



# The wheel<sup>®</sup>



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Regionals  
13, 14 & 15  
p. 8

SFR Solo Round 11  
p. 25

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**NOVEMBER 2019**

Above: Joe Gardner from Reno Nevada slows for the entry into turn 11 at Thunderhill

On the cover: Opening lap of the Group 6 SRF race

**FEATURES**

- 6** RE News
- 7** Wheelworks
- 8** Regionals 13, 14 & 15
- 23** Red candle
- 23** Full Body Contact
- 24** People In The News
- 25** SRF Solo Round 11
- 26** Notes from the Archive
- 28** Thunderhill Report

**IN EVERY ISSUE**

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

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**SAN FRANCISCO REGION SCCA**

**REGION OFFICE**

**MAILING ADDRESS**

PO Box 308, Willows, CA 95988

**LOCATION**

5250 Hwy 162, Willows, CA 95988

530 934 4455

530 934 7275 fax

office@sfrscca.org

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**BOARD OF DIRECTORS**

**BARBARA MCCLELLAN** Regional Executive  
barbaramcclellan@aol.com

**BLAKE TATUM** Secretary  
wheel@sfrscca.org

**TIM SULLIVAN** Treasurer, Director  
Competition Director  
Timbo0724@msn.com

**R.J. GORDY** Director  
rjgoldstar@sbcglobal.net

**ROGER EAGLETON** Director  
roger@gofivestarp.com

**DAVID VODDEN**, Director  
dvodden@thunderhill.com

**SETH REID** Director  
reidseth@gmail.com



**PUBLISHER:** THE WHEEL PUBLICATIONS

Editor **BLAKE TATUM** wheel@sfrscca.org

Art Direction & Design **CHRIS BECKREST**  
BeckrestDesign.com

**CONTRIBUTING WRITERS** Lynne Huntting,  
Barbara McClellan, Blake Tatum, David Vodden, Gary  
Horstkorta, Ryan Panlilio, Bruce Richardson

**CONTRIBUTING PHOTOGRAPHERS & ARTISTS**  
Richard Gordon, Paul Tibbals

**POSTMASTER**, Please send address changes to:

The Wheel  
P.O. Box 308  
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# CALENDAR

## UPDATED 2019 FRESNO CHAPTER SOLO SCHEDULE

New schedule coming

Check our website for updated calendar:  
[www.FresnoSCCA.com](http://www.FresnoSCCA.com)

## SFR SOLO SCHEDULE

New schedule coming



**Free SCCA Test Day**  
**THUNDERHILL RACEWAY PARK**  
**28 December 2019**

**SAN FRANCISCO REGION**  
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**2019 SCCA SFR FREE SOLO TEST DAY**  
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# 2019

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NEW SCHEDULE COMING

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Edward "Ed" Therrien  
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C- 510-333-7057  
E-mail - interairsvs@yahoo.com

#### Chief Concours Judge - SFR/SCCA Division

Butch Wright  
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C - 559-707-4102  
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As I sit down to write this, my last RE column for *The Wheel*, I cannot help but reminisce about my last two years as your Regional Executive. First let me say that I'm very proud to have represented you and SFR, the largest Region in SCCA. Thank you for choosing me. Secondly, I'd like to say that I've had two great Board of Directors with which to work. Thank you for choosing them. We don't always agree on things, but we listen to each other and hope we're making the best decisions for the San Francisco Region.

We've had some successes—which we always like to point out, some failures—from which we hope we learn, and some continuing challenges. Many years ago, on the National SCCA level, there was concern about the “greying of our members.” This is still of great concern and one of our biggest challenges. Our sport is not an inexpensive one, both in time and money. Whether you're a driver or a Race Official, you are making a big commitment to this automobile sport that is related to all forms of speed. You've seen me write about the need to recruit more volunteers in order to staff our tracks. Several times we've had to hire additional track workers at a big expense to the Region. This will likely continue into the future. While we can't pay our volunteers, we've tried to help provide additional support to them.

This year we increased the Volunteer Incentive Points (VIP) from 3 per day to 20 per day. These points are each worth \$1.00 and can be used to order merchandise, pay for banquet expenses, convert to gas cards or used to reimburse National Convention expenses. Drivers, when they're not racing, can volunteer for DRAFT card credit—to be used towards test days or entry fees. Another successful program was started with assistance from SCRAMP in working with motels in the Monterey/Salinas area where Race Officials were charged only \$100/night and the Region covered the rest of the expense. We limited it to the first 10 volunteers who signed up and only had one weekend that was not fully subscribed—and that was the first. Once folks realized how the program worked, it was used. This was especially helpful for staffing the pro event weekends where the motels in the area increase their rates significantly. The ones we worked with were quite reasonable in their rates. I've heard that one specific motel wishes to be the sole participant this coming year.

One of the successes we can brag about is the relationships established with each of our tracks. Of course we have a great relationship with Thunderhill Raceway Park; it's a place in which we take great pride. My hat's off to David Vodden and his staff who work so hard to make it a success. I do have to tell a personal story. Recently I was talking with a friend about racing and another friend overheard us. She said “my husband races with Porsche Club and he just loves Thunderhill.” Imagine their surprise when I said, not only does our Region own Thunderhill, but for the next month I'm sole stock holder of that \$15 million property. Of course Tim Sullivan, as the incoming new Regional Executive, will soon become that sole stock holder.

Speaking of Tim, I'm not sure everyone realizes his many successes working with Laguna and Sonoma. Our past working relationship with Sonoma has not always been the best, but Tim worked with Jerry Wheeler to get an additional race date this year and next. Now, we had to admit that a Majors in January wasn't the best decision, but it helped

us establish a cooperating, working partnership and we have a second race date for 2020. This year, SCRAMP asked to have just one individual work with them on the contract and dates. Tim, as Competition Director and Treasurer, was the logical SFR choice. He already knew Tim McGrane from his time at the Blackhawk Museum and he's developed a good relationship with DeWayne Woods from Monterey County. Even though things may change with Laguna management, Tim Sullivan has a great working relationship with everyone. Not only has he gotten approval for the 2020 dates we requested, he got something even better. Next year all SFR race events at Laguna Seca will be run at the 103db sound level. No longer are we relegated to different sound windows throughout the day.

Our last event at Thunderhill presented an unexpected challenge. It was called the wind—talk about wind gusts! To the point that Track management requested that we abandon the plan to run the 5-mile course on Sunday due to safety issues. The event Stewards quickly took that recommendation under advisement and made the schedule change to run only the 3-mile course. Only one driver complained that he had spent Saturday night repairing his car just so he could run the 5-mile track. Everyone else went with the change of plans.

On Saturday of that event we had a very unfortunate incident involving one of our Emergency crew. Keith Joseph was struck by an out of control car in the turn 7 area where the Emergency crew was located. This was a very sobering experience for many when they realized that no place on the race track is totally safe. It was necessary to airlift him to Chico where he underwent surgery on his left ankle. Keith is expected to make a full recovery but he has a long rehab ahead of him. A gofundme account has been set up to help with his expenses until he is able to work again. If you would like to make a donation, go to the SFR webpage for information.

That evening we had a delicious Social dinner for everyone (serving over 250) and the McCarthy family presented some great raffle items as we once again honored Tom McCarthy's memory. We also had the pleasure of hosting Mike Cobb, President and CEO of SCCA. He spent that morning working a turn with Scot Zediker, our Flag Chief. He made the comment how pleased he was to see Keith give a big thumbs up as he was loaded on the helicopter. That afternoon Mike played spectator and then was willing to talk about SCCA after dinner. He was open to questions but I noticed that he did an interesting side step when asked about having West Coast Runoffs any time soon.

I'm sure most of you have heard of the fatal bicycle accident of one of our drivers. We were very sad to learn that Bob “Bobcat” Bradfield was killed in Santa Cruz the evening of November 1. Our thoughts and prayers go out to his family who has requested that in lieu of flowers, to donate to the Worker Fund. That gofundme information is also available on the SFR webpage.

As I end this column, again I want to thank the two previous boards that have served with me. Since results of this year's election are not yet known (but will be announced elsewhere in *The Wheel*), I can only tell you that Tim Sullivan will be the new Regional Executive. I'm sure that whoever is elected to the board will help make this next year a successful one because we are all involved in a sport that we love and want only the best for our Region. Hope to see you at the Annual Meeting and Banquet on November 16 in Pleasanton.

Now I will just say, “see you at the races.” Barbara



John Faull poses with his 1959 Austin Healey Sprite

Automobile Racing has a very unique quality to it. The physical effects it has on the heart, the chemical reaction it has on the brain, and the emotional encounter of looking danger right in the eye and asking for more. Auto Racing unlike any other sport tests your mortality on every lap. Yet once the session or the race or even the lap is over those of us addicted can't wait for the next opportunity to strap on the helmet and tighten the seat belts. The same is true for John Faull. John had to wait 36 years between sessions but he never forgot the feeling and he never got racing out of his system.

John is a retired Psychologist with the State of California. John was only retired for a couple of years when he decided all the things that were occupying his time were missing a certain element. Nothing he was doing required a deadline, nothing he was doing required problem solving, nothing he was doing meant late nights and hard work, and nothing he was doing provided immediate feedback on a job well done or a job that needed to go back to the drawing board.

One day John woke up and decided he needed to dust off his Austin Healey Sprite. The Sprite had been sitting in his garage since he retired from racing 36 years ago. He basically said to his wife that of all the things he did in his previous 76 years, nothing compared to Auto Racing. She signed off but as John tells it she was not too sure of what she was signing off to.

John contacted Gary Meeker. Gary suggested attending driver's school since it had been 36 years. A physical, and Novice log book and a call to Larry Oka and John found himself enrolled in the 2019 edition of driver's school. Once driver's school was over, he set about resurrecting his old friend the 1959 Austin Healey Sprite. By the time a GCR legal Roll Cage, a fuel cell, a fire system, a transponder, and a fresh motor were put in, the 2019 season had whittled down to the final race of the year at Thunderhill Park. John was there and at 76 years old he rediscovered the indescribable feeling of racing a car once again.



John's racing license in 1966

John got his start with SCCA back in 1964. At that time he was attending UC Berkeley with the aspirations of becoming a biochemist. There he met one of his dorm mates who was volunteering at SCCA races as a flagger. Back then people had to pay to get into SCCA races and the dorm

mate received a guest pass for the races. John was offered the pass and he decided to go. John's first event was in Stockton. John recalls the track was made up of streets lined with hay bales. What the track lacked in aesthetic appeal was more than made up for in excitement. John was hooked; he

became a corner worker, and soon found himself volunteering at tracks all across Northern California.

As John watched the cars go by from his corner positions, he knew that actually racing was what he really wanted to do. After a year of being a volunteer John found himself to be an owner of an Austin Healey Sprite. Don Quackenbush was the previous owner of the car. The good news was the car had been developed into a racecar the bad news was that John had absolutely no mechanical background.

The good thing about human nature is that if there is a desire to make things happen we as humans will figure out a way to get it done. John sought out to not only become a great racecar driver he sought to understand how to make the car work and how to make it faster.

He bought every book he could about cars, about driving, even about aerodynamics. Along the way he met Dema Elgin and Norm Hart.

Both of these guys had extensive racing experience and were more than willing to share it with John. John took pride in the fact that he wrenched on his own car.



John in a Sprite at Cotati

Before the SCCA will let you on the track you need to go to Driver's School. Back in 1965 the School was put on by the Racing Driver's Club. His instructor was Frank "Red" Geesaman who was an experienced sports car racer having driven everything from a Volvo Special to a Lotus Seven. John had to pack up his car and knowledge and report to Cotati Raceway. Cotati Raceway was really an abandoned Navel Air Force base in between what is now Rohnert Park and Petaluma.

The name Cotati has no real meaning in the English language other than it was a name for a fictional alien race of telepathic plants from the Marvel Universe. Although the task at hand was not fictional, I am sure John's first impression of the place was certainly alien. Like all the tracks from the early sixties creature comforts consisted of under-serviced out houses and an abundance of dust.

Once the driver's school was completed there was no stopping John and his Sprite. If there was a race held there John went. He raced at Candlestick Park, Santa Barbara, Camp Stoneman, Laguna Seca, Las Vegas, and Portland. Along the way he earned his national license, which meant he could run the National races where the competition was tighter and the fields were bigger.



Sprites at Riverside notice the state of the art fencing

**CONTINUED ON PAGE 22**

# REGIONALS 13, 14 & 15

The season's finale had a little bit of everything - weather, drama, good racing, exciting racing, parade racing, a Formula Ford Fiftieth Anniversary double-header, a rousing Saturday night Social & Party, and a visit by Mike Cobb, President of SCCA.

