn 2 on the opening lap. He turned the fastest race lap of 88.313 mph playing catchup and got up to fifth overall and in class by Lap 11 of the 16-lap race. Swanbeck, who sometimes races in various pro racing series, again had reliability issues and finished two laps down. Li stretched out his lead ahead of William Jordanov/No.59 FC Van

Diemen, who had settled into second place, where he ran the whole race. The Margin of Victory was 32.298 seconds. Paul Rodler/No.68 Van Diemen took third place away from Lynn Greenhill/No.88 Van Diemen on Lap 5 and the two ran third and fourth to the end. The FC's were processional and without incident.

Meanwhile, the FFs were having themselves a real race. Chuck Horne/No.54 FF Swift/Honda, Denny Renfrew/No.11 Piper/Honda, Courtney Crone/No.73 FF Piper/Honda, and Brad Hayes/No.74 were mixing it up, with the FCs of Geoffrey Fass/No.85 Van Diemen and Tim Fass/No.35 Van Diemen, as well as Greenhill and Swanbeck. In the end, it was Horn, Renfrow and Crone for the FFs. Ben Ford/No.57 Tiga carried the banner for Club Ford. All cars finished the race.

Class Winners:

FC-Li, Jordanov & Rodler
 FF-Horn, Renfrow & Crone
 CF-Ford

Group 5

This group had the warmest weather for its race, with partly sunny/cloudy skies, although the wind was cold and cutting up in the elevated Turn Stations. The field was smaller Sunday afternoon. Only 29 took the Green Flag, and the missing including the pole sitter, two class winners, and one who had placed.

Pole sitter Igor Gandzjuk/No.29 SMG Mustang didn't race, so front row Beau Borders/No.7 SMG Mustang started first and led the first half of the race. However, fourth gridded, Roger Eagleton/No.21 SMG Mustang momentarily took the lead on the second lap and led to Turn 8 before Borders regained his position. Eagleton suffered a broken front suspension and retired on Lap 5. Further back in the field, Doron Dreksler/No.70 ITX Miata spun in Turn 5, dropping him seven slots; and Dean Hadley/No.76 ITA spun in Turn 11. He faded and retired on Lap 5. On Lap 9, Tim Auger/No.07 SMG Mustang passed Borders for the lead and held on for the victory. His Margin was 5.618 seconds, and he turned the fastest race lap of 78.287 mph.

Bob Bradfield/No.36 ITA Miata and Lawrence Murdter/No.94 ITA Miata had contact in Turn 4 on Lap 7. Bradfield fared OK and continued on in ninth position and finished eighth overall, first in class. But Murdter, who had been running right behind Bradfield, fell back to 17th. He managed to recover a bit, then spun again in Turn 4 and faded to finish 16th, one lap down. Tim Weaver/No.59 ITR Miata gridded fifth and ran as high as fourth and then retired on Lap 10 of the 15-lap race.

Class Winners:

STL-Auger
 SMG-Borders, Leibel, & Jeff Francis/No.75 Mustang
 ITS-Tao Takaoka/No.72 Miata
 E30-Aristotle Balogh/No.62
 ITA-Bradfield, Sean Lovett/No.199 Miata, & Joseph Kou/No.6 Miata
 ITX-Jon Parker/No.19 Miata, Ryan Leshner/No.44 Miata, & Ross Lindell/No.16 Miata
 T4-Joe Rombi/No.107 Miata
 ITR-Weaver



#58 Tim Sullivan leads #17 Scott Smith



#88 Court Cardinal leads #52 Joe Viso

Thirty-two qualified and thirty-one raced, with a split start for the two classes. Jonathan Allen/No.14 had the pole, and led all but two of the 15 laps, when front row starter-Bill Booth/No.57 got by. Booth ran second all but those two laps, and finished 4.345 seconds behind. John MacIntyre/No.22 started third, but went off in Turn 5 on Lap 3 and fell way back. Then he had a contact with Charles Pigeon/No.77 in Turn 9. MacIntyre recovered enough to finish 12th, and turned the fastest race lap of 80.660 mph. Pigeon also had an unrelated spin in Turn 5, along with Joe Viso/No.52. Robert Sachs/No.35 SRF3 and Robert Breton/No.51 SRF3 came together in Turn 8, which did neither any good, as they each fell back.

Bill Jordan/No.7 took advantage of the MacIntyre mishap and moved into his spot. Jordan ran third until the last lap when pipped

Alex Kwan/No.39 who had started eighth and methodically moved up. Brandon Lewis/No.66 and Joe Briggs/No.9 got into that mix and had a nice race.

The field had its share of incidents, outdoing the morning race. The SRFs were one of two groups which had both their races on Sunday. Not much time to repair any difficulties.

The leaders started to pull away and stretch out. Lapping began by the half way mark.

Robert Kullas/No.79 SRF3 spun in Turn 2; Walter Kuhn/No.23 SRF and Brandon Lewis/No.66 SRF3 had contact in Turn 8; Kuhn spun again, in Turn 3; Mark Hutchins/No.95 SRF3 went off in Turn 6; MacIntyre spun off in Turn 11, causing Hutchins and MacIntyre to hit, causing Stephen Controulis/No.55 SRF3 to spin.

With five minutes to go, the activity continued. Paul Luca/No.30 SRF3 and Controulis went off separately. Viso spun in Turn 11, and finally Vince Balch/No.72 hit the wall in Turn 6 and continued.

