



The wheel[®]



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Regionals 11 & 12
p. 8

2019 Election
p. 20

Sacramento
Autocross
Round 12
p. 25

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OCTOBER 2019

Above: #78 Brad Drew from Trabuco Canyon, CA

On the cover: Group One action at WeatherTech Raceway at Laguna Seca

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

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CALENDAR

UPDATED 2019 FRESNO CHAPTER SOLO SCHEDULE

Event 12 - **November 9***
 Event 13 - **November 10***

*Held at Fresno Fairgrounds
 **Joint event with SFR at Crows Landing
 ***Buttonwillow Kart Track

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

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

SFR SOLO SCHEDULE

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

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

November 17**

*Marina
 **Crows Landing

Free SCCA Test Day
THUNDERHILL RACEWAY PARK
28 December 2019

SCCA Sports Car Club of America

2019 SCCA SFR FREE SOLO TEST DAY
THUNDERHILL RACEWAY PARK
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2019

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SCCA San Francisco Region
Road Racing Awards Banquet

16 November 2019

DoubleTree By Hilton, Pleasanton





It's hard to believe that our road racing seasons almost over. By the time you read this, we will have held the last Regional event of the year. That was a three day event, held again in memory of Thunderhill founder, Tom McCarthy. And the last races of the year were held on the 5-mile track in which Tom took great pride.

We also has the opportunity to visit with Mike Cobb, the CEO of SCCA. Last year at the Runoffs Mike was talking to

RJ Gordy and me about attending one of our Region events in 2019. RJ suggested he come to Thunderhill and thought the last event of the year would be a good one since we would be running both the 3-mile and the 5-mile track. Your Board of Directors had a Friday night dinner with Mike. He asked for the opportunity to work as a Flagger on one of the turns on Saturday. That evening was a great Taco Bar Social dinner for everyone. I took advantage of the opportunity to introduce Mike and asked drivers and workers to feel free to ask him questions about the future of SCCA.

2019 was a very busy years for your racing family. Just to recap the season, we held one Majors and one Super Tour; a Drivers School; seven Regional Race event weekends; one National Time Trials in cooperation with the Reno Region; plus we staffed Laguna Seca for seven Pro-events. The latter became a challenge since WeatherTech Raceway at Laguna Seca in now an FIA approved track. That meant we had to provide a minimum of two F&C personnel at every turn. With the exception of Ferrari Challenge, three days of IMSA and IndyCar, we had to hire additional Laguna F&C folks. This caused additional expenses for each weekend. This will not change in the future, so it is imperative to continue recruiting new members to that particular crew. The new program of working with Laguna area motels to limit the rate workers are charged has proved to be popular and plans are being made to extend the program into 2020. This too has added to Region expenses but still less than the cost of hiring additional workers.

As 2019 is winding down, we have already made plans for 2020 with a schedule which will be finalized soon. One thing that is always exciting is our Drivers School. It is scheduled for February 14-16 at Thunderhill Raceway Park. If any of our Race Officials are interested in attending, they should talk with Marcy Crawford about the RDC scholarship. The RDC (Race Drivers Club) was very active for many years and long time sponsor of the Enduro at the end of the racing season. They are no longer active; however, they still have funds available for Race Officials who might want to try their hand at going through Drivers School.

Once again, I remind you that election time for SFR Board of Directors is coming up and you have received information on how to cast your ballot. I'm very pleased to say that the office has received signed petitions from five individuals running for the three seats for

BoD and one for the RE position. I don't think it is appropriate for me to recommend any one person over another for the BoD but I do recommend that you read each candidate's statement carefully and determine if that is someone who is the leader for this club. I will say that I stand strongly behind Tim Sullivan who is running unopposed for RE. Tim has not only been the Treasurer and Competition Director the past two years, this year he's been the sole negotiator with the three tracks on which we run. I think he will do a great job.

I hope to see a lot of you at the Annual Meeting and Awards Banquet which will be held November 16 at the Doubletree by Hilton, 7050 Johnson Drive, Pleasanton. On the evening of Friday November 15, we will have the In and Out meeting of the SFR Board of Directors. The new BoD members will start their term that evening. The Annual Meeting will start at 10 AM so that there is time for Karting in the afternoon for those who want to participate. That was quite popular last year but it is limited to 48 people. The banquet starts with no-host cocktails at 6 PM and dinner served at 7 PM. At the banquet, we'll be recognizing the many Class Champions as well at honoring a number of folks with special awards. Cost for the banquet is \$65 and you can register for both the banquet and Karting on MotorSports Reg. If you are a Race Official and want to use VIP points for the banquet, please make your reservations through Nan Mendes in the Region Office.