There were 206 entries, of which 185 actually qualified, while 21 were DNS. Of those 200+ entries, 29 were from out-of-region, including 13 from Cal Club, which was hosting the PCRRRC at Buttonwillow the same weekend. The Worker Crews were somewhat thin, especially Course Marshals, Emergency, Pit Marshals, and F&C - which had to be supplemented by TRP track workers. The early morning Worker meetings were greeted with lovely sunrises.

Weather was a big topic. There were two days of heat - eighties and nineties with little or no wind, with a few wasps thrown in for good measure, while the rest of Northern California suffered from high winds and fires. The third day was an about face, with temperatures dropping to the sixties, and very strong, gusty winds, the likes of which we've never experienced. The winds had been previously forecast, but not with the ferocity that showed up Sunday morning. The track windmills were running at warp speed. The flags were straight out - those that survived. A porta-potty blew over in the paddock. One hotel in town lost roof shingles, and some trees were blown over. All week the threat of a PSPS existed - Public Safety Power Shutoff. It didn't happen, but the winds were so strong that an official schedule change, was made - no five-mile course for Sunday's races.

Saturday's activities were somewhat dampened by the mid-morning accident in Turn 15 and Emergency area. A driver had a mechanical failure and drove off course, hitting a parked race car and Emergency Worker. The driver was not hurt, but the Emergency Worker, Keith Joseph, was airlifted to a Chico hospital with leg and orthopedic injuries, which required surgery. He is expected to make a full recovery. A GoFundMe account has been set up to help Keith and his family with expenses.

[https://www.gofundme.com/f/help-for-an-injured-racetrack-emergency-worker?fbclid=IwAR3kM6eefCCfk-NZYR\\_vwQkvVkjZghBqzvr4s5vKHoeYEYPjyNJ6bGqXhO4](https://www.gofundme.com/f/help-for-an-injured-racetrack-emergency-worker?fbclid=IwAR3kM6eefCCfk-NZYR_vwQkvVkjZghBqzvr4s5vKHoeYEYPjyNJ6bGqXhO4)

Mike Cobb was Flagging at Turn 15 with the Flag Chief, and got a first-hand view of how well SFR handles incidents. The schedule was then altered again, with an early lunch while everything was sorted. After lunch, racing resumed, and everything got back on schedule. All drivers got their full race time. It was the E Crew's turn to select Worker of the Weekend, and they chose Keith Joseph.

Saturday night was the season finale party with Tacos and Margaritas served by BoD Members, remembrances and a raffle by the Tom McCarthy family, and a talk with Q&A with Mike Cobb. All in all, a full day and evening.

It was back to the three-mile configuration for the Sunday Regional races. Some drivers wanted the longer course, and others didn't want to brave the stiff winds, so a few left early. Not that their early exit helped the commute home, as several brush fires and/or winds closed some freeways and bridges. Those that remained had quite the time keeping their cars on course, and there was some spectacular driving and off-road excursions early on as drivers adjusted their driving styles to the gales and gusts. The outdoor race workers and officials had quite the time managing their tasks in what was basically a wind tunnel. It was brutal. The Flaggers needed ballast to keep them from flying away like Mary Poppins, and the Starters had a very shaky perch. The unexpected wind and cold caught workers less than prepared to brave the elements. It wasn't the most fun they ever had working.

Sunday, it was the Tech Crew's turn to select Driver of the Weekend, and they chose Bob 'Bobcat' Bradfield, who won all his six races. He drove his white No.36 Miata to victories in ITA and SMT. Both classes were largely subscribed, the largest in its respective group, and fierce competition.

## FRIDAY REGIONAL RACE 13

It was warm, dry with almost no wind at Thunderhill Raceway Park for the first of three days of regional races. Despite the wildfire dangers in other parts of Northern California, TRP was spared in the latest go-around of power shutoffs due to high winds. The track had been shut down recently in a previous PSPS.

The Friday schedule was practice and qualifying for seven race groups, and three afternoon races, including one special (non-points) race for Group 4A - FF's et al to celebrate the 50th Anniversary of Formula Fords. Region Races 13 were all 25-minute races.

Unlike races at WeatherTech Raceway Laguna Seca, when the schedule is too tight for Victory Laps, they were possible at Thunderhill. Surprisingly, very few winners took them.

### Group 1 FA FM F4 FS

Race 13

This group, which had eight out-of-region drivers, had a split start with the Pace car in front of the FM class - the second wave. It was the third race Saturday morning. Pole sitter Jay Henry Horak/No.37 FA Star PF got out in front and stayed there for most of the race. Front row starter, John Purcell/No.14 FA Star PFM from Northwest went off in Turn 15 on the second lap, putting him to the rear of the pack. Jim Mali/No.38 FA MazdaPro gridded third and moved into second where he remained for 12 of the 14-lap race. By Lap 2 the front field had already started to stretch out and lapping started early on. The only action was Purcell moving rapidly back through the field. Tony Opheim/No.31 FA Swift had started at the back of his wave due to his

qualifying negated for being too loud. He quickly moved into fourth place by Lap 4, before he was again busted for sound. Otherwise the race was relatively drama-free. Mid-race, Tao Takaoka/No.27 FA FS2.0 spun and stalled in Turn 5, before recovering and playing catch up. By this point, the field was really strung out, and was in parade mode. The only drama came on the penultimate lap Horak slowed and stalled in a hazardous place in Turn 11. The scenario was covered under local flags as it was close to the Checkered Flag. Mali took the lead and the victory, 3.696 seconds ahead of Jason Pettit/No.46 FS Fast Forward SPEED. Purcell turned the fastest race lap of 98.586 mph.



**CLASS WINNERS**

**FA** - Jim Mali/No.38 Pro Mazda; Troy Tinsley/No.61 Elan PFM; Robert Merritt/No.41 Elan Pro Formula

**FS** - Jason Pettit/No.46 Fast Forward SPEED; Joe Gardner Fast Forward SPEED

**FM** - Bill Weaver/No.67 Star Mazda; Brad Drew/No.78 Mazda Formula; Steve Tabak/No.28 Mazda Formula



#67 Bill Weaver won both days in FM

#27 Tao Takaoka leads #61 Troy Tinsley out of turn 10

**Group 2 FB FM FS FE FE2 S2 P1 P2 S2 DSR ASR**

Race 13

This was the smallest and fastest group of the weekend, and all nine SFR drivers took the Green. With five classes represented, all drivers were guaranteed a podium finish. The race was perhaps not the most exciting. It was mostly a fast parade, with the leader lapping the entire field at least once. Jim Devenport/No.23 ASR Norma had the pole position and was never threatened. The blue Flaggers were on the watch for him, as well as for Joe Viso/No.52 P1 Elan, who lost his qualifying times due to sound. He started at the back of the field. Robert Christensen/No.66 P2 Phantom pitted on the first lap and retired. One by one the field was diminished. Two more early retirements were Vasili Stratton/No.26 ASR Wolf, who started on the front row, and pitted on Lap 3; and Steve Breese/No.41 P2 Radical, who stopped, started and stalled, in a safe location. Yet another retirement happened midway when Andy Juner/No.88 DSR AMAC pitted and retired. At the Checkered Flag, there were only four cars running. Devenport won, with a one lap margin ahead of Eric O'Brien/No.44 P2 AMAC, and turned the fastest lap of the race and of the weekend - 106.183 mph. He also set a New ASR Track Record - 1:37.168.



#88 Andy Juner has #23 Jim Devenport on his tail



#26 Vasili Stratton second place in ASR

**CLASS WINNERS**

**ASR** - Jim Devenport/No.23 Norma; Vasili Stratton/No.26 Wolf

**P2** - Eric O'Brien/No.44 A-MAC; Steve Bresse/No.41 Radical; Robert Christensen/No.66 PHANTOM

**FE2** - Jeff Read/No.18 Van Diemen; John Yeatman/No.8 Van Diemen

**DSR** - Andy Juner/No.88 AMAC

**P1** - Joe Viso/No.52 Elan

## Group 3 ITE GT1 GT2 GT3 GTA GTE SP N3 SS T1 T2 T3 AS E46 GTX



#84 Luke French out of Citrus Heights

This race was late morning on Saturday, and the wind picked up. Of the 33 entries, all but one were SFR. NASPORT Driver, Larry Hansen/No.99 GT3 Nissan 350Z lives in Northern California, but races with Oregon Region. This race marked the SFR debut of SFR's newest Novice driver - 14-year old Luke French who drove his

Dad's No.84 IT 1984

Mazda RX-7 in Group 3 - in ITE. Dad races it in Group 5 as an ITA. Luke has been working SFR races as a Scrutineer, as well as last weekend's Sacramento Car Show in the SFR booth. He's working/earning DRAFT credits, as he has to pay for his own race entries. He ran the full race after one spin, and was the top Novice in the race.

Twenty-five drivers started this race of multiple classes. Darrell Anderson/No.50 T1 Mustang had the pole, but Joe Montana/No.88 SP Ford Fusion got the lead and never looked back. Michael Fine/No.66 Monte Carlo was running third until he ran afoul of the sound meter and pitted. James Fulton/No.55 ITE Miata driver pitted/retired at T7 /Emergency area on Lap 2, Several cars had solo spins, but otherwise, it was just a field of sedans and a truck stretching the

field; and lapping began before midway. Art Muncheryan/No.90 GT2 Camaro missed qualifying, so started at the back. He gained positions in quick order, getting up to fifth place before the accident. By the five minute mark, the field was all in place.

On the last lap an Alert was called by Turn 15 for a race car suffering a mechanical failure and driving off into the Emergency area and hitting the Emergency Worker. The race was over, won by Montana, 1.340 seconds ahead of Anderson, who turned the fastest race lap of 89.749 mph. There were no Victory Laps, the Hardship Laps were postponed, and after things calmed down, an Early Lunch was called, while race officials handled the situation and schedule.

### CLASS WINNERS

**SP** - Joe Montana/No.88 Ford Fusion; Bruce Treney/No.2 Acura

**T1** - Darrell Anderson/No.50 Mustang; Don Van Nortwick/No.8 Ford FP350S; Tim Sullivan/No.58 Corvette

**GT2** - Danny Malfatti/No.155 Monte Carlo; Scott Howard/No.89 Chevrolet Monte Carlo; Arthur Muncheryan/No.90 Camaro

**GT3** - Larry Hansen/No.99 Nissan; Krysti Booton/No.108 Honda

**AS** - Clark Nunes/No.79 Mustang; Igor Gandzjuk/No.29 Mustang; Ken Pedersen/No.39 Mustang

**ITE** - Kevin Patten/No.17 Shelby GT; Larry Cooper/No.7 Datsun 240-Z; Luke French/No.84 Mazda RX-7

**SS** - Charles Laster/No.23 Camaro

**T3** - Donald Ahn/No.98 Porsche Boxter; Eric Fulkerson/No.6 Porsche Boxter

**EP** - Mike Haag/No.11 Miata

**GT1** - Michael Fine/No.66 Monte Carlo

## Group 4 FF CF FV F5 FST FC FFT

This group, which had the faster FC cars, also included the Group 4A Formula Ford Anniversary cars, which also had two separate non-points races. There were seven Cal Club drivers in the field. Paul Rodler/No.68 FC 2000 Van Diemen RF00 had the pole, ran in first and was never headed. Front row starter, Henry Kenneth Rozeboom/No.81 FC 2008 Van Diemen DP08 spun on the first lap, dropping back to last with the two FVs. He made meteoric tracks to catch up to second place by Lap 11 of the 13-lap race. Rozeboom finished second, and turned the fastest race lap of 94.208 mph. While Rozeboom was moving up, Lyn Greenhill/No.88 FC 2002 Van Diemen RF02 ran second until caught by Rozeboom and Jeffrey Pietz/No.81 FC 2008 Van Diemen DP08.

Despite the obvious speed differential, FF pole sitter, Chuck Horn/No.54 1993 Swift/Honda ran with the FCs, holding his own. Denny Renfrew/No.11 2014 Piper/Honda was in the mix and leading FFs for a lap before a spin put him way back. Stewart Paterson/No.27 FFT 1979 Crossle kept up, and set a New FFT Track Record of 1:54.465.

The race settled in, with the field running in processional packs by class. With the speed disparities, there was lapping by mid race.

Nicholas Coe/No.65 FFT 1986 Swift, from Cal Club, spun and stalled, bringing out the Safety Car for the tow. After the Green, the field was all bunched up, but it soon stretched out by the finish.

There were two FV's, regular Ron Wake/No.41 Mysterian, who runs every race and had the class pole but spun early on; and Blake Tatum, bringing out his No.3 Crusader. Wake played catch-up and regained the FV lead by Lap 9. The two Vees had their own little race going on and it was very close on the last lap, with Wake prevailing.

Rodler won with a 5.309 second gap ahead of Rozeboom. Horn won FF, and Paterson beat four other FFTs for that class win.