In SRF, Michael Woolley/No.24 had pole, Ken Woolley was second and Kevin O'Connor/No.91 started third. Ken pitted on the out lap. Michael Woolley led the class flag to flag, followed on his heels by O'Connor who ran second in class the whole race. Again, Sean O'Boyle/No.8 was the top Novice, running and finishing third.

Class Winners:

SRF3-Allen, Booth, & Kwan

SRF-Michael Woolley, O'Connor, & O'Boyle.

Group 7



#46 Douglas Alvis

Twenty-eight of the 34 entries qualified and 26 raced. This was the last race of the weekend, and the second race of the day for this group. It bookended the schedule, starting first and finishing last. While it was warmish, the clouds were high and thin and the brisk breeze made it quite chilly on the corners.

The race didn't get off to a good start. Scott Carter/No.85 SMT stalled on the front straight and had to be towed, causing a full course caution. There was a gap and as Carter moved left, the field piled up and had a problem. Carter retired before the start. Coming around Turn 10, Sean Lovett/No.199 SM of Cal Club passed several cars, and other cars were passing under yellow. Then Douglas Alvis/No.46 SSM and Jesse Babbitz/No.41 SSM had contact in Turn 2, causing Alvis to lose a wheel on the first lap. This brought out the Safety Car came out.

The wheel landed safe in the gravel trap and Alvis was towed.

Pole sitter Tim Weaver/No.07 SM was passed by Tim Auger/No.07 SMT on the first lap and led until the last lap of 12, when passed by Tommy McCarthy/No.23 SM, who started third and ran fourth and then third most of the race. On the white flag lap, McCarthy, Weaver and Auger came down the front straight three abreast, and McCarthy pulled ahead for a photo finish! The Margin of Victory was a mere 0.497 seconds, the closest of the weekend. Weaver turned the fastest race lap of 74.997 mph. The finishing order was McCarthy, Weaver, Bob Bradfield/No.36 SMT and Auger.

At the half-way mark, Auger was leading with Bradfield second but that changed at the mark, with Weaver passing Bradfield. Then McCarthy, who had been running fourth, also passed Bradfield. Benjamin Cho/No.39 SMT was the top Novice. At the Checkered Flag, Lovett was fourth overall, third in SM. However, he was penalized three positions in class for passing under a double standing yellow. He was credited with 22nd overall, sixth in SM.

Class Winners:

SM-McCarthy, Weaver and Cole Gibson/No.53

SMT-Bradfield, Auger, & LaBouff.

SSM-Ross Lindell/No.16, Rob Fuller/No.15, & Robert Irwin/No.71.



Sherry receiving one of her numerous awards

Autocrossers. It was not too long into the Autocrossing world that she realized the work of changing the tires and prepping the car was a lot of heavy lifting. So she made friends with some of the men who had cars and would drive their cars in the women's divisions. Before she knew it, the participation led to Sherry becoming the Solo Chief and was in charge of making sure the events went off without a hiccup. Leslie Berry recommended Sherry apply for the Job of Region Manager because

of the skill set she brought to the table, and when you combined her interest in car racing she was the perfect fit. From there the rest was history.

The job as San Francisco Region Manager meant that Sherry had to sell her house, pack her belongings, and move to Willows, California. She did not mind mainly because she got to move to a place where it was a lot less crowded and heavy traffic was defined as a harvester blocking the highway. Never mind she had no idea what her job entailed, she did not mind because she got to see all of the exciting things going on at the track. When she started she was the only SCCA worker and her office was with the other Thunderhill employees. The Thunderhill employees were very nice but they really did not know what she was doing there. They basically said we don't really know who you are and why you are here, but welcome, we don't know what you are supposed to be doing.

However, David Vodden was there to steer her in the right direction and pretty soon the job duties became clearer. Sherry was finding her feet and understanding the job and before long she started to feel comfortable. When Sherry first started Colleen Worthington was splitting time between her duties at Thunderhill and her duties handling the faxed-in race entries (a definite improvement from the days of mailing in the entries). One of the biggest shocks to her occurred shortly after she was hired. It was the Friday before Memorial Day weekend and Sherry was looking forward to returning to the bay area and see some friends. In the world she came from Memorial Day meant a three day weekend. To her shock everyone at the race track not planning anything other than being at the race track working. Not only were they working Saturday and Sunday, but they also were working the Monday of Memorial Day. She soon found out that Auto Racing makes its money on the weekends and Memorial Day weekend is the biggest weekend of the year as far as motorsports is concerned.

Sherry said the election of Mike Smith was really a shot in the arm for the region and for her as a region manager. Mike was the calming voice in the wake of turmoil. Mike is a guy who knows an awful lot about an awful lot of things. She said that he was the person who always had the best interest of the region in mind and his goal was that he was to make it so everyone came out of a situation with a win-win outcome. Mike taught Sherry that she was capable of learning

any program, any business practice, and any money management skill. Mike showed Sherry there was nothing the region took on that she could not do. One day Mike called Sherry and told her that they needed to work on the budget for the upcoming year. Sherry told Mike that she did not do numbers and Mike assured her that it was easy and he was going to teach her how to do it. After doing the budget together one time, Sherry took over the job. From that point forward Sherry and whoever the current treasurer was made the budget.

Sherry has seen the region go through several changes over the years. She is the resident expert at running MotorsportReg. She was on the ground floor of the AMB transponders and the AMB timing system. When she started 300 entries were the norm. Oversubscribed run groups were a problem. Parking the competitors in the paddock was always a challenge. Now the region has a new set of challenges. When she started the guy with all the answers was Steve Archer. He served as the competition director even though he quit racing. Steve provided Sherry with a lot of insight on how to set a racing calendar, how to schedule a weekend, and why certain cars do not run well together. Steve knew everyone and could tell you why something was a good idea and how that would translate into more entries, or more income, or more members.