Til next time, your RE. Barbara



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When I was in school I never understood why people ran for student council. Other than proving our popularity what do the kids on student council accomplish? What power do you have on the student council? It is not like you could shorten the school day or do anything about the school lunches. Basically if you were on the student council your only power was to organize a fundraiser so the chess club could buy new equipment.

If power is something you desire, then running for the San Francisco Region Board of directors is the job for you. If elected, you have a say in the future of the club. Being a board member opens your eyes to the inner workings of how the region operates. Often times while sitting around in the paddock you hear people complaining about things. By being a board member you will see first hand why "things" are done the way they are. You may even want to change "things" once elected. If you ever had an interest in serving on the board, I encourage you to get involved. It is a very rewarding process.

I started to think of a campaign platform for a candidate like me. After thinking long and hard this is what I came up with:

Vote for Blake Tatum:

As a racer I know the schedule plays an important part in deciding what races to attend. My first order of business would be to change the schedule so that all races at Thunderhill are run in the Spring and Fall. If a race is held and the temperature gets above 85 degrees, then all entry fees are refunded.

We have been running at Thunderhill for over twenty-six years and somehow cannot have a race going in the opposite direction. Other groups have done it and they say it is a lot of fun; but for some reason we cannot do it. If elected, I would get through the politics and track issues to make it work. It cannot be that hard.

Often times at the races you hear over the public address system that the group causing the schedule to go off will be penalized. You might hear over the PA system something like "the offending group will be punished." Now I do not understand how this punishment is ever dealt out. By the time the offending group has committed the offense their track time is over. So how are they ever going to be punished? I would change this. I would recognize that whatever caused the schedule to get off was never intentional; therefore I would make sure this veiled threat is never announced over the PA. What I would do is make sure each subsequent group gets the amount of track time they paid for, even if it makes the day go on a little past the posted quitting time.

If elected, I would design a fast lane in the paddock for all of those people who have to move about at a pace faster than a brisk walk.

Quality track time is something we all want. But for whatever reasons Group Two seems to have a serious issue with the sand traps at Laguna Seca. It has gotten to the point that some of the Group Two competitors by-pass the Laguna events because of the constant pace car situations. I do not have a solution for this problem; but if elected, I would give group two one free restart if they do not make it around the track caution-free on the first lap. The restart will be built into the schedule, therefore no one would be penalized for the time.

Speaking of Laguna Seca we are real lucky to get to race there. One of the areas of major concern is the sound limits. It is such a concern that the county of Monterey monitors the sound with their own meters. We all know that city and county workers are under paid; and I am sure who ever they send to us is in need of a little extra cash. If elected, I would make sure the county worker working sound at our events would get an on-the-spot cash pay raise (wink, wink).

The members have been grumbling about the number of races ran at Sears Point. If elected the club would become a large shareholder in Sears Point; therefore we would control their schedule. Once that happens you would see SCCA races during the prime months. Do not worry we would still rent to NASA but the dates they would be offered would be Christmas Eve, Super Bowl Sunday, and Easter.

I know the club is made up of volunteers and racers. So to make life better for the volunteers I would make some changes.

The volunteers play an important role in how the club operates. As a volunteer often times you work long hot days; and knowing that a lunch will be waiting for you at the midway point of the day can really be satisfying. I know the lunches served are some of the best in the land; but if elected, I would make sure bacon is on every sandwich, because everybody likes bacon.

Speaking of food, RJ Gordy made a significant change at social when he mandated no box wine! I would propose a similar change - no canned beer. Cans take away from the taste of the beer provide us with either kegs or bottles, no cans!

Additionally those corner stations tend to get hot and dry during the day. If elected, I would see to it that all stations are supplied with ice chests of cold water and fans where power is available.

Our volunteers go through some pretty terrible conditions so we can race. If elected, I would reward double points to anyone who stands in the rain all day. I am sure they have often asked themselves - are we having fun yet?

Gasoline is over four dollars per gallon. Driving all over Northern California to attend our events can be very costly. If elected, I would fill up every volunteer's gas tank when they leave our track.

Our region is the proud owner of Thunderhill Raceway. Which is by far one of the best racetracks in the land. The amenities at Thunderhill are great; but if elected, I would see to it that all pit spots have power run to them and see to having the shade doubled.

As part of paying back the club Thunderhill offers one free test day per year to the club members. Usually this is on a day that is not booked; and usually the days not booked are like New Years Day, Christmas Eve, Super Bowl Sunday, etc. These days are not exactly conducive to pre-season testing. If elected, I would have the free test day the weekend before our first regional and would have it two days. One day for fendered cars and one day for open wheel. I know the track could lose out on a potential renter for that day; but really now who was the track built for?