### CLASS WINNERS

**FC** - Paul Rodler/No.58 Van Diemen; Henry Kenneth Rozeboom/No.81 Van Diemen; Jeffrey Pietz/No.80 Van Diemen

**FF** - Chuck Horn/No.54 Swift/Honda; Denny Renfrew/No.11 Piper/Honda

**FFT** - Stewart Paterson/No.27 Crossle 35f; Eric Little/No.5 Swift DB-1; G Scott Vreeland/No.56 Crossle 32F

**FV** - Ron Wake/No.41 Mysterian; Blake Tatum/No.3 Crusader



#88 Lyn Greenhill hounding #80 Jeffrey Pitz

# Group 4A FF VFF CF FFT



#54 Chuck Horn had his hands full the entire weekend

This was the second race Friday afternoon. All 12 of the Group 4A cars gridded for their first of two special no-points Formula Ford 50th Anniversary races. This group included FF, VFF, CF and FFT. Chuck Horn/No.54 FF 1993 Swift/Honda DB had the pole. The field was shrunk by two on the first lap, when Dave Jalen/No.50 FF 2009 Mygale SJ-09 and Manuel Leonardo/No 52 FF 2017 Piper DL7 tangled in Turn 3, bringing out the Safety Car for three laps of cleanup - of this and two other cars having issues. Once the race resumed, it was fairly processional except up front. Horn and Stewart Paterson/No.27 FFT1979 Crossle 35f were having a furious battle. On the penultimate lap, Paterson took the lead in T15, only to have Horn snatch it back in Turn 2. Horn held on and won, by 0.564 seconds. Horn turned the fastest race lap of 89.744 mph, and Paterson set a new FFT track record of 1:55.026 in his truly vintage Ford.

### CLASS WINNERS

**FF** - Chuck Horn/No.54 Swift/Honda; Denny Renfrew/No.22 Piper/Honda; Doug Learned Jr/No.17 Piper DL7

**FFT** - Stewart Paterson/No.27 Crossle 35f; Eric Little/No.5 Swift DB-1; Paul Wilson/No.6 Swift DB-1



We have seen this before #11 Renfrow and #54 Horn nose to tail



#5 Eric Little and #50 David Jalen in some side by side action

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## Group 5 ITS ITA ITB ITC ITX ITR FP HP STL STU E30 SMG BS T4 GTL SSC5 SM5



#17 Scott Smith finished fourth in the hotly contested ITA class

This group has at least 17 classes, and 10 were represented this weekend. There were 38 starters, including four out-of-region drivers. Group 5 was the first to have its start waved off for racing before the Green. It was a sign of things to come. The race was a busy one, with lots of activity. Clark Nunes/No.79 SMG Mustang had the overall and class pole. Tim Auger, STL pole sitter in No.07 Acura Integra, opted to start at the back of the grid. Michael Shawhan/No.121 SMG Mustang Weekend member joined the race after the second pace lap.

Auger cut a swathe through the field, gaining 18 positions in his first lap. He reached seventh place by Lap 7, which is where he finished, second in class.

There were a few off-course excursions, and as many body contacts during the 12-lap race, even on the last lap. Christopher Allen/No.61 ITX Miata was penalized and put on probation due to "avoidable

contact" after a couple of incidents. Schuyler VanBuskirk/No.31 ITA Mazda RX-3 was penalized for being "non compliant."

Nunes led flag to flag, stretched out his lead to 7.039 seconds at the finish, and turned the fastest race lap of 86.625 mph

### CLASS WINNERS

**SMG** - Clark Nunes/No.79 Mustang; Ken Pedersen/No.39 Mustang; Igor Gandzjuk/No.29 Mustang

**STU** - Carl Young/No.24 Mustang;

**STL** - Nathan Pope/No.42 Honda Prelude; Tim Auger/No.07 Acura; Mark Gordon/No.98 Mazda X7

**ITR** - Wilson Powell/No.54 BMW Z4

SSC5 - Tim Sullivan/No.58 Corvette

**ITA** - Bob Bradfield/No.36 Miata; Lawrence Murdter/No.94 Miata; Joseph Kou/No.6 Miata

**ITX** - Ross Lindell/No.16 Miata; Rob Fuller/No.15 Miata; Jim Hull/No.22 Miata

**HP** - Ben Valentine/No.124 MG Midget; John Faull/No.71 Sprite; Donovan Helfrich Sr/No.49 MG Midget

**ITS** - John Connelly/No.46 Miata

**B-Spec** - Ali Naimi/No.14 Mazda 2

## Group 6 SRF SRF3



#83 Steven Cento has #16 Yehia Eissa on his flank

The last race of the day on Friday was Group 6 for SRF3/SRF. They had a split start, and racers had to deal with the low-hanging sun and track glare. And as usual, the field had an interesting, if not downright rambunctious race. The track was dirty and dusty. It was a wild race, with a lot of activity, and one caution. Three of the 30-car field were out-of-region drivers, from Oregon and Big Sky Regions.

Bill Booth/No.57 SCCA Enterprises SRF3 had pole position, followed by Gregory Hoff/No.14 2005 SCCA Enterprises, Alex Kwan/No.40 2016 SRF3 and John McIntyre/No.22 2016 SCCA Enterprises SRF3. McIntyre went off in Turn 2 on the first lap, and still managed to be leading at the end of the first lap. McIntyre led most of the race, with Booth in second for half of the race, until Kwan caught up and passed. Hoff and Joe Briggs/No.9 2007 SRF3 dived among themselves, and the front pack had a busy race. Robert Sachs/No.35 2018 SCCA Enterprises SRF3 and James Chartres/No.82 SCCA Enterprises SRF3 could have had a racy time but Sachs went off early on which put him way back. He played catch up, while Chartres played it safer and

moved up slowly, gaining two positions at the finish.

In the SRF class, Kevin O'Connor/No.91 SRF had pole, followed by Ken Woolley/No.41 2000 SRF and Michael Woolley/No.24 1993 SCCA Enterprises. Ken Woolley lost positions when spun in Turn 9 on the first lap. The other two continued moving ahead, in position. Meanwhile, back at the rear was Sean O'Boyle/No.67 1990 Enterprises SRF, as he hadn't qualified. He quickly moved up to third in class, and that's how the trio finished.

Midway through all the wild racing, Nevin Spieker/No.13 2006 Enterprises spun in Turn 8, breaking a wheel and bringing out the Safety Car and tow truck to remove him from his hazardous resting spot. During the two-lap Caution the activity continued. The Restart came after the five minute mark. McIntyre and Jerry Aplash/No.71 1985 SRF running as a SRF3 each spun off in Turn 8. McIntyre remained and parked, while Aplash continued. Booth won the race, just 0.601 seconds ahead of Briggs, followed by Kwan. Briggs turned the fastest lap of 86.386 mph. Erich Woolley/No.33 1993 SCCA Enterprises SRF finished on the lead lap, the best finishing Novice.

### CLASS WINNERS

**SRF3** - Bill Booth/No.57; Joe Briggs/No.9; Alex Kwan/No.40

**SRF** - Kevin O'Connor/No.91; Michael Woolley/No.24; Sean O'Boyle/No.67.

## Group 7 SMT SSM SM



#36 Bob Bradfield pulls out a gap from the other SMT competitors

All 44 of the Group 7 Miatas showed up to race - the first race of the weekend Friday afternoon. This was the largest group of the weekend. And what a race it was! Oregonian Eric Jones/No.2 1993 SM had the pole, and Tommy McCarthy/No.23 2001 SM was gridded fourth; but Jones went off in Turn 3 on Lap 1, and McCarthy took the lead. The lead changed briefly the next lap before McCarthy regained the lead

in Turn 2 and held on to it for most of the race, while being hounded by Will Schrader/No.87 1990 SM Miata from Oregon. The two pulled away from the field. On the penultimate lap, Schrader took the lead in Turn 15 and held on to beat McCarthy by half a nose - 0.087 second, the closest finish of Regional Races 13. Schrader also turned the fastest race lap of 80.479 mph. Jones finished third. Christian Lyons/No.31 SSM from San Diego was the top finishing Novice. He and another Cal Club driver joined five Oregonians who traveled for this race

In SMT, Bob Bradfield/No.36 1991 Miata had the pole and led every lap, while he diced with the top SM drivers. Second and third in SMT also qualified, raced and finished in their same positions.

SSM victor, Mark Means/No.45 1990 Miata took command of his race and led the class, followed by the other podium finishers - Ross Lindell/No.16 1990 SSM and pole sitter, Gregory Hoff/No.97 1992 Miata, who had been involved with Donald Ahn/No.139 1999 SMT Miata. Hoff was able to continue and finish the race. Ahn pitted and retired.

This being a large group of Miatas, there were a lot of testing of track limits. This is a frisky, adventurous class who put on a good show.

### CLASS WINNERS

**SM**-Will Schrader/No.87 1990 Miata; Tommy McCarthy/No.23 2001 Miata; Eric Jones/No.2 1993 Miata

**SMT** - Bob Bradfield/No.36 1991 Miata; Joseph Kou/No.6 1999 Miata; Wa Huong/No.3 1993 Miata

**SSM** - Mark Means/No.45 1991 Miata; Ross Lindell/No.16 1990 Miata; Gregory Hoff/No.97 1992 Miata

## SATURDAY REGIONAL RACE 14

The sunrise was even more spectacular Saturday morning for the F&C meeting, which was attended by key stewards and Mike Cobb, SCCA President/CEO, who worked a corner that morning.

Saturday was all races - the remaining five 25-minute races Regional Race 13 and all eight 20-minute races for Regional Race 14 - on the three-mile course. The grids for Regional 14 were set by the best time of Friday qualifying or Race 1. The schedule called for six races before lunch, and seven in the afternoon.

Depending on how the schedule was going, some groups got Victory Laps, while others didn't have that option. The weather was chilly to start and warmed up quickly and remained hot all day. The wind picked up considerably from Friday, making it difficult at best for the flaggers. Sound was an issue for several drivers, with most of them being from out-of-region. At Thunderhill Raceway and Sonoma Raceway, 'strikes' only count when cars are driving in an on-track session. Violations which occur during a 'Sound Check' lap do not count as a strike on these two tracks, unlike WeatherTech Raceway where any violation counts including Sound Checks.

## Group 1 FA FM F4

Race 14

This was the last race of a long day, and had a split start. John Purcell/No.14 FA Star FM was pole sitter courtesy of his fastest race lap in Race One. He led for the first seven laps, before being passed by front row starter, Tony Opheim/No.31 FA Swift who went on to win, besting Purcell by 1.479 seconds. Jay Henry Horak/No.37 FA Star PFM ran third all 14 laps. The top three pulled away from the field to have their own race. Opheim turned the fastest race lap of 97.371 mph. There were a few offs, and one by Robert Merritt/No.41 FA Elan PFM resulting in his pitting.

The FS class, one of the open wheel classes brought by World Speed Motorsports for its Formula Car Challenge, was won by Jason Pettit/No.46 FS Fast Forward Formula SPEED, and Bill Weaver/No.67 FM Star Mazda won his second FM race. Second and third were Stew Tabak/No.28 Mazda Formula and Brad Drew/No.78 Mazda Formula, reversing their Race One finishes. All three FM's started and finished in their same order, while moving up in the field for the finish.

### CLASS WINNERS

**FA**-Tony Opheim/No.31 Swift 016.a; John Purcell/No.14 Star PFM; Jay Henry Horak/No.37 Star PFM

**FS** - Jason Pettit/No.46 Fast Forward Formula SPEED; Joe Gardner/No.16 Fast Forward Formula SPEED

**FM** - Bill Weaver/No.67 Start Mazda; Stew Tabak/No.28 Mazda Formula; Brad Drew/No.78 Mazda Formula



#46 Jason Pettit putting the hammer down out of turn 10

## Group 2 FA FB FM FS FE FE2 S2 P1 P2 S2 DSR ASR



#41 Steve Bresee in his radical

This was the smallest race of the weekend, with five starters in the nine-car field. It was run mid-afternoon Saturday. The only drama was at the start when Vasili Stratton/No.26 ASR Wolf couldn't make up his mind to start or not start. He went back paddock at the start, then came back to pit lane, and than back paddock again for good. The race was a processional parade, with each of the five cars running their own race. At the back, Eric O'Brien/No.44 P2 AMAC led for three laps before being passed by Jeff Read/No.18 FE2 Van Diemen, and that's where they finished. Otherwise, there were no offs, spins or body contacts. And no other passes.

Jim Devenport/No.23 ASR Norma won by 18.748 seconds and turned the fastest race lap of 101.538 mph - not quite as fast as his best ASR time Friday, but still over 100 mph.