Being the Region Manager is similar to being a firefighter. You get to put out a lot of fires and make sure everyone experiences that win-win scenario. From issues with driver's school novice permits to making sure a driver has the right car number, the jobs are endless and unpredictable. Sherry feels because she never needed someone to tell her what to do, she was able to figure out what the region manager needed to do. As the years have passed Sherry's contribution has not gone unnoticed. She has lost count of the number of awards that have been bestowed on her as a result of being a conscientious worker. In fact she has told the board that she does not need any more accolades, she would rather have the volunteers get the credit.

She thinks as far as the club goes she does not feel there is any substantial change needed. She feels SCCA does best by being a club. A club of racers and motorsports enthusiasts, she feels that the SCCA does a good job of holding road races and autocross event. She thinks we need to keep doing a good job and make our events friendly and fun, the rest will take care of itself.

Sherry's plans for the future start with making sure her replacement is up to speed as far as the region manager is concerned. Her goal is to get her replacement to the point he/she becomes the person who knows everything there is to know about the club. She will consider the transition successful once her replacement becomes the go to person with all of the answers, the person that the board sends people to answer that tough question. Even though that is her goal I have a sneaky feeling that we have not seen the last of Sherry Grantz.

So after 17 years as the region Manager we have to say good bye to Sherry. We will miss her cheery voice when we call the region office. We will miss her ability to answer any and all questions thrown her way. We will miss how she had an uncanny ability to solve problems. Most importantly we will miss Sherry Grantz because she has become our friend. Good Luck Sherry enjoy your retirement!!!

Good Times at First Thunderhill TTN

BY JOHN HUNTER

There will be a lot of firsts for the newly revamped SCCA® National Time Trials program this year, and this last weekend was no exception. For its first stop, the Tire Rack SCCA Time Trials National Tour presented by Hagerty headed west to Thunderhill Raceway in Willows, California. While the pilot program made a few stops last year, this was the first time the program traveled west of the Mississippi to visit the Golden State --which lived up to its name, and then some.

The weather could not have been better for participants. With golden rays shining down, drivers from all areas of the Club, and some from outside of it, took to the track to experience the SCCA's reimagined and revitalized National Time Trials program. Ron Bauer showed up in his SCCA Solo® National Championship winning BSP Miata, on street tires, to run in Max 3, while the dynamic couple of Tony Rodriguez and Youmna Zalzal battled it out in Tuner 4 alongside Reed Gibson. Bernie Novak, a scrutineer for the San Francisco Region, ran a Spec Miata in Sport 4, while Club racers Brian Duddy and Hank Raymond worked to out run each other in the Sport 6 class. Time Trials veterans Kaitlyn Lydell and Tony Brakohiapa (top time overall) were also in attendance, proving that the new program is a place for everyone, and a good time for all!

Each Tire Rack SCCA Time Trial National Tour stop will be a two-day event, with a party in the middle. With competitors arriving on Friday to tech and check in, the event got underway on the two-mile West Course Saturday morning with two lapping sessions used to get acquainted with the track layout. Competition commenced after lunch with the first of two Track Sprints that focus on only a portion of the track and operate much like a hill climb. Consisting of a standing start and a flying finish, each competitor got three attempts to put down their best time. With competition for day one in the books, all

competitors made their way to the all participant party, sponsored by Hagerty, where great food was served, delicious drinks were drank, and the racing switched from on track to the bench variety.

The second day kicked off with two, 20-minute Time Attack sessions in the morning, giving each driver two opportunities to knock out their best full lap of the event. In the afternoon, the schedule switched once again to a Track Sprint, but this time with a twist. Instead of running the selected portion of the track in the normal direction, drivers were presented the unique challenge of running it the opposite way, a first at Thunderhill Raceway.

As competition on day two came to an end, competitors and participants gathered together to congratulate one another and collect awards. And while there were many class winners, which you can find by here (https://timetrials.scca.com/events/1992979-2019-tire-rack-scca-time-trials-national-tour-at-thunderhill-presented-by-hagerty/event_sessions/overall?clean), the top Superlative honor went to San Francisco Region member Joe Novak. Joe, who not only worked as Chief of Tech but also saw to his wife Bernie's every need as her crew chief, was awarded the Spirit of the Sport -- or the "this guy gets it" award -- for his enthusiasm for the event, its participants, along with his approachable and welcoming interactions with all who came through the tech line.

With the Thunderhill Raceway event concluded, the Time Trials van turns around and heads east to Pittsburgh International Race Complex, in Wampum, Pennsylvania, on April 27-28th, before turning south to hit Carolina Motorsports Park on May 25-26th. To find the rest of the schedule, and to get signed up for the event nearest you, go to this link (<https://timetrials.scca.com/pages/national-tour>).



SFR/Reno first National Times Trails Event Action photo by Otto Hsiao

NOTES from the ARCHIVE - BART MARTIN



A young Bart Martin with the victory flag at Salt Lake City 1963

Every now and then a young driver appears on the road racing scene who seems to have a knack for the sport. A quick learner shows his ability early on then progresses to a faster racing class, finds a good support group, develops a car and becomes a consistent winner. This was a brief description of Bart Martin's quick ascent to a top driver on the West Coast whose promising career was cut short all too soon.