Winning a regional Championship is a difficult task. Whatever class you are driving it takes time, money, and lots of effort. I feel that all regional champions should get a free room at the banquet and one free entry for the defense of your title. You earned it, party your ---- off on the night of the banquet!

Recently I have noticed a trend of the Spec Miata guys from Oregon coming down to our tracks and beating our guys. If elected, I would see to it that everyone who wins a race from Oregon gets torn down until we find out their secrets!

If elected a double weekend would really be a double weekend, which means two practices, two qualifying sessions, and two races. If we end at 6:30 on Saturday night so what.

If elected, I would propose that the region buy the Oakland Coliseum. We could tear down the ballpark and make the worlds largest Autocross facility. I would leave Oracle Arena intact because we could use it for our well-

CONTINUED ON PAGE 22

REGIONALS 11 & 12 2019

This year's Labor Day race at WeatherTech Raceway Laguna Seca, was a two-day weekend, with a track-promoted test day on Friday. It had better driver and worker turnout than last year, and better weather - not much fog on Saturday and none on Sunday. The weather was warm, without last year's debilitating heat. More of the new and refurbished corner stations were in use, most with welcome roofs and shades.

There were seven SFR race groups with 200 entries, better than the Majors. Even better was a nice Worker turnout, especially for a holiday weekend. Having more two-day weekends seems to have been a well-received decision, as has been the special Worker hotel rate for Monterey races. Both were BoD decisions based on member input.

Saturday races were 20 minutes and Sunday's were 25 minutes. Two track records were set on Saturday: FFT-Stewart Paterson/No.27 Crossle; and SSC5 Sean Whitwood/No.66 Corvette.

Cloud cover couldn't be blamed for the fair number of sound issues on Saturday. The morning fog quickly dissipated, followed by clear blue skies all day. Sound caught out a driver on Sunday. Scheduling is always a difficult issue for the Laguna, because of the complicated sound windows. Start and finish times are absolutes, and the County has people monitoring sound compliance who work with our Sound Crew. SFR's policies include issuing Sound Advisories and Jeopardies on all time sheets, so drivers are aware they are close to the limit, and the readings are posted in Race Admin.

Group 1 FA FM F4

First Race



Group One cars line up for turn five

The race had a caution on the first lap to tow Amanda Cartier/No.32 F4 Ligier from Turn 3, where she was hit by Howard Sklar/No.17 F4 Ligier from Colorado. He was able to continue but finished last.

The front runners jockeyed around, with Jim Mali/No.38 FA Pro Mazda taking the lead from John Purcell/No.14 FA Star PFM on Lap 3 and holding it to the end. The FA pack at the front all sorted themselves out early on and held their positions to the finish.

Kyle Loh/No.5 F4 led the F4 field, which is mostly young drivers. Bill

Weaver/No.67 Star Formula Mazda won the FM class.

Graham Rankin/No.21 FA Swift had an interesting race. He qualified on pole, but started fourteenth. Rankin turned the fastest race lap of 92.233 mph racing through the field, getting to fourth place by Lap 9 before losing power. He pulled off in Turn 4, needing a tow, bringing out an early Checkered Flag.

Nearly half the field were from out of region.



#37 Jay Henry Horak and #14 John Purcell finished second and third on Saturday.



#92 Bruce Carpenter, followed #17 Howard Sklar



#27 Tao Takaoka goes wheel to wheel with Sicheng Li

CLASS WINNERS

FA-Jim Mali/No.38 Pro Mazda; John Purcell/No.14 Star PFM; Jay Henry Horak/No.37 Star PFM

F4-Kyle Loh/No.5 Ligier; Rayce Dykstra/No.13 Ligier; Sicheng Li/No.93 Ligier

FM-Bill Weaver/No.67 Star Mazda; Derry O'Donovan/No.77 Formula Mazda; Randy Sturgeon/No.88 Mazda Star Formula



Weaver, Purcell, and Schnur round turn two



#26 Vasili Stratton unfortunately found the inside barrier during Saturday's Race

Six classes of nine in this faster open-wheel group were represented in the race, which had 12 starters. Everyone got a podium finish.

This race also started out with a Safety Car, to tow John Manfroy/No.8 P1 Stohr, who locked up in Turn 2 and hit Vasili Stratton/No.26 ASR Wolf. Stratton continued, as did Bruce Brown/No.62 P1 Stohr, who was knocked in the fray. They both fell back. Stratton recovered and moved back up to fifth, but then spun and hit the tires in Turn 4. He finished eighth, a lap down. Brown struggled in last place and retired after five laps.

Chuck Bona/No.42 P2 Stohr and Kevin Mitz/No.13 P2 Stohr hit in Turn 3 on the penultimate lap and swapped positions, with Bona coming in second and Mitz taking third place.