### CLASS WINNERS

**ASR** - Jim Devenport/No.23 Norma

**P1** - Joe Viso/No.52 Elan

**FE2** - John Yeatman/No.8 Van Diemen FE; Jeff Read/No.18 Van Diemen FSCCA

**P2** - Eric O'Brien/No.44 A-MAC



P2 Winner Eric O'Brien

## Group 3 ITE GT1 GT2 GT3 GTA GTE SP N3/L SS T1 T2 T3 AS E46 GTX



Second place in GT2 #44 Bryan MacMillan

This group has the second largest number of classes - 16 - and nine were represented this weekend. Ten of the large field weren't there for the Green Flag, and one driver was late, so his fifth grid position was negated. The front row was in reverse order of the first race, which was run just hours before. Darrell Anderson/No.50 T1 Mustang led every lap, and stretched his gap ahead of Joe Montana/No.88 Ford Fusion, who won Race One. Michael Fine/No.66 GT1 Monte Carlo charged through the field from the back to reach sixth place by Lap 3. However, he then slowed and retired.

There were some offs and spins, including Montana, but he never lost position. Scott Howard/No.89 GT2 Monte Carlo was running closely with Bryan MacMillan/No.44 GT2 Mustang, with them swapping second and third in class, until Howard went off roading, and got a flat tire. Several others took turns going off course. Lapping began at the Five minute mark.

Anderson's Margin of Victory was 56.359 seconds behind

and he also turned the fastest race lap of 90.548 mph.

### CLASS WINNERS

**T1** - Darrell Anderson/No.50 Mustang; DonVan Nortwick/No.8 Ford FP FP350S; Tim Sullivan/No.58 Corvette

**SP** - Joe Montana/No.88 Ford Fusion; Bruce Trenergy/No.2 Acura;

**GT2** - Danny Malfatti/No.155 Monte Carlo; Bryan MacMillan/No.44 Mustang; David Jansen/No.62Porsche 911

**AS** - Clark Nunes/No.79Mustang; Ken Pedersen/No.39 Mustang; Igor Gandzjuk/No.29Mustang

**GT3** - Larry Hansen/No.99 Nissan; Krysti Booton/No.108 Honda

**SS** - Charles Laster/No.23Camaro

**ITE** - Kevin Patten/No.17 Shelby; Luke French/No.84 Mazda RX-7; Larry Cooper/No.7 Datsun 240-Z

**EP** - Wilson Powell/No.77 Miata; Mike Haag/No.11 Miata

**GT1** - Michael Fine/No.66 Monte Carlo



#89 Scott Howard in his 1999 slightly modified Monte Carlo

## Group 4 FF CF FV F5 FST FC FFT



#80 Jeffrey Pietz FC leads #54 Chuck Horn into turn 11

This was the first race was run midday Saturday when it was 82 degrees and windy. The field - which had six Cal Club drivers, included all the 4a FF cars plus the larger FC cars and a couple of FV's. For the first time the FC class was outnumbered by another group - eight FFTs, which included cars which usually run FF. Pole sitter Paul Rodler/68 FC Van Diemen led every lap, followed by Henry Kenneth Rozeboom/No.81 Van Diemen in second. Jeffrey Pietz/No. Van Diemen ran third for 10 of the 11 laps, until he was passed by Lynn Greenhill/No.88 Van Diemen. The FC race was fairly processional.

The FF and FFT classes had more action. Someone forgot to tell Chuck Horn/No.54 FF Swift/Honda he was not a FC, so he ran with

Greenhill and Sterling Ellsworth/No.22 FC Van Diemen. Further back, Dave Jalen/No.50 FFT Mygale and Eric Little/No.5 FFT Swift had a nice battle, swapping positions until Little's last pass in Turn 11.

Nicholas Coe/No.65 FFT Swift DB1 went off in Turn 5 rather dramatically - he was momentarily airborne. That ended his race. Rodler won by 0.853 seconds ahead of Rozeboom, and Greenhill had the fastest race lap of 93.383 mph.

### CLASS WINNERS

**FC**-Paul Rodler/No.68 Van Diemen; Henry Kenneth Rozeboom/No.81 Van Diemen; Lyn Greenhill/No.88

**FF** - Chuck Horn/No.54 Swift/Honda; Denny Renfrew/No.11 Piper/Honda

**FFT** - Stewart Paterson/No.27 Crossle 35f; G Scott Vreeland/No.56 Crossle 32F; Eric Little/No.5 Swift DB-1

**FV** - Blake Tatum/No.3 Crusader; Ron Wake/No.41 Mysterian  
**F5**-Ron Wake/No.41 Mysterian



#88 Lyn Greenhill looking the wrong way down the track

## Group 4A FF VFF CF FFT



#6 Paul Wilson with Eric Little and #12 Michael Bernstein behind him

The top three finishers were the same as Friday: Chuck Horn/No.54 FF 1993 Swift/Honda DB6, Stewart Paterson/No.27 FFT 1979 Crossle 35f, and Denny Renfrew/2014 Piper/Honda DL7. Horn and Renfrew being swapped the lead early on, before Horn prevailed, with Renfrew being passed by Paterson. The top five drivers ran very close and fast for much of the race, before Horn started stretching out his lead. Nicolas Coe/No.65 FFT 1986 Swift DB1 spun and stalled in Turn 15 but was able to continue after hitting delineators

Eric Little/No.5 1986 Swift DB-1 did a spectacular agricultural side trip off Turn 9 on Lap 3, taking a rough ride. He plowed through the grass and came back on course, strewing grass in his wake and carrying practically a bale of it all over his car. He made it back to the pits and retired. Chuck Horn turned the fastest race lap of 89.877 mph. All eight finishers were on the lead lap. Due to the extensive grass course cleanup there was time for Victory Laps, but no takers.

### CLASS WINNERS

**FF** - Chuck Horn/No.54 Swift Honda; Denny Renfrew/No.11 Piper/Honda

**FFT** - Stewart Paterson/No.27 Crossle 35f; G Scott Vreeland/56 Crossle 32F; Kinnon Marshall/o.119 Lola



Two of the competitors that drove up from Southern California #27 Stewart Paterson and #5 Eric Little

## Group 5 ITS ITA ITB ITC ITX ITR FP HP STL STU E30 SMG BS T4 GTL SSC5 SM5



#58 Tim Sullivan enrt to two class championships

This group, sometimes called Alphabet Soup, for its 17 classes of smaller sedans, had an interesting start. The pole

sitter, Clark Nunes/No.79 SMG Mustang, pitted on the pace lap as he remembered he left his gas can in the trunk. He rejoined the field and quickly cut a swath through the cars, gaining 31 positions in the ten-lap race, to finish fifth. The race was won by Michael Shawhan/No.121 SMG Mustang, Shawhan led every lap. Runner-up Ken Pedersen/No.39 SMG Mustang turned the fastest race lap of 84.595 mph.

Also starting in the back was Schuyler VanBuskirk/No.31 ITA Mazda RX-3, whose Friday P10 finish was negated for a non-compliant car. He turned on the fast-forward mode and finished 17th, sixth in class.

There were several offs, but otherwise the field kept it on the track.

Bob Bradfield/No.36 Miata led and won the ITA pack, the largest class in the field with 16 cars. There were five classes with but one car.

There were 36 cars and all but one finished. Twenty-one were on the lead lap; and with the speed differential in the group of nine classes, three cars were lapped twice. Ismael Basso/No.39X Miata was the top Novice.

### CLASS WINNERS

**SMG** - Michael Shawhan/No.121 Mustang; Ken Pedersen/No.39 Mustang; Igor Gandzjuk/No.29 Mustang

**STU** - Carl Young/No.24 Honda CRX

**STL** - Nathan Pope/No.42 Honda Prelude

**SSC5** - Tim Sullivan/No.58 Corvette

**ITA** - Bob Bradfield/No.36 Miata; Lawrence Murdter/No.94 Miata; Joseph Kou/No.6 Miata

**ITR** - Wilson Powell/No.77 Miata

**ITS** - John Connelly/No.46 Miata

**ITX** - Ross Lindell/No.16 Miata; Rob Fuller/No.15 Miata; Christopher Allen/No.61 Miata

**HP** - Ben Valentine/No.124 MG Midget; John Faull/No.71 Sprite; Donovan Helfrich Sr/No.49 MG Midget

**B-Spec** - Ali Naimi/No.14 Mazda 2



#39 Ken pederson enrt to Second place in SMG

## Group 6 SRF SRF3



#55 Stephen Controulis from Orinda CA

As laps in Race One were slower, the grid for Race Two was set mostly by Friday's qualifying. It had a split start, with the Pace Car in front of the second wave for SRFs. Up in front, Robert Sachs/No.35 2018 SCCA Enterprises missed a shift, so

some got away clean and others were held up. The field made it all the way to Turn 2 before the first car when off. John McIntyre/No.22 SRF3 2016 SCCA Enterprises went off, made it back around to the front straight where he pulled off and parked. Later he continued, and then pulled off again. There were more offs, including Stephen Controulis/No.55 SRF3 SCCA Enterprises who went off roading in Turn 9. He pitted, went back out, and then pulled off in Turn 5.

The lead pack of six to eight cars pretty much were able to maintain their positions, even after they started lapping the SRFs. Alex Kwan/No.40 2016 SRF 3 got the lead on the first lap and held to the finish. There was some

dicing around. James Chartres/No.82 SCCA Enterprises put a wheel off evading an attempted pass by Jerry Aplash/No.71 SRF3, but kept on and held his position. Aplash chased Chartres for a couple of laps before Chartres pulled away.

Sean O'Boyle/No.67 SRF left a large pool of coolant on the grid, pitted on Lap 3 and retired.

Michael Woolley/No.41 SRF 1993 SCCA Enterprises led the second wave flag to flag, as he moved forward in the field. Kevin O'Connor/No.91 SRF and Eric Hand/No.76 SRF followed suit in second and third. It was a family affair for the Woolleys as Father Ken ran No.41 SRF 2000 and Novice Erich ran No.33 SRF 1993 SCCA Enterprises.

Kwan won by a 1.449 second margin ahead of Bill Booth/No.57 SRF3 SCCA Enterprises. And Joe Briggs/No.9 SRF3 2007 SRF set another fastest race lap of 85.835 mph.

### CLASS WINNERS

**SRF3**-Alex Kwan/No.40 2016 SRF3; Bill Booth/No.57 SRF3; Joe Briggs/No.9 2007 SRF3

**SRF** - Michael Woolley/No.24 1993 SRF; Kevin O'Connor/No.91 SRF; Eric Hand/No.76 2000 SRF 2000



SRF3 winner #40 Alex Kwan



## Group 7 SMT SSM SM



#139 Donald Ahn door handle to door handle with #97 Gregory Hoff

This race was moved from late morning to first after the early lunch. This was the largest group of the weekend. Seven of the 41 racers were from other West Coast regions. The top three starters had 'podium' finishes but not in the same order as in Race One. They all ran close together for most of the race, eventually pulled away from the field and running their own race. Pole sitter Eric Jones/No.2 SM from Oregon led seven of the ten laps, with Will Schrader/No.87 SM from Oregon and Tommy McCarthy/No.23 SM on his tail for six laps. Then McCarthy passed Schrader and a lap later took the lead and the victory. It was a nice way to celebrate his 21st birthday.

Bob Bradfield/No.36 SMT 1991 Miata led every lap to win SMT,

the largest of Group 7, with 26 cars. Roland Kamber/No.90 SMT opted to start at the back of the grid; and he had a field day charging through the pack. He gained considerably lap by lap, to finish 15th overall.

Friday's SSM winner, Mark Means/No.45 SSM 1991 Miata led the first eight laps, until he and Gregory Hoff/No.97 SSM 1992 Miata came together in Turn 5. Both spun and Hoff retired. Ross Lindell/No.16 SSM 1990 Miata had been running second in class and went on to win the race. Means recovered and finished second in class. Rob Fuller/No.15 1990 Miata was third.

### CLASS WINNERS

**SM**-Tommy McCarthy/No.23 2001 Miata; Eric Jones/No.2 1993 Miata; Will Schrader/No.87 1990 Miata

**SMT** - Bob Bradfield/No.36 1991 Miata; Tupper Hull/No.50 1996 Miata; Joseph Kou/No.6 1999 Miata

**SSM** - Ross Lindell/No.16 1990 Miata; Mark Means/No.45 1991 Miata; Rob Fuller/No.15 1990 Miata

## SUNDAY REGIONAL RACE 15

Due to Sunday's severe weather conditions, the decision was made not to run the five-mile course for Regional Races 15. The winds were quite strong, gusty and cold all day, which made it challenging for all. There were some interesting driving lines through some corners. It wasn't at all easy for the outdoor volunteer workers, who bundled up as best they could given the circumstances. The flaggers had a particularly difficult time trying to wave flags and make Race

control calls in conditions similar to a full force wind tunnel. The fields were smaller on Sunday; and it had already been scheduled to combine Groups 1 & 2-formula cars and sports racers. Despite the circumstances, the races went off as scheduled. Feed on/off 10-minute warm-up sessions were followed by 15-minute qualifying sessions. After lunch were the six 25-minute races.