Martin came from working family raising cattle on their ranch in Cull Canyon Road in Hayward. He became interested in sports car racing after attending several local races and decided to try his hand at the sport. He settled on an old 1957 Corvette once raced by Bob Bondurant and entered his first race at Stockton in 1961. His race group was full of fast, veteran racers including Paul Reinhard, Red Faris, Hugh Harn, Peter Culkin, Don Wester, Emil Pardee and Merle Brennan. Finding the competition pretty tough, Martin finished near the back of the pack. Martin did not enter another race until August at Vaca Valley followed by Reno-Stead AFB and Cotati to finish his first season. The learning curve was steep but he was adapting quickly.

The following year, Martin, now fully engaged with racing, compiled

a full schedule of events racing the Corvette at Stockton, Laguna Seca, Salt Lake City, Oakland Airport, Cotati, Reno-Stead AFB and Vaca Valley. Displaying a fast yet smooth driving style, Martin rarely finished out of the top five in his class and scored his first victory at Salt Lake City. At the end of the year, he was voted Rookie of the Year after finishing fifth in points in his class. At only 23 years old, this was a driver on the move and one to watch.

For 1963, Martin decided it was time to move to a faster car and different class. His brother-in-law, Don Girard, a mechanical engineer at Aerojet in the Sacramento area introduced Martin to Irv Dickson and Jim Payne. They discussed the idea of installing a V-8 engine into a lightweight chassis to compete in the C Modified Class. Using the name of Dickson's side business, Grizzly Torque Engineering, the team developed a light, powerful car consisting of a Triumph TR2 frame with a unique rear suspension, a Corvette engine/transmission finished off with a Kellison fiberglass body.

The team embarked on a full season of racing including events at Stockton, Cotati, Salt Lake City, Candlestick Park, Laguna Seca and Vaca Valley. With consistent finishes and several podiums, Martin earned enough Regional points to finish fourth in C Modified. Satisfied he could handle a very fast, high powered race car, Martin looked to improve on the 1963 season. With the trend moving towards mid-engine cars, the team looked for a suitable replacement and found it in the form of a 1959 Cooper Monaco.

Satisfied with the power of the Corvette engine, it was pulled from the Kellison and installed in the Cooper along with a Halibrand T10 transmission/quick change transaxle. To say this car suited Martin well would be an understatement as he began the 1964 season with sights set on a Regional Championship in C Modified. Martin kicked off the year at Riverside for the USRRC race where he qualified 17th



The Kellison-Corvette at Salt Lake City in 1963 where he took first in class.

but finished 9th, earning three points and \$125. A few weeks later at the Laguna Seca USRRC he suffered a DNF after only six laps. His third race was the USRRC event at Kent where he finished the race in 18th with an ailing car he nursed home.

After the USRRC races Martin began his Divisional schedule and after a 2nd place at Stockton, he ran off a string of 11 straight victories (Sat + Sun races) at Willow Springs, Cotati, Kent, Candlestick and

Newport. The streak was broken at Vaca Valley with a DNF after leading most of the race but he finished off the season with a second at the Cotati 4 hour enduro. His total Divisional Points at the conclusion of the regular season reached 117, winning the C Modified title handily over the second place finisher with 74 points. However, Martin's season wasn't over as he qualified for the American Road Race of Champions (ARRC) at Riverside where he won the National Class Championship for his 12th victory of the year concluding a remarkable season. The Motorsports Writers & Broadcasters voted Martin the Modified Road Racer of the Year.

Never a man (or team) to stand still, Martin and the team decided to change to a newer car/engine combination and acquired a 1964 Brabham BT-8 sans engine and transmission. Grizzly Torque Engineering prepared a Ford Cobra 289 V-8 married to a ZF transmission and installed the pair into the modified Brabham chassis. Of course Martin's team wasn't the only one upgrading their car for the 1965 season as well. Three of Martin's chief competitors, Paul Reinhard and Dave Ridenour were ready with new Huffaker Genie's along with Jim Hall's Chaparral.

Unfortunately the beginning of the season did not go as hoped with the car not ready until the June Regional race at Stockton where Martin suffered a DNF. He won his next SFR race at Cotati in July so the car seemed ready to carry Martin to more top finishes for the rest of the year. Next race was at Candlestick Park an event Martin had won the previous year. What happened at this event is well known with his Brabham suffering a suspension failure on a high speed portion of the track the result being a fatal accident. At 26 years old, Martin's promising racing career was tragically ended.

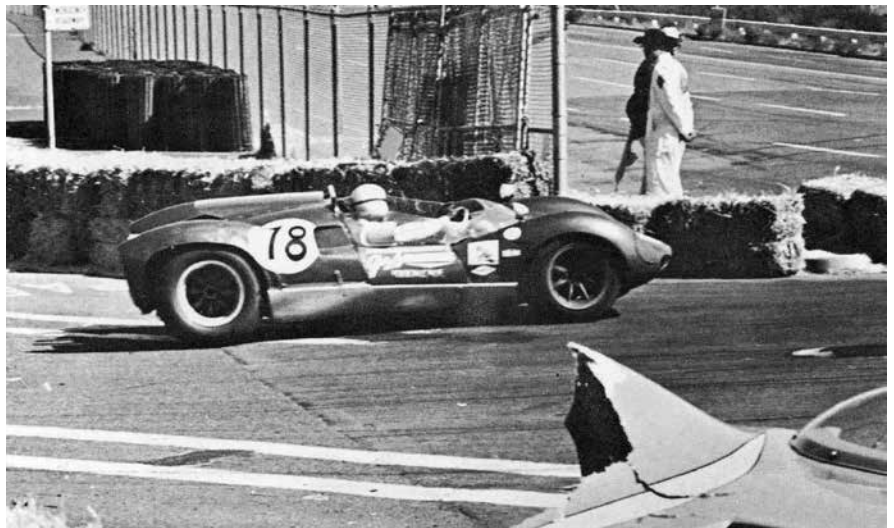
However, what many race enthusiasts will also remember is the amazing winning streak the Grizzly Torque Engineering racing team put together in 1964 topped off by the ARRC C Modified National Championship. This small team of three engineers and one very talented driver provided the west coast with an exciting, memorable racing season.