Pole sitter Jake Latham/No.51 FB Stohr from Colorado led every lap and was the fastest driver with a speed of 93.508 mph, the fastest in Regional 11. His Margin of Victory was 9.057 seconds. This was the last race on Saturday, and was followed by qualifying for the quieter cars.

CLASS WINNERS

FB-Jake Latham/No.1 Stohr F1000

P2-Chuck Bona/No.42 Stohr WF1; Kevin Mitz/No.13 Stohr WF1;Robert Christensen/No.66 Phantom

P1-Joe Visa/No.52 Elan; Bruce Brown/No.62 Stohr; John Manfroy/No.8 Stohr P1D

FE2-Jim Devenport/No.23 SCCA Enterprises; Tom Burt/No.45 SCCA Enterprises

ASR-Vasili Stratton/No.26 Wolf

DSR-Andy Juner/No.88 AMAC



#13 Kevin Mitz finished third overall in Saturday's race



#20 Sanford (Sam) Peterson leads James Fulton around turn nine

This group, which was the first race of the day in mid-afternoon, has sixteen classes, although only ten were represented. The first five finishers in the race were each class winners. The overall winner, Michael Fine/No.66 GT1 Camaro had started last due to sound violation negating his qualifying times. He quickly moved through the field and was in third place by Lap Two. Then he exceeded track limits, and fell way back in the field. This time Fine's charge was slower and focused, and he got up to second place by Lap 10 of the 13-lap race. Joe Montana/No.88 SP Ford Fusion had led the entire race. Fine pushed Montana, and passed him in Turn Nine of the last lap and went on to win. Fine turned the fastest race lap of 85.998 mph during his track attack. The Margin of Victory was 2.361.

The front runners mostly finished where they gridded, and it was a caution-free race. All but one of the drivers were from SFR.



#9 Wilson Powell finished second in T1

Bruce Trenerly/No.2 Acura came in second in the SP class. At the Saturday night Social, Trenerly's son Spencer led a tribute for Dad, as this weekend was Bruce's last Laguna race weekend. Supposedly Bruce is 'retiring' from racing at the end of the year. It's hoped we'll be seeing him at Vintage races.

CLASS WINNERS

GT1-Michael Fine/No.66 Camaro

SP-Joe Montana/No.99 Ford Fusion; Bruce Trenerly/No.2 Acura

GT2-Mark Korbort/No.19 Porsche 928; David Jansen/No.62 Porsche 911; Robert Roumimper/No.54 Datsun 240Z

T1-Clark Nunes/No.79 Camaro; Wilson Powell/No.9 Corvette; Sean Whitwood/No.6 Corvette

ITE-David Smith/No.51 BMW E46; Kevin Patten/No.17 Shelby GT; James Fulton/No.55 Miata

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

SS-Richard Pryor/No.27 Chevy

EP-Richard Apodaca/No.5 Mazda RX-7; Nikhil Peter/No.61 Miata

GT3-David Witkowski/No.77 Porsche 911

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Group 4 FF CF FV F5 FST FC FFT



#85 Gregory Fass leads the #27 of Stewart Patterson through turn two

This group of open-wheel cars had a vastly disparate speed differentials, so a fast FV or FFT could peddle as fast as it could go and still finish two laps behind. It was great for the Blue Flaggers, but probably disconcerting to anyone who wasn't an FC. The race had lots of lapping, but was otherwise fairly processional. The top five started and finished in their same position. There was no split start - that would have only exacerbated the speed differentials.

Pole sitter Daniel Swanbeck/No.7 FC 2001 Van Diemen led every lap, and soon put some distance between himself and the pack behind, which only increased as the race progressed. His Margin of Victory was 43.393 seconds, and he turned the fastest race lap of 89.210 mph. And this was in spite of a FF spinning right in front of him.

There was some off and spins but only one car retired. A third of the field were from out of region.

Eric Little/No.5 FF Swift had himself a good race. He started at the back of his class as sound violations took away his qualifying. He moved up and finished fourth in class.