## Groups 1 & 2 FA FM F4 FB FM F5 FE FE2 S2 P1 P2 S2 DSR ASR

Race 15

Groups 1 & 2 for FA/FM/F4/FB/FM/F5/FE/FE2/S2/P1/P2/S2/DSR/ASR were combined for a theoretical total 28 cars; and yet they still had the smallest Sunday starting field. Four qualified and five raced. It was easier for Grid to report the starters than the DNS cars, and it was the second-to-last race of the day. Of the five drivers who raced, four different classes were represented, so everyone got a podium finish and/or a trophy. It was a trouble-free race, very processional, with no one going off course. Joe Viso/No.52 P1 Elan had the pole. Jim Devenport/No.23 ASR Norma didn't qualify, and started at the back. He was the only one to change positions, as he quickly moved back to front to take the lead in Turn 2 on Lap 4. Devenport turned the fastest race lap of 105.339 mph, not quite as fast as Saturday; but he and the field were bucking strong, gusty winds. It was still the fastest lap of the day. Devenport's Margin of Victory was 43.160 seconds ahead of Tony Opheim/No.31 FA Swift. All five finished, with four on the lead lap.

### CLASS WINNERS

**ASR** - Jim Devenport/No.23 Norma

**FA** - Tony Opheim/No.31 Swift 016.a/Tao Takaoka/No.27 F S 2.0

**P1** - Joe Viso/No.52 Elan

**FE2** - John Yeatman/No.8 Van Diemen



#8 John Yeatman in his FE2

## Group 3 ITE GT1 GT2 GT3 GT3 GTE SP N3/L SS T1 T2 T3 AS E46 GTX



#6 Eric Fulkerson T3 winner on Sunday

This was the last race of the day. Fourteen SFR drivers in the 27-car field of thumpers qualified and 14 raced- just not the same 14. Wilson

Powell/No.77 EP Miata qualified but didn't run. Michael Fine/No.66 GT1 Monte Carlo didn't qualify but raced. Everyone finished first or second. There are 16 classes in this group and half of them were represented.

Don Van Nortwick/No.8 T1 Ford FP350S was on pole and led for three laps before Joe Montana/No.88 SP Ford Fusion came from sixth on grid to take the lead in Turn 9 on Lap 4, gaining the most positions of any driver in the race. Montana led to the finish of the 12-lap race, turning the fastest race lap of 88.200 mph. His gap was 2.557 seconds ahead of runner-up Van Nortwick. The top five finishers were all in separate classes.

Bryan MacMillan/No.44 GT2 Mustang, Igor Gandzjuk/No.29 AS Mustang GT, and Michael Lowe/No.10 AS Mustang started and finished in that order, but did some passing among themselves in the process.

With so many classes the speed differentials were obvious, and lapping began before the midway point. Otherwise, the race was well-behaved, with one spin and one driver - Fine - retiring on course with mechanical problems.

Krysti Booton/No.108 GT3 Honda spun a bearing on Saturday and couldn't run Sunday, so she worked a corner. She's one of a few drivers who regularly work a crew when not driving. Among

others who do that are SFR BoD/RE Elect Tim Sullivan, who works Announce, Pit and Paddock Marshal crews; and Matt Insley, who is Race Chairman for club events and works Tech. Joining those ranks is Novice Luke French, who plans to continue working Tech to earn DRAFT card credits towards race entry fees. This weekend was the teen's first SCCA race, but not his first race. He's competed in other venues.

### CLASS WINNERS

**SP** - Joe Montana/No.88 Ford Fusion; Bruce Trenergy/No.2 Acura

**T1** - Don Van Nortwick/No.8 Ford FP350S; Tim Sullivan/No.58 Corvette

**GT2** - Bryan MacMillan/No.44 Mustang; David Jansen/No.62 Porsche 911

**AS** - Igor Gandzjuk/No.29 Mustang

**ITE** - Ian Barberi/No.24 Honda CRX; Luke French/No.84 Mazda RX-7

**SS** - Charles Laster/No.23 Camaro

**T3** - Eric Fulkerson/No.6 Porsche Boxter

**EP** - Mike Haag/No.11 Miata

**GT1** - Michael Fine/No.66 Monte Carlo



#66 Michael Fine GT1 Champion

## Group 4 FF CF FV F5 FST FC FFT



2019 FC Champion Paul Rodler leads the pack out of turn five

It's not always the size of the field that provides the most excitement. The Group 4 race for formula cars had a small entry to begin with and five didn't race Sunday. The three FC's ran way up front and the winner, pole sitter Paul Rodler/No.68 FC Van Diemen RF00 turned the fastest lap of 93.916 mph. The three FC's started and finished in the same order - Rodler, Lyn Greenhill/No.88 Van Diemen RF02 and Sterling Ellsworth of Cal Club in No.22 Van Diemen RF-01.

The exciting racing was done by the three FF/FFT's who ran close

together the entire 14 laps. Basically the FFT class is a FF with a spec tire. Eric Little/No.5 FFT Swift DB-1 had the class pole and led for four laps until Denny Renfrew/No.11 FF Piper/Honda DL7 passed under the T14 bridge. Renfrew's caterpillar-striped car led the next nine laps, with Chuck Horn/No.54 FF Swift/Honda DB6 chasing hard. They came up the front straight side by side, and it was so close Renfrew thought he won and took the Victory Lap, while Timing & Scoring sorted it out electronically. Horn won the race by a hair, and afterwards, Renfrew presented the Victory flag to Horn. Meanwhile, Ron Wake/No.41 FV Mysterian soldiered on, the only FV, finishing two laps behind. The only other FV was Blake Tatum/No.3 Crusader, who pitted on the Pace Lap with no battery. Tatum, who had won Saturday's FV race, admitted to a rookie mistake of not putting his car on the charger all weekend, not even while waiting for the race. He said his wife laughed at him.

All podium finishers

### CLASS WINNERS

**FC**-Paul Rodler/No.68 2000 Van Diemen; Lyn Greenhill/No.88 2002 Van Diemen; Sterling Ellsworth/No.22 2001 Van Diemen

**FF** - Chuck Horn/No.54 Swift/Honda; Denny Renfrew/No.11 Pipeer/Honda

**FFT** - Eric Little/No.5 Swift; Nicholas Coe/No.65 Swift

**FV** - Ron Wake/No.41 Mysterian

# Group 5 ITS ITA ITB ITC ITX ITR FP HP STL STU E30 SMG BS T4 GTL SSC5 SM5



#117 Ismael Bosso and #15 Rob Fuller fighting for every inch

This race was midpoint in the afternoon. Thirty qualified, out of the field of 42. Saturday's SMG and overall winner, Michael Shawhan/No.121 Mustang qualified on pole in the session right before lunch, but didn't race, or wasn't even listed as a DNS. He became a weekend-

won their respective class.

Bob Bradfield/No.36 ITA Miata had the ITA pole and led every lap to take the win in the 15-car class. It was the liveliest class, accounting for all but one of the offs and spins. But it was mostly a quiet race.

John Faull/No.71 HP Sprite finished second in all three of his weekend races, a nice steady ride for a returning racer after a years-long hiatus. Welcome back, John!

### CLASS WINNERS

**SMG** - Igor Gandzjuk/No.29 Mustang; Michael Lowe/No.10 Mustang

**STU** - Carl Young/No.24 Honda CRX; Mark Gordon/No.98Mazda X7

**STL** - Nathan Pope/No.42 Honda Prelude

**SSC5** - Tim Sullivan/No.58 Corvette

**ITR** - Wilson Powell/No.77 Miata

**ITA** - Bob Bradfield/No.36 1991 Miata; Joseph Kou/No.6 1999 Miata; Scott Smith/No.13 1996 Miata

**ITX** - Rob Fuller/No.15 1990 Miata; Ross Lindell/No.16 1991 Miata; Christopher Allen/No.61 1991 Miata

**HP** - Ben Valentine/No.124 MG Midget; John Faull/No.71 Sprite; Donovan Helfrich Sr/No.49MG Midget

**B-Spec** - Ali Naimi/No.14 Mazda 2



#117 Ismael Bosso kicks up some dirt

only member when he showed up Saturday as a late entry. Four drivers raced their same race cars in Group 3, in different classes. This group had nine classes running, so the first four finishers each won his class. There were six classes in the top seven cars, with three drivers from Cal Club.

Default pole sitter, Igor Gandzjuk/No.29 SMG Mustang GT led every lap. Carl Young/No.24 STU Honda CRX gridded second, with Nathan Pope/No.42 STL Honda Prelude and Michael Lowe/No.10 SMG Mustang behind. They diced among themselves before settling into their order. Good buddies Tim Sullivan/No.58 SSC5 Corvette and Wilson Powell/No.77 ITR Miata raced each other, before Sullivan got in front. They each



#29 Igor Gandzjuk SMG and AS Champion

## Group 6 SRF SRF3



#57 Bill Booth leads a large pack out of turn 14. Booth was the 2019 Regional Champion in SFR3

One of the more exciting races was Group 6 SRF3/SRF, which had a fairly full field of 26 cars. It was the second race after lunch and some drivers put more air in their tires to counterattack the strong winds. This group had a split start. Alex Kwan/No.40 SRF3 led the entire race, but it was the racing behind him that was interesting. John McIntyre/No.22 SRF3 took a rough ride though Turn 2 on the first lap which put him behind and out of contention, although he recovered to finish 17th. There were body contacts, spins, offs, and some wild driving - lots of activity, but no Caution or Safety Car.

Gregory Hoff/No.14 SRF3 2016 SCCA Enterprises spun out, trying to avoid hitting Aaron Devenport/No.23 SRF3 2016 SCCA Enterprises who had been playing it too close to Hoff. They contacted and shed some body parts. They continued, Devenport spun again, pitted and retired.

Erich Woolley/No.33 SRF 1993 SCCA Enterprises did a couple of slowing go moves for mechanical problems, shortcut the course at Turn 5, pitted and retired. Hoff spun again

Joe Briggs/No.9 SRF3 made some killer passes on Robert Sachs/No.35 SRF3 as the two swapped positions around the track. Sachs always kept ahead of Briggs at the S-F line, but Briggs tried more than once to pass in Turn 11 and succeeded some of the time. Briggs made a spectacular move, an outside pass exiting Turn 10, and went wide and wild all the way down hill in the dirt to Turn 11, and then tried it again later. They were vying for third place.

Other drivers had their moments testing the track limits, and a couple retired trackside with mechanical problems. There were some body contacts and more parts-shedding. However, all cars continued.

Meanwhile, back at the back, Michael Woolley/No.24 1993 SCCA Enterprise had pole for SRFs. Father Ken in No.41 2000 SCCA Enterprises and brother Erich/No.33 1993 SCCA were all running. Neither were a threat to Michael, who was being chased by Sean O'Boyle/No.132 1999 Kevin O'Connor/No.91SRF.

The fastest race lap of 85.989 mph was turned by Gregory Hoff/No.14 SRF3, who finished 11th. Huff ran as high as sixth before a spin in Turn 11. Kwan won the race by 1.262 seconds ahead of James Chartres/No.82 SRF3, who had his highest-ever SRF finish. He had gridded fifth and worked his way to fourth, third and then second by the fifth lap. He held off Sachs who kept trying.

This wasn't Erich Woolley's best race of the weekend He hadn't qualified for this race, and retired mechanical after two laps. Erich is the youngest at age 15, with Michel his older (by several years) brother. All three race together in the same class.



#9 Joe Briggs (3) and #40 Alex Kwan (2) in regional points

### CLASS WINNERS

**SRF3**-Alex Kwan/No.40 2016 SRF3; James Chartres/No.82 SCCA Enterprises SRF3; Robert Sachs/No.35 2018 SCCA Enterprises SRF3

**SRF** - Michael Woolley/No.24 1993 SCCA Enterprises SRF; Sean O'Boyle/No.132 1997 SCCA Enterprises SRF; Kevin O' Connor/No.91 SRF



#91 Kevin O'Connor took third in SRF on Sunday

## Group 7 SMT SSM SM

The first race of the afternoon was, Group 7 and its three classes of Miatas, with the largest field-44 and the closest Margin of Victory. Eric Jones/No.2 SM had the pole, but Tommy McCarthy/No.23 SM, who was gridded fourth, took the lead almost immediately, with Jones hard on his heels. Jones led for a lap before McCarthy regained the lead. For several laps McCarthy had been smoking and Tech recommended he pit, which he did while leading on Lap 8. It turned out McCarthy had a major oil leak and retired. Will Schrader/No.87 SM had passed Jones and took lead when McCarthy pitted. Kevin Carter/No.89 SMT pulled off mechanical in Turn 2 and had to be towed, bringing out the Safety Car. Schrader turned the fastest race lap of 80.075 mph and he edged Jones, perhaps literally as well as figuratively at the Checkered Flag by 0.065 seconds. Bob Bradfield/No.36 won SMT/fourth overall, and Mark Means/No.45 won SSM. Thirty one cars finished on the lead lap.