Martin leads Ridenour and Parsons at Candlestick in his Brabham/Ford 9165



Bart Martin chases Paul Reinhard at Cotati in 1964. One of Martin's 12 wins that year.



Martin at Candlestick in 1964 on his way to victory in the Cooper/Chevy

People in the News....

BY DAVID VODDEN

One thing about writing for a big audience is that you get feedback. There was good feedback received from members who were glad to see People in the News back on line and the mentioning of members who are seldom, if ever, noted anywhere. Then there are the mistakes for which I now respond. I referenced Seth Reid as the Emergency Chief. He was. He is not now.

Jeff Olinger is and he is doing a great job. His crew drove our emergency response equipment all the way to Long Beach to support that Cal Club event down there which Alexander Rossi won from the pole. Other Club Race Officials made the haul as well. The Long Beach Grand Prix has become a tradition for a small but dedicated cadre of our San Francisco race-officials. I also over stressed Tim Sullivan's role in motivating your Board of Directors to fund larger, all-inclusive dinners on Saturday night at our race weekends. He has but, it turns out the fine folk who set it all up, serve all who chose to attend and then clean-up, felt slighted. My apologies.

You can't miss Nan Mendes and her social crew that includes the very hard-working Mona Gilbert, in the middle of all the food and fun. There are others that help but Nan was especially adamant the Nevada-based Mona get her due. By the way that would be the Mrs. in the Paul Gilbert-world we see at all SCCA events.

Congratulations to Co-Race Chairman Matt Insley on his recent marriage. The Race Chairman's job is to arrange for all the track services that are needed at our events. For the longest time this was Ian Cook. I understand that Ian still helps Matt with this very important function. Long ago this job was done by Carl Mofield. The no-nonsense Kentucky native did the job for over twenty years at the highest quality level during the hey-day of the Club's history.

Drivers in the news today include all the class championship leaders after four regional point races. They include: Bob Bradfield in both SM-Toyo, and IT-A, two of the largest race groups; veteran Bill Booth in the very popular SRF-3 class; Kevin O'Connor in SR-Ford; Ross Lindell in Sealed SM; Roger Eagleton in American Sedan and Spec Mustang; John Parker in IT-X; Paul Rocker in Formula Continental; James Fultar and Kevin Patten [tied] in IT-E; Denny Renfrow in Formula Ford; and Tommy McCarthy in the Hoosier shod SM. The above classes had a high of 27-point-chasers so far, [SMT & SRF] and as few as seven. Below this number there are 24 race classes with as few as one contender. These current point leaders are: Vasili Stratton; Ben Ford; Andy Juner; Ari Balogh; Wilson Powell; Bryan MacMillan; Tao Takoaka; Troy Tinsley; Scott Meyer; Bill Weaver; Thomas Copeland; Robin Riner; Art Muncheryan; Kristi Booton; Rudy Peters; Richard Apodaca; Michael Fine; Donovan Helfrich; Tim Weaver; Danny Hart; Eric O'Brien; Bruce Trener; Tim Sullivan who leads in two lower subscribed classes; Tim Auger; and Joe Rombi. You may recall that to be a champion and eligible for the year of FREE RACE ENTRIES to be given away at our year-end banquet, you must compete in 51% of the fifteen-point race opportunities offered this year. Champion trophies and jackets are awarded based on the number of total competitors in the class. The more drivers you have to beat to win your class title, the more value you receive. Also remember you can drop two point meets from your point total as long as you have the minimum of eight or 51%. One way to up the ante for you is to reach out to the drivers in your class and

ask them to come race with you, against you. Why not. For my money, any championship based on one or two drivers where the second-place driver runs only one or two events is a not a championship. I would not want a jacket or trophy for just showing up. That stopped in kindergarten, don't you think? It is worth noting, after reading Blake's column in the last Wheel, that 87 current point earners came from classes that are mostly populated by Miata's. The entire open wheel contingent, made up of eight classes accounts for 28 contenders so far this year. Clearly, we have one of the best racing programs.

Equally clear is that there are a lot more cars and drivers out there that can race with us/you. Reach out and invite them. It may be all they need to come to our next event! Tell them that the final race offers double points over three segments which, essentially, makes the title fight into a one-weekend shootout! Be a champion!

As with the data above and below, I confess there may be some missing names. I apologize in advance. Say "hi" and reach out to the great club members below who have reached milestones in their life-time affiliation with our region. Among the latest to be recognized in Sports Car magazine are: Martin Kaufman at 50-years; Howard Wolf, and the Yeo family, Ken and Patti at 40; the sweet smiling Nadine Casini of registration fame at 35 along with Robert Heisig and Frank Stagnaro; and Craig Campbell and Stephen Soo with 30 years of continued membership.