#7 Daniel Swanbeck won the first race of the weekend

CLASS WINNERS

FC-Daniel Swanbeck/No.7 Van Diemen; Paul Rodler/No.68 Van Diemen; Robert Yallen/No.28 Van Diemen

FF-Chuck Horn/No.54 Swift; Doug Learned, Jr/No.17 Piper; Denny Renfrew/No.11 Piper

FFT-Stewart Paterson/No.27 Crossle; Kinnon Marshall/No.119 Lola; Norm Marshall/No.19 Van Diemen

FV-Ron Wake/No.41 Mysterian



#35 Tim Fass and his brother had a good battle during their first race of the weekend. Tim finished ninth while Gregory finished eighth



#17 Overall winner Josh Carroll makes room for #155 John Nguyen

This group had seventeen classes, the most of any group, with nine classes competing - nine class winners. This was the largest field of the weekend - 43. Not surprisingly this group were busy testing track limits. This group had a new class record set by Sean Whitwood of Cal Club, going 79.765 mph in SSC5. He was one of eight drivers in this new regional class, started by SFR's Competition Director, Tim Sullivan, who convinced some of his Corvette buddies to come up and play. The group ran as a pack and took the top seven spots in the race, besting the Mustang gang.



#58 Tim Sullivan and #29 Igor Gandzjuk

Oli Thordarson/No.122 CSC5 Corvette had the pole and led for most of the race, while Josh Carroll/No.17 SSC5 gridded sixth and drove up to third and then second by Lap 3. He dogged Thordarson until he made his move on Lap 8 of the 10-lap race. The two cars touched, both kept on going and Carroll prevailed to take the win and Thordarson came in third. While this was going on, Sam Peter/No.20 SSC5 and Justin Taylor/No.105 SSC5 had contact in Turn 11, and Peter had to be towed.



#76 Peter Phung and #22 David Allen

Sean Whitwood was the fastest in the class at 79.765 mph, and finished runner-up, only 1.896 seconds behind Carroll - the closest Margin of Regional 11 races. Igor Gandzjuk/No.29 SMG Mustang was the top SMG driver, and Bruce Trener/No.2 Acura was in his second race of the weekend, winning the STU class.

Behind them, some of the IT class Miatas - were checking out the dirt and gravel, but not getting stranded.

Bob Bradfield/No.36 1991 Miata won ITA, Jon Parker/No.47 2002 Miata won ITX, Taylor Vance/No.171 2001 Miata won ITS, and David Allen/No.22 1991 Miata won FP. The GTL class win went to Richard Apodaca/No.5 Mazda RX-7. All but one car finished the race.

CLASS WINNERS

SSC5-Josh Carroll/No.17 Corvette; Sean Whitwood/No.66 Corvette; Oli Thordarson/No.122 Corvette

SMG-Igor Gandzjuk/No.29 Mustang; Michael Lowe/No.10 Mustang; Sal Molinare/No.98 Mustang

STU-Bruce Trener/No.2 Acura

ITA-Bob Bradfield/No.36 Miata; Joseph Kou/No.6 Miata; Tim Auger/No.07 Miata

ITX-Jon Parker/No.47 Miata; Rob Fuller/No.15 Miata; Ross Lindell/No.16 Miata

FP-David Allen/No.22 Miata

ITS-Taylor Vance/No.171 Miata

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

Group 6 SRF SRF3



#5 Bruce Richardson finished third in SRF on Saturday

This was the second race of the morning, and for this large field of 30, it was the first of three races of the day, as this was a Festival weekend for the group. Umberto Milletti/No.26 2006 SRF3 had the pole for the first wave, and the Pace Car led Michael Woolley/No.24 2000 SCCA Enterprises SRF in the second wave for the split-start race. It was just past 9am and already it was 73 degrees with no wind.

The front row drivers, Milletti and John McIntyre/No.22 2016 SCCA Enterprises SRF3, held their respective positions throughout the ten-lap race. Behind them was all kinds of passing going on and the group was lively. There were offs, some body contacts and spins. Then on the second lap Eric Hand/No.76 2000 Ford SRF and Kevin O'Connor/No.91 Ford SRF had contact. Hand continued, but O'Connor was hazardous, bringing out the Safety Car. There was more contacts, mostly unavoidable. After the Green Flag the

field continued being active with several offs right up to the Checkered Flag. No one was hurt.

Three drivers were from out of region, including Mark Hutchins/No.95 2001 SRF3 from Nebraska. Erich Woolley/No.01 1993 SCCA Enterprises SRF was the top Novice, and one of three Woolley drivers in the race. The family that plays together stays together.

CLASS WINNERS

SRF3-Umberto Milletti/No.26 2006 SRF3; John McIntyre/No.22 2016 SRF3; Bill Booth/No.57 SCCA Enterprises

SRF-Michael Woolley/No.24 1993 SCCA Enterprises; Sean O'Boyle/No.67 1990 SCCA Enterprises; Bruce Richardson/No.5 SCCA Enterprises



#91 Kevin O'Connor

Group 7 SMT SSM SM



#199 Sean Lovett

This was the first race Sunday morning and got everyone wide awake. It was the second largest field, with 36 cars, and all started the race. The first half of the race was relatively calm, with only a couple of cars hitting each other, but they continued. Pole sitter Tommy McCarthy/No.23 SM 2001 Miata pulled way ahead of the field, turning the fastest race lap of 74.897 mph.