Group 7 action coming out of turn 5

### CLASS WINNERS

**SM**-Will Schrader/No.87 1990 Miata; Eric Jones/No.2 1993 Miata; Cole Gibson/No.53 1995 Miata

**SMT** - Bob Bradfield/No.36 1991 Miata; Joseph Kou/No.6 1999 Miata; Tupper Hull/No.50 1996 Miata

**SSM** - Mark Means/No.45 1991 Miata; Gregory Hoff/No.71 1992 Miata; Rob Fuller/No.15 1990 Miata

No one was happier to see the last Checkered Flag than the outdoor workers who had endured brutal wind and cold all day. The trip home for many folks was problematic with not just the major Kincade wildfire, but many new highway and bridge closures Sunday due to new brush fires, traffic jams and PSPS outages all throughout the area.

The racetrack was spared an outage this time, but high winds had sparked new brush and wild fires in urban and rural areas. On the trip home, a convoy of Oregon fire trucks passed the track traveling South on I-5, coming to assist with the Kincade fire.



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The \$200 MGA

Even though HP was a very competitive class with lots of entrants John was able to turn his studying into results on the racetrack. He was able to wheel his Austin Healey around for victories at places like Candlestick, Laguna Seca, and Vacaville.

Everything was going great out on the West Coast until it was time for John to move to upstate New York to attend Cornell University for Graduate School. John had since abandoned the idea of being a biochemist and decided to become a Psychologist. While attending Cornell, John meet fellow graduate student Gerrit Wolf. Gerrit wanted to buy an MGA. It was for sale for \$200 in a local junkyard, but Gerrit did not know anything cars. Gerrit did not know if the car would start, drive, or even stop. He just wanted a sports car. He knew John had raced cars on the West Coast and figured he could help him get the car running. John worked out a deal with Gerrit. He would get the car road worthy in exchange for letting John race it at the local tracks. After bolting in a roll bar and making it so the car would start and stop, John took the car to the local tech people the Wednesday before a race at Watkins Glen. It was during this tech inspection that a photographer took John's picture which ended up on the cover of the Ithaca Journal. The paper ended up in his professor's hands and John had to answer some serious questions as to why he was racing and not studying. John was able to rationalize his way around the line of questioning and ended up inviting the professor to some of his races.

Even though the MGA was not competitive John enjoyed his time on the east coast making appearances at Reading PA, Marlboro, and Lime Rock. John really liked racing on the east coast because unlike the West Coast the tracks were pretty.

The deal he worked out with Gerrit was the car would be his once they were done with Graduate School. As John headed back to the left Coast Gerrit drove off into the sunset at Yale University with the MGA, the only problem was that MGA met it's demise when Gerrit ran it into an unmovable object.

1972 brought John back to the West Coast where he had to reclaim the Healey from Dema Elgin. John let Dema use the car while he was gone but now that he was back home John wanted to race it again. The racing picked up and the Healey was running very competitively. Track records were being set and a trip to the runoffs ensued. In 1973 John towed the car back to Road Atlanta where after three laps his race was over. John describes the car as either being really fast or breaking down. John continued to run the Healey with several track records and in 1982 he was the first HP car to crack the magical 2 minute barrier at Sonoma Raceway (Sears Point).

In 1983, American Motors was manufacturing the Renault Alliance in Kenosha Wisconsin. Renault was looking for a way to promote the Alliance and things worked out for an East/West racing series featuring nothing but the Renault Alliance. These races were run as support races during IMSA race weekends. John decided that it was time to step up to another level of racing and tried his hand racing in the series. The fields were large and at the end of the year they had a shootout at Watkins Glen.

From the Alliance Cup to the Firestone Firehawk Series. John was willing to race anything. In the Firehawk series John answered an ad for a co-driver in a Toyota MR2. David Gardner who was a graduate from Stanford wanted to

go racing before he settled down and became a working stiff. So he bought a Toyota MR2 and decided the Firehawk series was the place for him. Problem was a lot of the Firehawk races were endurance races that needed a co-driver. The other problem was that David did not have a trailer or a tow vehicle.

John thinks he was chosen maybe more for his tow vehicle and trailer than his body of racing experience. This was a great arrangement where David and his friend would tow the car all across the country and John would show up on race day. The Firehawk racing was fun because the races were long sometimes as long 24 hours. They raced at places like Sebring, Road Atlanta, and Lime Rock Park. Because John was able to use his racing moxy to great advantage in one of the races, the car owner David Gardner decided they needed in-car radios. David did not have John's racing IQ but felt with the ability to communicate they would have much better results. With endurance racing came racing at night. John said racing at night brought on challenges that they did not anticipate. For example, all the cars were equipped with very high-powered lights. When the faster cars would approach the reflection in the rear-view mirrors would temporarily blind them, which was a problem when they were driving the car at speed. So John made slats of duct tape on the rear window, which prevented the blinding but allowed them to see the on coming car.

The Firehawk Series was supposed to be a showroom stock class. But given the opportunity and a way around the rules we will just say some racers end up being a little more creative than others. The series reached a literal melting point when you could tell who was cheating by the gas dissolving the plastic fuel sample bottles from the illegal fuel additives.

1988 came around and so did another racing series. This time it was the Escort Endurance Championship and by now the MR2 was traded for a Mazda RX7 but almost as soon as the Escort Series got going John realized he had a decision to make. He had two daughters that loved to see their dad. Soon the Helmet was hung up and John had a new passion: going places and doing things with his daughters. John discovered that gold panning was a great way to spend time with his daughters. It was out doors, it was near water, and it was always in a beautiful place.

Lets fast-forward 36 years. John has since retired from his day job. His girls are grown up and have graduated college. They are busy with their own lives. In the meantime, consulting work, genealogy research, or gold panning has not filled the void created by that little Austin Healey Sprite going around the track.

So John brought the car up current specs, renewed his racing license, and entered the final race of the season. Welcome back John; that two minute barrier at Sonoma is calling.



The Sprite with a modern roll cage and some fresh rubber

# Red Candle

BY GARY HORSTKORTA

IN MEMORY OF - STEVE FROINES (1932 - 2019)



On October 13, 2019, Steve Froines passed away due to a respiratory ailment, he was 87 years old. Froines will be remembered not only for his great talent as a race driver but for his quiet, humble nature and his many contributions as a longtime member of the San Francisco Region.

Froines first taste of racing came in Hawaii in 1954 while stationed at Pearl Harbor with the U.S. Navy. Along with a friend, they purchased a 1937 Chevy Coupe and took it racing at Honolulu Stadium's quarter-mile dirt track. After leaving the Navy, Froines acquired an MG-TD and entered his first SFR event at Stockton in 1957. This would be the beginning of a long and successful racing career as an amateur and professional driver with his last race coming in 2006 at the Monterey Historics.

Among the many types of cars Froines raced during his almost 50 years as a driver were the MG-TD, Formula Jr., Alfa Giulietta Spyder, Sunbeam Alpine, Porsche 356, Porsche RSK, Triumph TR4/TR4A,

Triumph Spitfire, Datsun 1600/2000, Alfa GTA (in Trans-Am), Cooper T-51/T-53 Formula cars and stock cars.

Froines also was a talented restorer of racecars including an historic Cooper Formula 1 car which he raced in vintage events on a regular basis. At the 2006 Monterey Historics he received the Road & Track Award Honoring the car Road & Track Editors "Would Most Like to Race". The car was Froines' 1959 Cooper T-51 F-1.

Over his long racing career, Froines won many SCCA races and with the right equipment could have succeeded as a professional driver. Among his accomplishments while racing with the SFR are the following:

- 1964 - American Road Race of Champions - finished fourth in E Modified (Porsche RSK)
- 1965 - Pacific Coast Regional Champion - D Production TR4, 2nd in G Production Spitfire
- 1965 - American Road Race of Champions - finished first in D Production TR4, National Champion
- 1965 - Received the SFR prestigious Lou Brero Award as Driver of the Year
- 1965 - Motorsports Press Association Production Car Driver of the Year SFR
- 1966 - Member of the Triumph factory Sebring 12 Hour team which finished first in class.
- 1973 - Regional Champion F Production in Triumph Spitfire

Froines also gave back to the region spending many hours offering his expertise as the dedicated leader of the large-bore groups at the SFR annual Drivers Schools.

## Full Body Contact National News - Technical Update

SpecRacer Ford CSR Update

BY BRUCE RICHARDSON



New Aluminum Plug

### New Radiator Bleeder Plugs

New anodized aluminum bleeder plugs with O-Rings are now available to replace worn or broken plastic bleeder plugs. New SCCA Radiators will now be shipped with these new bleeder plugs packed inside the Radiator box at no additional charge. The cost to buy the plugs is \$10 each and the part number is, 480470.

### Modular Nose

The 6-piece modular SRF noses are shipping with over 20 shipped to date. Comments back from drivers are very positive.

### Heat Treated SCCA-E Gears

The SCCA-E straight cut gear with the improved heat treatment are available and are shipping. Mazda 3rds and 4ths are in short supply or are not available. No word yet from Mazda when their gears will be readily available.

# People in the News....

BY DAVID VODDEN

The big news of the week, month, and year is the announced sale of the Indianapolis Motor Speedway to Roger Penske via his motor sports organization. The sale, executed by famous track owner Tony Hulman's heirs, led by grandson Tony George, was a shock to the industry world-wide. That said, everyone agrees that Roger Penske and his multi-billion-dollar enterprise is an ideal steward for the future of the greatest motor sports park in history. Penske was all over industry news giving reports on the acquisition and exuding great confidence that the property would continue to be the most famous racetrack in the world. It is!

Built in 1909 as a test track for the blossoming automotive industry by Hoosier' Carl Fisher and his partners, the track held a motorcycle race to start things off. In 1911 the first Indy 500 race was held with Ray Harroun winning in the Marmon Wasp. In 1925 the speedway was purchased by famous WWI pilot Eddie Rickenbacker and the 500 continued. With the start of World War II, the track sat idle. The ensuing years were tough on the 1000 acres that made up the site. Indy 500 winner Wilbur Shaw thought that the Indy 500 and the track might fade into oblivion so he went looking for investors to help keep it going. He found Tony "Anton" Hulman, son of the wealthy Indiana Hulman family. The rest is history. Tony Hulman saved the track with help from Shaw and a non-stop effort to keep Indianapolis, Indiana the center of the greatest spectacle in racing. Even with serious periods of sanctioning body troubles that impacted the race, the 500 continued. In 2016 the track hosted the 100th anniversary of the great race. Since then the race has continued to regain ground as an international sporting event with the largest single day sporting-event attendance in the world exceeding 300,000 fans. With social media, television and radio, the Indy 500 remains the biggest day in sports in the USA and the world! The speedway also hosts other events including the NASCAR-Brickyard-400.

The Hulman heirs said that selling the speedway was a bitter-sweet transaction adding that their desire for the track and the Indy 500 to prosper in the years ahead was the reason for the sale. Given the wealth of the Hulman family, generationally, it is hard to imagine that this was a financial decision. But it may have been. With private companies we do not know such things. My take is that this is part of an ongoing changing of the guard in motorsports with great prospects for a better tomorrow across the board. Four-time Indy 500 winner, Texan - A. J. Foyt said, in response to the news, he felt Roger Penske was the ideal caretaker of the Speedway, the NTT Indy Car Series that was included in the sale as well as the television production company that Indy car uses. If Foyt says it is OK than it is OK with me! One thing is crystal clear, there is a new wind on the horizon in motorsports and this is but one of the many changes coming in that cool breeze. Stay tuned!

The next big story occurring at the same time, was the overwhelming impact of having the Texas-Circuit of the Americas, COTA, Formula One race on the same day as the Texas Motor Speedway NASCAR playoff race three hours away. It was amazing to see the empty grandstands at the NASCAR race and, no, it was not the same as the general decline in track attendance that NASCAR has been experiencing at many events all year long. I can't imagine how the racetrack, Bruton Smith and track operator Eddie Gossage can pay the bills with the crowd that attended last Sunday. This was the talk of the town in motorsports news before the Indy announcement. Most NASCAR media groused about F-1 running on the same weekend. More intelligent people asked why a series with few in-race-passes and the same winners all year long, could out-draw the stock

cars following each other around in a circle for 500 miles. It is an interesting question. Which is better for racing, better racing or racing super stars?