Remember this name: Youmna Zalzal, autocross champion and key force in the long-running Solo Steering Committee. She speaks French and Arabic and has a track record, [no pun intended] of getting things done. Stay tuned.

The team that did the Time Trial event at Thunderhill last month did an awesome job and got very high marks across the board. Close to 60 adventurers signed up for the unique event that had "sprint starts" as a special feature. The Deborde's, Dave and Carol, were very visible. Linda Rogaski was there while husband Jim was on the "other side" stewarding for the Trans Am series event. The team from National SCCA headed by Jon Krolewicz, Program Director, was replete with praise for the events execution and the West track which he loved! Not sure if and when we will see this event in our Region again. I hope so! Remember, a good way to get into the NEWS is to run for the Club Board of Directors. I encourage you to do so!

April Significant Anniversaries

60-Year Member

Charles M. Ruckman

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Fred Myeron

35-Year Members

Karen Cantu

Michael H. Marr

Ray Sukekane

30-Year Members

Larry Cooper

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SpecRacer Ford CSR Update

BY BRUCE RICHARDSON

Wilwood Brakes Upgrade - An upgrade to the new Wilwood brakes is available at no cost. Some users of the new brakes have had issues with them; they sometimes required a quick pump after a long straight. The new spring eliminates any knock-back or pumping of the brakes. Drivers that have the new springs are pleased with the brake performance, and the knock-back is eliminated. The new springs are included with new brakes, and they are free for people that already have the Wilwood brakes. Just contact your CSR if you need the spring upgrade.



New Wilwood Anti-Knock Back Springs

Kevlar Sprung Clutch Disc Update - Disks are in stock, and another 200 are on order. Everyone that has the new clutch is thrilled with it, if you pull the transaxle we recommend you install the new Kevlar Sprung Clutch Disk. When installing a clutch disk make sure you read Mike Davies technical memo.

New Bump Stop Update - A new bump stop is in development. The new bump stop will be phased in and will be about half the size of the Penski bumper that currently comes with the shocks. The new bump stops will be phased in over the next few years.

Updated Engine Removal Procedure - An updated GEN3 engine removal procedure is now available on the AccelRaceTek website. We have found that removing the engine and transaxle together can save time but requires the use of a tilting engine sling. The updated procedure includes both procedures; engine and transaxle removed together and one pulling the engine and leaving the transaxle.

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. We were at COTA last year, and it is a great track, and it was a blast.

Class ACT Update

There is a new class in the San Francisco region, and it is the Class Act. Bill Jordan wins the Class Act award for this race weekend. Bill looked at his video, after the race, and felt that he could have avoided contact with Eric Hand in a minor incident at the end of the race. He gets the class act award because he paid for the damages to Eric's car. At the end of the year, an award will be given out for a driver in the ACT class by AccelRaceTek.

San Francisco Region Race 3 & 4 at Laguna Seca

Like the first race of the season, it rained for weeks before the Laguna Seca race, but come race day the sun came out. It did rain a few hours in the practice/track day on Friday before the race. A group out of SoCal called Speed District had a track day the Friday before the race. They had a special run group due to a large number of SpecRacers, 23, that had signed up. SpecRacers and a few other SCCA prepared cars ended up with almost 3 hours of track time. For race 3 & 4 there was a good showing of SpecRacers with 9 GEN2's and 23 GEN3's for a total of 32 cars. Again, most of the cars were from the SFR with a few from the SoCal region. Both of the races ran without a yellow flag.

The first race, the top finishers in the SRF3 class were John MacIntyre, starting on pole and leading the entire race, Jonathon Allen in second, and Bill Booth capped off the top three. In the GEN2 class, Michael Woolley got his second win of the season. The second race finishers were: GEN3 Jonathon Allen, Bill Booth, and Alex Kwan, GEN2 Michael Woolley, Kevin O'Connor, and Sean O'Boyle. Both Kevin and Sean O'Boyle had a great race, Kevin took 2nd his best finish to date and Sean took 3rd in his first race after completing drivers school.

Frank Valente gets the class ACT award for this race weekend. He helped with the cost of getting early access the Thursday night. Without his support, a lot of drivers and teams would not have been able to get track access the night before the test day.



Starting Grid for the first race at Laguna Seca

New SFR SpecRacer

The SFR has a new driver and SpecRacer Ford. Andrew Schlocker received his novice license at the SFR school in February. He just purchased a GEN2 from Texas and will be racing in the SFR the rest of the season. Please welcome him to the SpecRacer group.



Andrew Schlocker's New SpecRacer Ford GEN3

CONCOURS D'ELEGANCE SEASON ABOUT TO START

Photos by Patrick Wille

By Patrick Wille



Patrick Wille

The 2018 Concours d'Elegance season was a fairly slim one; only three shows were sanctioned by SFR-SCCA's Concours Chapter: Hillsborough, Ferndale and Serrano, but three beautiful shows they were. When it was time to present the Championship Award for the automobile that accumulated the most points during the season, it fell to

Hillsborough's Best-of-Show winning 1966 Lamborghini 400GT of Robert Ross, Santa Monica, presented at the final show of the year, the Niello Concours at Serrano.