Mid-way through the race, cars were bump drafting, going off course and contacting each other. One driver was penalized for an unsafe pass. With two laps to go, McCarthy slowed and was passed by Bob Bradfield/No.36 SMT 1991 Miata. He was passed by Tim Weaver/

No.75 SM 2000 Miata, who won by a Margin of 1.960 seconds. Meanwhile, McCarthy pulled off hazardous in Turn 4, then crossed track into the gravel safe - and beached. It was a difficult tow.



#04 Mike Labouff

Tim Auger/No.07 1994 Miata was runner-up and won SMT. Joe Rombi/No.48 1991 Miata took honors in the SSM class. David Samuel/No.41SSM 1990 Miata was the top Novice.

CLASS WINNERS

SM-Tim Weaver/No.75 2000 Miata; Sean Lovett/No.199 1999 Miata; Cole Gibson/No.53 1995 Miata

SMT-Tim Auger/No.07 1994 Miata; Bob Bradfield/No.36 1991 Miata; Tupper Hull/No.50 1996 Miata

SSM-Joe Rombi/No.48 1991 Miata; Rob Fuller/No.15 1990 Miata; Ross Lindell/No.16 1990 Miata.



#2 Lee Douglas took home fourth place during the festival race

The Festival Race was a no points bonus race, and did not have a split start - not by design, but by inadvertence. The grid was set by the fastest times in Qualifying 1 and Race 1. There were no grid sheets and the drivers moved themselves around after the fact. This race was just before Sunday lunch and it was 80 degrees. Twenty-five cars started the race. It was hot on the track too. The SRFs were more than behaviorally animated, with contacts, spins, offs, and then lapping.

Umberto Milletti/No.26 2006 SRF3 had pole but wasn't in his usual red, white and green No.34 as it broke Saturday. He



#66 Brandon Lewis finished seven position better than he started



#86 David Kay from Los Gatos CA

led every lap and was the fastest, at 80.289 mph. He pedaled fast enough to put a 4.103 second gap ahead of runner-up, Jonathon Allen/No.14 2000 SRF3, who had started fourth but was second by Lap 2. Bill Booth/No.57 SCCA Enterprises SRF3 started sixth but was second by Lap 1, then passed by Allen. Booth finished third.

James Chartres/No.82 SCCA Enterprises sported a new red kangaroo on his car. He got a good start, moved up, and then herb-clipped turn 6, knocking out 4th gear. This dropped him back to eighth Chartres jockeyed with Bob Sachs/No.35 SCCA Enterprises SRF3 and Jerry Aplant/No.71 1985 SRF3 and finished eighth. Afterwards, he checked his alignment before the third race of the day.

The top three finishers ended where they gridded. Sean O'Boyle/No.67 1990 SCCA Enterprises won SRF. Erich Woolley/No.01 1993 SCCA Enterprises SRF was the top Novice. The field had six DNS drivers.

Erich Woolley/No.01 SRF 1993 Enterprises SRF was the top Novice.



#82 James Chartres moved up three places

Group 1 FA FM F4



#61 Troy Tinsley , #14 John Purcell, and #23 Daryl Wizelman

This time the group had a 'gap' start - where they voluntarily separated themselves into a pseudo split-start, with the FA's up front and the FM and F4's behind. Half the field was from out of region.

Jim Mali/No.38 FA Pro Mazda had the pole and there was jostling around the first three laps, before it sorted. Graham Rankin/No.21 FA Swift briefly led, before Mali overtook. Rankin regained the lead on Lap 6 and held on to it to the Checkered Flag. John Purcell/No.14 FA Star PFM from Northwest Region briefly ran second before settling for third. Mali and Rankin ran close throughout, in tight formation, and the Margin of Victory was a mere 0.586 seconds, the second closest finish of the weekend. Rankin ran hard to keep his lead and turned the fastest race speed of 93.568 mph, the fastest of the weekend. By the time the race had nearly finished, the leader had twice lapped at least one FM.

For the most part, the cars kept it on the track, with only a few offs. Daryl Wizelman of Cal Club spun his No.23 FA Mazda Pro Formula in front of the field and made an unsafe re-entry, for which he was penalized afterwards - that and his unsportsmanlike conduct.

Kyle Loh/No.5 Ligier again won the F4 class, running up with the Atlantics. Bill Weaver/No.67 Star Mazda was a repeat FM winner.



#67 Bill Weaver approaches Tao Takaoka. Weaver won both races in his class over the weekend.