Bob Bradfield was a real racer. He was also the consummate racer competing when and wherever he could. Most famous for his red and white first generation RX7, Bob also piloted many Miata's and a few other machines along the way. He won races. He won championships including two this year and he was fun to be around. He was also serious so a smile and a handshake did not transfer to cutting you any slack on the racetrack. He once tried to race the NASA 25 Hours of Thunderhill solo, as the only driver of his car. The answer to the questions is diapers. His Bobcat Bicycle store in Salinas was the source of pit bicycles for Thunderhill for about two years until the bikes disappeared or were damaged beyond repair. This was Bob's idea to help make racing better for us all. His constant companion at the tracks, Rusty, was the more focused of the team. When Bob goofed around or made jokes, Rusty's look had the feel of sizing you up to see if you could beat Bob. It was his goal to see that his friend and their car won. Period. I will miss Bob! I am sure that many other racers and friends will too. Because he was so passionate about our SCCA race program I will increase my dedication to making that race program he loved so much, better and better and more like the real racing that he thought was the greatest value of being a member of this Club. RIP Bob Bradfield!

Road Racing champions abound in 2019 in the SFR/SCCA. They include: Igor Gandzjuk-AS and SMG; Vasali Stratton -ASR; Andy Juner - DSR; Jim Mali - FA; Paul Rodler - FC; Jim Devenport - FE2; Chuck Horn - FF; Bill Weaver - FM; Ron Wake - FV; Michael Fine - GTL; David Jansen - GT2; Krysti Booton - GT3; Bob Bradfield ITA and SMT; Kevin Patten - ITE; Will Powell - ITR; Ross Lindell - ITX and SSM; Bruce Brown - P1; Eric O'Brien - P2; Tommy McCarthy - SM; Joe Montana - SP; Michael Wooley - SRF; Bill Booth - SRF3; Charles Laster - SS; Tim Sullivan - SSC5 and T1; Tim Auger - STL; and Brue Trener - STU. Congratulations to all drivers who can claim a Championship title for their racing efforts this year. In 2020 there will be even more racing and more cars and some interesting changes in how things are done all designed to make being an SCCA Racing Champion at the end of next year even more of a BIG DEAL! It is a BIG DEAL!!

Only three anniversaries this month in the Sports Car listings for our club. Congratulations to long-term members Ben Martinez and Fred Nelson for 30-years and Paul Rodler for staying the course for 25 years. If you know of men and women who frequent our events and enjoy our company and are not members of this Club, give them a membership for Christmas or just encourage them to join. Why not? Really.

Congratulations to the newly elected Club Board and our new RE Tim Sullivan. Tim has years of experience with Club administration having led the Corvette Club through many years of fun times and great events. He brings a few years as a board director, driver and member to the job plus he did most of the heavy lifting this past year. I am optimistic that Tim Sullivan, like Roger Penske, the new owner of the Indianapolis Motor Speedway, will see that the goal of breaking glass is both necessary and hugely beneficial. Good luck Tim! The entire Club is looking to you to make the SFR/SCCA the best it can be as a racing club and an event management organization for Laguna Seca. Actually, what we want is a lot of fun and excitement at a value that feels good most of the time. A powerful, successful and well-run race club will do that. It worked before. Titanic or moon shot? Which would you like to be on?



# SRF Solo Round 11

Photos by Paul Tibbals

Marina

By Ryan Panlilio

October 6, 2019



Steven Smith finished in 8th place in S4 in a 1966 Volvo 122S.

Marina Airport was the site of Round 11 of the SFR SCCA's Solo II championship series, which was held on October 10, 2019. It was chaired by Ben Martinez and Carole Zepeda, with the course designed by Charlie Davis.

Praneil Prasad led in ST1 in a 2016 Mazda Miata. He was followed by Mack Tsang in a 2010 M3 in second, with David Peterson taking third in a '16 Mazda MX-5. Peterson was followed by Justin Tsang, Aaron Topal, Paul Tibbals, Bong Soliman, William Stanaway, Daniel Marien,



Ben Nguyen, in a Exocet, came in second in Modifieds.

Stu Burgess, Khoa Cao, Syed Ahmed, Briant Hanashiro Marques, Sterling McLane, Legend Brandenburg, Kenneth Neville, Douglas Neville, Mark Valentine and Martin Duran.

Carole Zepeda ran uncontested in ST1-L in a 2017 Ford Focus RS.

Randy Krider, in a 1989 Honda Civic Si, took the top spot in ST2. Todd Winstanley and co-driver Brenna Comacchio took second and third, respectively, in a '91 Miata.

STM was led by Cliff Fong in a '93 Civic, with co-driver David Chau taking second place. Larry Sharp took the last podium spot in a '16 Focus RS. The rest of STM included Takeshi Yoshida, Brian Stanaway, Brian Reed, Patryk Skowronski-Stec, Jacques Le, Thuc Nguyen and Francisco Guerrero.



Thuc Nguyen finished in 9th place in STM in a 1997 Honda Civic.

Ricardo Quinonez, in a 2013 Scion FRS, finished in first place in SSC. Dhiraj Jadhav came in second in a Subaru BRZ, while Jimmy

Au-Yeung took third in a '13 FRS. Ed Rynnion rounded out the rest of SSC.

Glen Anderson led the STX class in a '14 BRZ. He was followed by Richard Lee, also in a '14 BRZ, while Erik Acks took third in a '13 BRZ. The rest of STX included Cheng Li, Megan Anderson, Ryan Teon and Kelvin Dao.

Classic American Muscle was led by Mary Pozzi in her 1973 Chevy Camaro. Troy Jennings, in a 2018 Ford Mustang GT, came in second,



Takeshi Yoshida, in a 2003 Mitsubishi Lancer Evo, took forth in STM.

while John Lawrence took third in a 2017 Chevy Camaro SS 1LE. Nick Relampagos, Darren Voges, Carl Sing, Glenn Bennett, Jose Fait, Greg Back, Colleen Echter and Miguel Baeza rounded out the rest of CAM.

Ben Martinez took the top spot in Modifieds in a 1984 Van Diemen. Ben Nguyen came in second in a Exomotive Exocet.

The Prepared class was led by James Laeno in a Mazda MX-5. Darrel Lunge took second in a 1975 BMW 2002.

Ovidiu Predescu, in a '16 Porsche Cayman GT4, took the top podium spot in S1. Shelly Monfort, in a 2007 Corvette Z06, took second, while Alden Rush rounded out the top three in a '14 Nissan GTR. The rest of S1 included Ken Mollenauer, Mark Lindle, Jaylyn Hagen, Scott Sandowski, Tyler Correia, Nicholas Faz, Ryan Correia and Vladimir Kataev.

S2 was led by Glenn Austin in a '05 Nissan 350Z. He was followed by Michael Waltz in a '19 Camaro SS 1LE, while Gary Fazekas took third in a '18 Mustang. Albert Li, Sergei Avedisov, Alec Mandell, Anthony Brohan, Aaron McCollum and Jason Do rounded out the rest of S2.



Thuc Nguyen finished in 9th place in STM in a 1997 Honda Civic. forth in STM.

The all drop top S3 class was led by Vincent Pizzo in a '19 MX-5. Charlie Davis took second in a '99 Miata, with Vernon Head taking third in a '03 MR2 Spyder. The rest of S3 included Eric Nielsen, Darren Shortes, Chinmay Pandit, Charles Johnson, Tyler Packard, Stefan Ball, Frank Ji and Alexander Ball.

Hot hatches took the top three spots in S4, starting with Artem Rakhov in a '13 Focus ST. Al Anderson took second in a '16 Volkswagen GTI, while Lawrence Chen finished third in a Fiesta ST. Joseph Mercado, Christian Deering, John Subosits, Skyler Burton, Steven Smith, Austin Waltz and Ryan Wo rounded out the rest of S4.

Hung-Jen Hung finished in first place in SMP in a '14 Nissan GTR. Isaac Acks, in a '06 Mitsubishi Lancer Evolution, came in second, while Carlo Mendoza finished third in a 1992 Toyota MR2. Matthew Meza rounded out the rest of SMP.



Carlo Mendoza took third place in SMP in a 1992 Toyota MR2.

# NOTES from the ARCHIVE - WHAT GOES AROUND....

As the Region's Archivist, one of the most frequent activities I am involved in is answering inquires from individuals regarding former race cars, drivers, races, race results or photos. I have had inquiries from Australia, New Zealand, Germany, England, Belgium, Norway, Sweden, Canada, Mexico, South America and of course from all over the U.S. There isn't a month that goes by without an email from someone looking for information.

These requests come in all forms containing only bare details to others with ownership/driver information, time period and occasionally, photos. Fortunately with the help of many members and non-members, their contributions of material to the archive have included issues of The Wheel, race programs, photos, magazines and the rollbar number data kept by Samantha Stoker. These, along with a number of historical racing websites and a short list of other historians, serve as the main tools to find pertinent information. Unfortunately some requests are either too vague or don't contain enough information in order to provided answers. However, as our archive continues to grow, so do the chances for a successful search.

No question the SFR website with the Historical Archive section has been a huge asset to individuals around the world. This provides an easily reached contact point for anyone looking for information from our area. Since the addition to the club's website, the number of inquiries as increased quite a bit.

While the majority of inquires come from the U.S., we receive a number from other parts of the world. The inquires are all basically similar but can differ in certain areas depending on the country. Here are a few examples of the type of searches and results we have received in the past from outside the U.S.:

## From Sweden:

I recently received an email from a gentlemen in Sweden, Mikael Heilmann, whose Father Hans, raced within the region back in the 1970's. The email read, "My dad is turning 80 in December this year.



This F Production crowd finished the June 2-3 Regionals as you see them. In front is Tom McCarthy, Los Altos, Spitfire 1500 (9); followed by Hans Heilmann, San Pablo, Volvo P1800 (2), and Bill Van Horn Jr., MG Midget (20) from Novato. — Don Wixcel photo

Swede - Hans Heilmann in Volvo P1800 number 2 at Sears Pt in 1979

He was racing in California during the 70's. He has lost almost all pictures and articles due to private matters. Maybe you could help? His name is Hans Heilmann he was driving the Volvo P1800 for some years. I think he won races and The pacific coast championship. I am great full of all the info I can get."

Having the drivers name, car type and approximate years he raced all lead to finding a series of race results and several photos from The Wheel. Hans raced the P1800 Volvo in 1977-79 in the SFR winning his class in several races plus during those years and won his class at the 1978 Pacific Coast Road Racing Championships. Hopefully the copies of the race results and photos will help brighten Hans' upcoming birthday.

## From Australia



Australia - Tiga SC85 after restoration and approval for racing

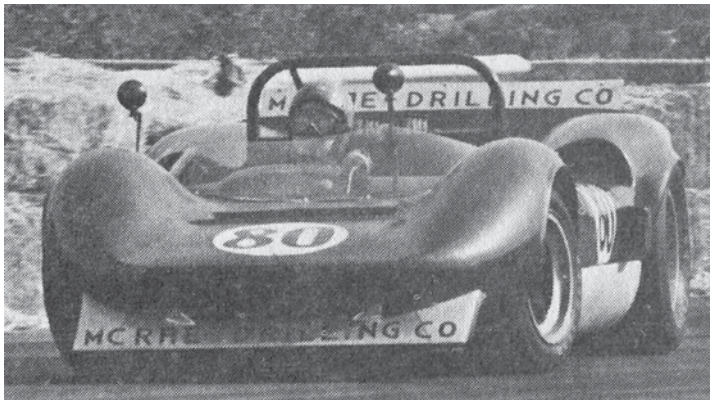
Two years ago an email arrived from Australia from a fellow who had acquired a Tiga SC85 Sports 2000. He did have some known history of the cars previous ownership including Dominic Dobson and the rollbar number. His request was to fill in the cars history and any race results but the key item was a copy of the 1985 GCR. CAMS, the motorsport governing body in Australis is a stickler for originality and required a copy of the SCCA Rules showing the car was eligible to run in 1985.

One of the two original Tiga Company (UK) owners lives the the SF Bay Area so an email request was sent to him to see if he could help clarify the SC85s status with the SCCA in 1985. He was kind enough to contact the cars owner and offer his expertise. However this information was still not enough to satisfy CAMS.

While our archive has a small collection of GCRs, we are missing 1985 however by contacting my counterpart in the Cal Club, they had a copy. The appropriate pages were scanned and emailed to Australia along with several race results from our archive. A short time later, news came from Australia that the Tiga SC85 had been approved and is presently racing "down under".

## From England

In 2018, we received an email from a restoration company in England by the name of Autotune. Seems they specialized in finding, restoring and selling old McLaren race cars. Their first request concerned a McLaren M1B Can Am car raced within our region in 1970-75 by Dick Terrell. Other than a few race dates there was no other information to aid in the search of the archive.