2019 will be a much busier year for the SCCA Concours staff, adding two shows to our fold. The year will progress as follows:

Coyote Creek - June 23: This is a new show...kind of, sort of. As you may have heard, the Alameda Point Concours could no longer be held at its original venue, because the field sank into the bay! With an estimated several year repair schedule, the founders of that show decided to port it from Alameda to the Coyote Creek Country Club in Morgan Hill, south of San Jose, adjacent to US101. Chairman Steve Pedone expects over 200 vehicles. The show's featured marques will be Corvette and Ferrari. www.coyotecreekconcours.com

Hillsborough - July 21: Now in its 63rd year (if I counted correctly), the Hillsborough Concours is billed as the longest running annual classic auto show in the world. Once again, the show will be held at Crystal Springs Country Club. Executive Director Rich Kelaita is expecting about 225 vehicles with Porsche being the featured marque. www.hillsboroughconcours.org

Ferndale - September 8: The Ferndale (Humboldt County) Concours on Main is now in its fourth-year. As had been the case each year, it will be held on Ferndale's "National Historic Landmark Commercial District" Main Street. Five-days of events are planned surrounding the show. Featured marques are Rolls-Royce/Bentley. www.ferndaleconcours.org

Danville d'Elegance - September 22: Celebrating its 15th-year, Jim Edlund, Danville's Executive Director, has brought his show back under the oversight of SCCA. The show takes place on historic Hartz Avenue in downtown Danville. www.danvilleelegance.org

Niello Concours at Serrano - October 6: This 16th-annual event will again be held in the elegant community of Serrano in El Dorado Hills. As has happened since 2008, the SCCA Championship Award will be presented at this show. www.nielloconcoursatserrano.com.

We hope to see you this year at Concours d'Elegance!

(Pat Wille is Secretary/Treasurer of SFR-SCCA Concours Chapter and executive Director of the Ferndale Concours on Main. He attended his first concours in 1967.)



Championship Award winning 1966 Lamborghini 400GT Richard Ross, Santa Monica

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THUNDERHILL REPORT

BY DAVID VODDEN

We are in the midst of the track's 26th season and busy looking at ways to make the property more fun and secure for its long-term future as a recreational road-track venue for the Club and all others who come to play.

We currently have 257 days booked on the 3-mile track and another 127 on the 2-mile track for a total of 384. We also have 108 dates scheduled on the skid pads. We use the track bookings as a key metric which, at 384, is 121 days short of last year's 505 days, not counting the skid pads.

Our General Manager, Shannon Ell is optimistic that we will meet and exceed last years book of business on the tracks. He should know. He gets the calls and referrals and does the follow-up that results in the paper work that ends in a contract and a worksheet for the events managers -Geoff Pitts and Bob Maybell. Using the work sheets, the events managers are responsible for making the customer's day[s] happen better than expected. At Thunderhill we practice over-delivering as a corporate culture. With our far-lower pricing structure and two tracks, a great deal of our mid-year business comes to us when a customer cannot get a date at Sonoma or Laguna and/or the pricing is a factor in the decision to rent. With both of those venues more than double our track rent, it is clear that availability and amenities far outweigh price in the decision-making process of where to rent.

Welcome back Schuyler Van Buskirk to the position of Events Manager. The Chico State graduate with a BS degree in biology just returned in time for the Classic Sports Racing Group [CSRG] event in early May. He will be in place for the May 11-12, Club event here and from then on, we expect. Schuyler left us about fifteen months ago to attend to family affairs which he handled and is glad to be back. If you see the tall, 31-year-old, return-team-member who owns a bright-orange RX3, Mazda, ITA race car, say hi and welcome him back.

The long-wet winter left us with enough green stuff that we could have "hayed it" but, as before, we have been mowing and mowing and more. So far, the first of what is usually three mow-jobs has been executed by Bob Maybell and Sean Crandall and looks a bit scrappy. This happens when you start with three-foot-high grass. Over time and more mowing, it will shape up to the high standard of appearance that we expect from our efforts and for our team.

You likely know that we need to keep the grass short to mitigate the potential for fire that is a great fear of the neighbors and the area. Not long before we found this site, there had been a grass fire that started near Thunderhill Ranch and traveled south all the way to Maxwell. This horrific fire left everyone in its wake with a justified fear of a repeat occurrence. Naturally, hot cars with flaming exhausts were thought to be an unwanted source of the next big fire. It has not happened and will not in terms of the track being the source of such a fire. We maintain a huge fire-fighting capability on site with multiple

fire fighting trucks, rapid response fire-fighting capability and close to 200,000 gallons of water readily available to fill and refill as needed. In recent years our emergency response team of Side Trax has partnered with us to increase our response effectiveness and success in extinguishing fires on site from any source. We hope there is never a need. As you can imagine with the Redding and Paradise fires of 2018, fire remains a dreaded reality of rural life that generates little sympathy for anything that might contribute to a repeat performance.

If you get a chance mark down May 25 and 26 for the Thunderhill version of "The 24 -Hours of LeMons" race here on the five-mile track. You have to see this event! It is impossible to describe for all the wrong reasons. Better yet, Google the group and get an old Spec Miata and come race. There are two race segments starting on Saturday running non-stop for most of the day and then resuming Sunday in the AM and running until mid-afternoon. Seriously, you should race this event and, if not, come see it in person. It is a hoot!!

There are five days open in May on the 3-mile if you want to rent the track to put on an event of your own design. It is easy. It is inexpensive and we do all the work meaning ambulance, flaggers, key event tasks, food service, fire, tow, insurance and more. All you have to do us get twenty-five of your best friends, divide the event costs by 25 and make that the entry fee and you get your track-time for free. Really. It is just that easy. Take a look at who else is doing this and ask yourself, "If they can do it and make money, why can't I?" You can.