CLASS WINNERS

FA-Graham Rankin/No.21 Swift; Jim Mali/No.38 Pro Mazda; John Purcell/No.14 Star PFM

F4-Kyle Loh/No.5 Ligier; Rayce Dykstra/No.13 Ligier; Sicheng Li/No.93 Ligier

FM-Bill Weaver/No.67 Star Mazda; Randy Sturgeon/No.88 Mazda Star Formula; Derry O'Donovan/No.77 Formula Mazda

Second Race

Group 2 FB FS P1 P2 FE FE2 S2 DSR ASR



#62 Bruce Brown and #23 Jim Devenport were both class winners on Sunday

This small group had eight starters and six DNS drivers. Five drivers earned a Checkered Flag in the 16-lap race, and the other three finished on the podium. This race was the first after lunch, and it was 85 degrees.

Jake Latham of Colorado qualified on pole in No.51 FB Stohr, but he didn't race. Neither did another three in the top six. Bruce Brown/No.62 P1 Stohr and Jim Devenport/No.23 FE2 2004 SCCA Enterprises started on the front row.

Brown led, while James Ingram/No.05 ASR Norma, from Texas, came from fifth to second on the first lap, passing Devenport. They ran second and third for several laps, until Devenport repassed. Brown led past the halfway mark, with Ingram and Joe Viso/No.52 P1 Elan close behind. Ingram passed for the lead in Turn 2 and held to the finish. A couple more spins, and the Checkered Flag saw all eight cars finish.

The Margin of Victory was 1.686 seconds, and Ingram had the fastest race lap of 92.381 mph.



#52 Joe Viso from San Jose CA, in his Go Dog Go Elan DP-02

CLASS WINNERS

ASR-James Ingram/No.05 Norma

P1-Bruce Brown/No.62 Stohr; Joe Viso/No.52 Elan

FE2-Jim Devenport/No.23 SCCA Enterprises; John Yeatman/No.5 Van Diemen; Tom Burt/No.45 SCCA Enterprises

DSR-Andy Juner/No.88 AMAC

P2-John McIntyre/No.1 Stohr WF1

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



#17 Kevin Patton finished third in ITE

It was still hot, but there was a nice breeze which helped. There were 22 starters, and six DNS, including the pole sitter. Only one driver was out of region.



#6 Sean Whitwood winner in T1

Michael Fine/No.66 GT1 Camaro and Joe Montana/No.88 SP Ford Fusion started on the front row. Fine led but was black flagged on Lap 3 for sound, and retired, putting Montana in the lead, which he held to the finish. Sean Whitwood/No.6 T1 Corvette and Greg Toloson/No.3 ITE BMW raced closely, with Whitwood in second and Toloson followed. They swapped positions for three more laps before Whitwood was passed by Wilson Powell/No.9 T1 Corvette. After the half-way mark, the Safety Car was dispatched so Bryan MacMillan/No.44 GT2 Mustang could be rescued, who had spun off in Turn 2 and was smoking. This bunched up the field. The race had an early Checkered Flag behind the Safety Car. One car was penalized for being non-compliant.

CLASS WINNERS

SP-Joe Montana/No.99 Ford Fusion; Bruce Trenery/No.2 Acra

T1-Sean Whitwood/No.6 Corvette; Tim Sullivan/No.58 Corvette; Wilson Powell/No.9 Corvette

ITE-David Smith/No.51 BMW E46; Lynne Griffiths/No.31 Mustang; Kevin Patten/No.17 Shelby

GT2-David Jansen/No.62 Porsche 911; Jeff Francis/No.21 Mustang; Robert Roumimper/No. 54 Datsun 240Z

AS-Igor Gandzjuk/No.29 Mustang

SS-Richard Pryor/No.27 Chevy

EP-David Allen/No.22 Miata; Richard Apodaca/No.5 Mazda RX-7

GT1-Michael Fine/No.66 Camaro

Second Race

Group 4 FF CF FV F5 FST FC FFT



#81 Henry Rozeboom has #11 Denny Renfrow lurking in his mirrors

The second race for this group was fraught with incidents not yet seen this weekend.

The first ten minutes were fine. Pole sitter Daniel Swanbeck/No.7 FC 2001 Van Diemen, Paul Rodler/No.68 FC 2000 Van Diemen started and finished in the same order, with Swanbeck pulling away from the start. Jeffrey Pietz/No.80 FC 2008 Van Diemen gridded and finished third, but swapped positions with Robert Yallen/No.28 2003 Van Diemen. And Henry Kenneth Roze/No.81 2008 Van Diemen took a ride on the wild side, going from sixth to 12th and back, then making his way to fourth, which he held to the finish.

The leading FF, Denny Renfrew/No.11 Piper kept up the faster FC's, and then Chuck Horn/No.54 FF passed for the class lead.