England - Dick Terrell at Laguna Seca 1971 in McLaren M1B

A followup email arrived with a request to search for information on another McLaren, an M6B, raced in 1970-71 by Gregg Peterson. Using issues of The Wheel, race program entry lists and a couple of historical racing websites, photocopies were made of several race

results and entries for both cars. In addition a couple of photos were found showing the car racing with SFR which helps identify the cars configuration back in the day.

This contact has lead to several other emails and two additional McLarens to research and will no doubt be an on going relationship as AutoTune finds more project cars to restore.



England - Petersen M6B at Sears Pt. 1970



England - restored Petersen McLaren M6B at Silverstone 2018

Resource for Authors

In addition to the above type of research, our archive has also supplied material and photographs to a number of authors for their magazine articles or books. Some of the book titles include, "Golden Gate Remembered", "Ghost Tracks" (SCCA National), "Morgan Sports Cars", "Runways & Racers", "Lunches with Mr. Q", "Riverside International Raceway", "Cobra Pilote", "History of Thompson Speedway", "AMC Racers" and "50th Anniversary of Sears Point".

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STANDING  
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# THUNDERHILL REPORT

BY DAVID VODDEN

The season finale here at Thunderhill at the end of October was awesome for many reasons. Championships were decided and the social interaction was fun. We served 278 people through our Saturday night Taco Bar. There were 93 dinners served to Race Volunteers only on Friday night and another 300 lunches provided over the three-days of Club racing activity. Jim Thompson and his crew are amazing along with the Club Social gang that distributes what his crew makes and then dispenses the liquid refreshment. It is quite the undertaking and we feel, at Thunderhill Park, that we do a pretty great job for all Club members that partake. Thank you!

Tom McCarthy's memory was once again the highlight of the Saturday evening as Tommy and Terry and Lucy shared memories along with some really great raffle prizes. Next up was Mike Cobb, our SCCA President and CEO. His visit will, no doubt, be covered by others in this Wheel in far more detail but I thought his talk on Saturday night at the dinner was great. I feel that the team he has in Topeka is breaking class and finding new and better ways to have fun with cars. He seems sincere and knowledgeable and willing to listen and learn and not patronize the past and those who live in same. I was not personally able to spend any time with Mike Cobb but I hope that he was impressed with the track and all that it is and how it looks and operates. Thanks to David Arken for pitching Thunderhill for a future SCCA Runoffs race event. He did a good job. Maybe someday we will be considered for the big SCCA race but even I may be gone by the time such a thing happens. We'll see. I hope that those who attended the gala party Saturday night in the big Roger Eandi Club house had a good time. I did.

Did you see the new article in Road and Track where the writing team at the magazine tested various new, exotic cars to pick the car of the year? If you did you had to feel, as I did, that Thunderhill looked awesome. Talk about exposure for our track and our brand and all that Thunderhill Park has become within the Industry. We have a great and ever-growing status as a road track in America. You may recall that Auto Week and one other magazine listed the top ten tracks to drive in American and Thunderhill Park was third in one and second in the other. And then there is the latest published issue of America's motorsports tabloid, National Speed Sport News. On page 46 and 47 there is a two-page spread that addresses our 25 Hour Endurance race set to occur for the seventeenth time on Saturday, December 7th. I have said on many occasions that Jerry Kunzman's inspiration and willingness to have this event at Thunderhill has been blessing for our track. It is our signature event and it puts Thunderhill on the international map for all of motor racing. And, it is just getting bigger and better. This year's event will pay one class of racers a \$10,000 cash prize for the class win thanks to Toyo Tires. Go to [NASAPRORACING.COM](http://NASAPRORACING.COM) to learn more. The entry list of drivers always has a few big-name surprises be they famous drivers or just famous people. It is torturous fun and there is nothing like in anywhere in this quadrant of the galaxy. I hope you will come see for yourself. Come Saturday morning before the 11am start and stay for some of the night-time stuff. It is colorful to be sure. The next best part is the finish. If you have ever raced a car with a team for 25, non-stop hours, crossing the finish line at noon on Sunday is like winning the lotto. It feels so good to finish!

The next big December date to remember is the 28th. On that date you can come to Thunderhill Park and test or play or just drive for FREE. For the first time the Solo Community can do the same thanks to our good friends of the Sacramento Chapter who will organize and run the event that is just "fun-runs". There is no competition nor classes nor anything put time on the big eight-acre solo course that is now the main home of the Sacramento folk who have come to love Thunderhill. The Fresno and Bay Area Solo participants are all invited. Just bring your SFR/SCCA membership card please.

Finally, for those of you who are not able to play on the three mile or the solo pad there is this swap meet for cars, parts, old tee shirts, junk and more, all FREE. Just be prepared to clean up 100% when you leave with all your money. If this results in a mess for us on Sunday it will be a one and we are done deal! All of us need to make sure that all of us take advantage of these opportunities but not the people who make them possible. Call if you want a space so we can know if this will be a significant component of our spectacular December 28th all-day all SCCA day of fun and games. I am still hopeful that some of our outstanding Race Event Volunteers will come help us operate this day so that we can, one day, call this an all Club event put on by the Club and not the track for all Club members. It would help a lot for all the right reasons. Call Shannon at the track and tell him you will come on the 28th and do whatever it is that you do. Perhaps even the Club leadership will sign on to help inspire Club resources to come help. It would be a nice statement. Happy Holidays to all and to all a great 2020 racing, solo and on-track season of "Fun with Cars!"

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Clutch: 10.5" McLeod single disk clutch and billet aluminum flywheel • Gear ratios: 2.44, 1.85, 1.34, 1 -Rear Diff Ratio: 4.10 • Fuel Cell: 8 Gallons • 2,800 lbs with ballast • Front Suspension: Converted to dual A-arms with single adjustable JRI coil over shocks • Stock K-member modified and A-arms custom made by Mike Maier Inc. • Racecraft 2" drop spindles • Rear Suspension: 8.8" rear end with 9" bearing axle ends • Axle tubes fully welded • Detroit Locker • Maximum Motorsports Torque Arm • Griggs Racing Panhard Bar • Double adjustable Koni coil over shocks • Tilton floor mount pedals  
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Approximately \$65,000 invested in this race car • Asking \$29,500 OBO • For more info and pix go to: [www.buy-sell-race.com](http://www.buy-sell-race.com) • Contact: [info@exclusivemotorworksracing.com](mailto:info@exclusivemotorworksracing.com)



1970 BP/GT1 corvette. This car ran approximately 16 races. It has a log book, vin tag, and a signed-off Illinois pink slip. It runs, stops, and handles well. It is registered as a 1970 corvette and has a 1969 front end. The 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 Quiick 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/WT gauges, AFR gauge. Brand new Shroth harness. Very light. No expense spared during the build. Perfect NA car for SMT (SCCA) or SM (NASA). Comes with extra set of wheels/tires & other extras. More pix available. \$11000. Al Gjedsted 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

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 4x4far88@gmail.com Text 209-613-4813. With spares \$6500



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



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

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



Built to current SCCA FP specs this 1962 P1800 is the winningest 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



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



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

### 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



2007 Pace Shadow Ramp Stack, 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

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



FOR SALE (2) Complete WISEMANN 5-Speed Gearboxes With Tons of Spares Included!!! (2) Complete Weismann 5-Speed Gear Boxes, with Spares Package additional pictures of All Components that pertain to the Weismann Transmissions Package. Call for Details

- (2) Complete Fresh Weismann 5-Speed Boxes: Both Freshened with Zero time, by BUBBA'S Gear and Trans Sacramento, 4/19
  - Bellhousing Complete with Weismann
  - Adapter (as shown in attached pictures)
  - New 7 1/4" Tilton Clutch • (2) Used 7 1/4" Tilton Clutches • (2) Block Mount Tilton Starters • (4) Roller Bearing Yolks • (2) Shuttle Shifters • Spare Shafts, Shifter, Forks, Seals and more!...
  - All Gear Sets I received with the buying of a 2010 Weaver Corvette are Included...
  - Approximately 30+ Gear sets.
  - Price For Entire Package: \$15,000
- Contact: Michelle Nagai (916) 709-9668 Mike Myers (916) 202-0131

1969 Gottlieb's "Road Race" pinball machine in excellent condition. Recently serviced and tuned and functions flawlessly. One of only 1425 produced. I've owned for many years but out of space and need to find a new home. \$1200 Contact me for photos or description. Jeff Francis jeff@thespeedjournal.com

2 liter Bdg motor for sale with one race on it; less than two hours. I went from last to 3rd at the AutoClub Speedway in February of 2019. This Pick Racing Engine has excellent torque

through all RPMs. The engine is pickled and ready to go. It also includes a set of March 78 headers, air intake with filter, spare plugs, spare wires, engine stand, documentation, and engine gas analyser. \$28,500 to someone that wants to go scary fast, contact Larry Savage at 805 969-9389

Mk4 Triumph Spitfire parts for sale: steel hood, engine blocks, cams, timing covers, suspension pieces, body trim pieces, much more. Richard Spencer 510-774-8834



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



Hewland LG 500 4 Speed Transaxle Gearbox

- disassembled
- some missing parts
- 19 gear ratios

In storage for last 40 years.

\$4000.00

For more photos and information contact Lou @ bbhillsantacruz@gmail.com



ZEROLIFT air jacks, NEW from Japan. Sold as a set, both connected together, used with air compressor (not included), extremely fast, safe, can be used under wheel or side or front and rear. One man operation.

Value: \$ 3,475.00 SALE: \$ 2,900.00

Call: Philip (415).827.0393. or Enzo: (415).827.7927.



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

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

Sports Racer1979 zink-14 P-1 car project. Retiring from SCCA. fresh Kawasaki ZX-14R engine, new chain, new quaffe LSD, new rear wing, good tires(slicks) Two sets of 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. 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

Trailer taking up valuable space? Why not store it at Thunderhill? Contact Thunderhill office 530-934-5588, a live person will answer all your questions!

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

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

Happy Wife- Happy Life!!! Get that ugly trailer off your side yard. Store it at Thunderhill, your wife will be real happy. Call 530-934-5588 and talk to an expert on keeping marriages intact.

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.

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

Half the trouble is getting there!!! Store your race car at Thunderhill and be ready for the Season opener. Call 530-934-5588 and talk a track employee, they make a commission on all sales so they will be very helpful (just kidding on the commission part) It is a proven fact, Race Cars stored at the race track are much faster. Call 530-934-5588 to get in on this speed secret.

## 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.

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 - November 29th and December 21. \$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





FREE 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. Bring your own lock. Day use only or event use, meaning when you leave at the end of your event, you take your stuff with you including your lock. Locks are removed Mondays and Fridays if left in place. These lockers are big enough (4'x 4'x 8') to store almost everything you could need for your time at Thunderhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1502

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

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

**RACE CAR RENTALS**

*Larry Oka*

Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services  
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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 alangulo530@gmail.com

Auto Spa Racing Service - In our 25th year, still located at Sears Point / Sonoma Raceway, continues to provide our customers with full service race car fabrication, restoration and trackside support. We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment, transaxle service or any fabrication project you might have. We can now offer race car storage, long or short term. Call Steve 707 938-8727, auto-spa.com

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

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

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



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port 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

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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.

SCCA LICENSED WINNERS WHO ATTEND THIS YEAR'S END OF YEAR BANQUET & Celebration, NOVEMBER 9th --- TO RACE IN "CHAMPIONSHIP GO KART - MAJOR-NATIONALS-RUN-ONS"! ONE DRIVER WILL BE THE CHAMPION AND WIN THE GRAND PRIZE PLUS ALL CONTINGENCIES POSTED. Call the Club office to sign up. This will be so much FUN!! Must attend Banquet to receive recognition!

**ATTENTION**

Attention FV Owners  
It is time to dust off that car and clean out that solex carburetor. I am currently interested in starting a registry of FVs on the west Coast. The purpose of this registry is to get Fv owners together and talk about ways of getting the class rolling once again. I would like to start with getting the name rank and serial number of any Fv owners on the west coast. I would also like to know the type of car and the current condition. I am interested in all FVs. Send any responses to westcoastfv@gmail.com

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

ATTENTION ALL DRIVERS - mandatory requirement to participate in the Club's Season Finale at Thunderhill Park on October 25,26,27. BIG TEST Day Oct 24th. Make it a great year-end race weekend and race and race and win! Sign-up soon and often. Encourage others in your class to enter too. The more the merrier! Call 530-934-4455 to get the inside scoop! Hundreds of entries expected!

"Book 2020 TRACK DAYS AT THUNDERHILL PARK NOW. Call 530-934-5588 Ext 103 to get first choice of the best dates.

**ADVERTISE**

Advertise in the next once-a-year, annual Thunderhill Park publication. Call Geoff at 530-934-5588 Ext 105. Don't miss out. Get your name in front of thousands of potential and current customers with a low-cost ad in this fabulous and historical publication No one ever throws them away so think of it as life-time advertising!

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