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530-277-6311 aracing.org

AUTO SPA RACING SERVICE

707 938-8727
auto-spa.com

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

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

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707-724-9250
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rob@lotusraceshop.com

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

TED ARKEN

San Jose
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DSR
Ted47dsr@sbcglobal.net



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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/y9rrtnrj> 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 Supreeve, 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 \$2000 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

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 & other extras. More pix available. \$11000. Al Gjedsted alangj@comcast.net 1812



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



For Sale 1987 Porsche 944 Track Car. Orange/Blue Gulf livery. Built to SPEC 944 specifications. 2.5 liter 4 cylinder engine. Upgraded suspension. Hawk Blue pads with steel braided brake lines. Auto Power roll cage and seat brace. Kirkey race seats with cam lock harness. Toyo Proxy RR 225/50R/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

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 wheel 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" x 80" total, 20 ft awning, needs new cover, floor to ceiling 105", 81" between wheel wells, rear ramp 98" + 18" extension, 4" beavertail, includes new 5500w Generac portable generator.\$12,500.00 obo. Larry 707-462-9088 1610

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

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

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

TOOLS/ EQUIPMENT /MISC FOR SALE



Race Car Simulator: Product Details: RaceCraft1 Motorsports Training system original cost \$28,000, selling for \$19,500 or best offer (OBO).

Motion settings tuned by IndyCar racers James Hinchcliffe and Sebastián Saavedra make this unique SimXperience Stage 5 Full Motion Racing Simulator simply everything you need to enjoy professional racing simulation in your home or facility. The sim comes with the innovative pressure feedback of the G-Seat, a one-of-a-kind custom feature provided for the original customer exclusively by RaceCraft1.

Whether you are interested in preparing for an upcoming race or just want to have some fun the SimXperience Stage 5 will exceed your expectations. This is one of the most advanced, customizable and immersive simulations available at any price point, a clear winner. White glove delivery, setup, and expert RaceCraft1 instruction available upon request. 1812



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

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



Pre-listing purchase opportunity: 8579 Mortenson Lane, Fair Oaks, California Location, location, location! Beautiful 4,000 sf executive home, pool, spa, 3 car 780 sf attached garage with 10 ft. ceiling, 400 sf detached garage/shop both fully insulated. Home sits on 1/2 acre, quiet 4 lot cul-de-sac in Fair Oaks. Features (2) RV access (east and

west). Lots of natural lighting, high ceilings, stunning entry, spiral staircase, oak throughout, 4 bedroom, 3.5 bath, large kitchen, nook, 2 second floor decks, exercise/office/multipurpose room, loft, dining, living, family rooms. Massive amount of storage. Excellent schools. Walking distance to the American River Parkway, Sailor Bar Park with cycling, running/walking trails. 1.5 miles to Lake Natoma; swimming, sailing and paddle sports. Minutes from Hwy. 50, less than 2 hours to Thunderhill, Sonoma, South Lake Tahoe and the Bay Area. Fair Oaks Village offers restaurants, brew pub, shops, outdoor concerts, and Amphitheater. 15 minutes to Mather Field (MHR) for private aircraft, 40 minutes to Sacramento International Airport (SMF). Must see! \$1.15M Contact Ritchie at: Rhollingsworth@ltk.com or 916.531.5968

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

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

Ray Hiett. 11HPrhiett@gmail.com 1708



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

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

BUSINESS OPPORTUNITIES

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

Business Opportunity: Locate your business at Thunderhill Park as part of the new "HUB" Center at the raceway. Office space, 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.

DRIVING CLASSES

TEEN CAR CONTROL CLINICS- Life saving experience for your teen age drivers - June 23 and August 24. \$129/student. Use personal vehicle. Sign up on www.thunderhill.com/teen-car-control-clinics.

SERVICES

FOOD SERVICE AT THE TRACK FOR YOU!: Look smart and save money and time by having the team at Thunderhill Park provide your race team and group with hot food, cooked to order, drinks and snacks throughout your weekend. It is easy, inexpensive when compared to the time and waste involved in transporting your food stock to the track, and everyone will be impressed. Call Jim Thompson and arrange to have his excellent certified food handlers prepare and serve your weekend needs for food and drink. Jim can be reached on: 530-934-5588 Ext-112 Or by cell @ 530-519-2201.

Haag Performance of Sacramento, a leading West Coast Spec Miata engine and drive train builder, has a limited number of spots available for racers needing storage, engine and drive train services, race prep, transportation and/or track support. Contact Mike@haagperformance.com or call(925) 783-9409. 1808



All-Weather Storage Lockers – Now @ Thunderhill Park! Finally a solution to having to deal with all your race equipment! Don't bother lugging your gear around or leaving it out in the cold. Rent a 4' X4' X8' Thunderhill locker daily, weekly, monthly, or even yearly to make sure you always have a place to keep your important and valuable items. These lockers are big enough to store almost everything you could need for your time at Thunderhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1502

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

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

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RACE CAR RENTALS

Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services
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 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 alanguelo530@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 Miatas 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
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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
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Avon Race Results: SCCA Runoff 2018

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

P1 1st Jim Devenport

P1 2nd Perry Richardson

P1 3rd Tim Day

P1 Track Record Perry Richardson

P2 1st Tim Day

P2 3rd Perry Richardson

P2 Track Record Chuck Bona

FB 3rd Mark Nixon

FB Track record JR Osborne

FC 1st Jason Reichert

FC 2nd Robert Negron

FC 3rd Scott Vreeland

FC Track Record Mitch Egner

FA 3rd Graham Rankin

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