The race was interrupted by an Alert in Turn 6, when Tim Fass/No.35 FC 1996 Van Diemen was lapping Norm Marshall/No.19 FFT Van Diemen and they had contact, with Fass going airborne. Fass

had to be towed, bringing out the Safety Car, while Marshall was able to continue. During this situation, another incident in Turn 9 required attention when Kinnon Marshall/No.119 was smoking and on fire. With five minutes remaining, there was another contact between Yallen and Rodler in Turn 8A, with one hitting the tire wall, causing another Alert. The Checkered Flag was thrown early.

Horn won FF, Paul Wilson/No.6 Swift won FFT and Ron Wake/No.41 Mysterian persevered and won FV, a lap down. Seven of the drivers were from out of region. All

cars started the race.

Swanbeck turned the fastest lap of 88.444 mph and his Margin of Victory was 3.563 seconds.

CLASS WINNERS

FC-Daniel Swanbeck/No.7 Van Diemen; Paul Rodler/No.68 Van Diemen; Jeffrey Pietz/No.80 Van Diemen

FF-Chuck Horn/No.54 Swift; Denny Renfrew/No.11 Piper/ Doug Learned, Jr/No.17 Piper;

FFT-Paul Wilson/No.6 Swift; Kinnon Marshall/No.119 Lola; Norm Marshall/No.19 Van Diemen

F5-Ron Wake/No.41 Mysterian



#12 ITA Bradley Oneto



#122 Oli Thordarson finished fourth in SSC5

Forty of the 45 drivers started the race. Sean Whitwood/No.66 SSC5 Corvette took the lead at first, before being passed by Josh Carroll/No.17 SCC5 Corvette who led to the Checkered Flag. The large group of Corvettes who had joined us for its first time had a good time racing with themselves, swapping positions, with the top six finishers being in this class, and another two within the top 11.

Meanwhile, the field was active, exploring track limits and practicing pirouettes. This continued throughout the race. On the last lap there was an Alert in T11, when former race leader Whitwood went off and was on fire. The Checkered Flag was thrown.

Runner-up Craig Dale/No.71 SCC5 Corvette was the fastest at 79.298 mph, and he came in 5.035 seconds behind winner Carroll. Other winners were Igor Gandzjuk/No.29 Mustang in SMG; Bruce Trenerly capping his last Laguna Seca race (says he) with a STU victory in No.2 Acura; Wa Huong/No.3 1993 Miata; Rob Fuller/No.15 1990 Miata in ITX; David Allen/No.22 1991 Miata in FP, Taylor Vance/No.171 2001 Miata in ITS; and Richard Apodaca/No.5 Mazda RX-7 in GTL.

CLASS WINNERS

SSC5-Josh Carroll/No.17 Corvette; Craig Dale/No.71 Corvette; Greg Nester/No.32 Corvette

SMG-Igor Gandzjuk/No.29 Mustang; Michael Lowe/No.10 Mustang; Jeff Francis/No.21 Mustang

STU-Bruce Trenerly/No.2 Acura

ITA-Wa Huong/No.3 Miata; Bob Bradfield/No.36 Miata; Lawrence Murdter/No.94 Miata

ITX-Rob Fuller/No.15 Miata; Jon Parker/No.47 Miata; Ross Lindell/No.16 Miata

FP-David Allen/No.22 Miata

ITS-Taylor Vance/No.171 Miata

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

Group 6 SRF SRF3



#52 Joe Viso did double duty. Ran two run groups two different cars. Sunday afternoon he fell from his starting position and finished 18 in the SRF race.

This was the third race in one day for the Festival group, the second Regional Race. Twenty-seven drivers started. It was deja vu, with Pole Sitter Umberto Milletti/No.26 2006 SRF3 leading every lap and turning the fastest race lap of 80.438 mph. Jonathan Allen/No.14 2000, Joe Briggs/No.9 2007 Spec Racer, Bill Booth/No.57 SCCA Enterprises, and through fifth. John MacIntyre sorted out their grid spots and settled in for the 12 lap race.

Overall, there were fewer spins and offs in this last race for the usually busy group.

James Chartres spun in Turn 2 early on, which bent the rear alignment, which gave him the opportunity to practice new NASCAR driving skills turning left to go straight.

After the midpoint, an Alert was called and the Safety Car dispatched when Joe Viso/No.52 SCCA Enterprises had a hard impact. Due to the late incident, and another contact between Allen and Andrew Moore/

No.39 SCCA Enterprises, the race ended under caution as the Safety Car led the field to the Checkered Flag.

CLASS WINNERS

SRF3-Umberto Milletti/No.26 2006 SRF3; Jonathon Allen/No.14 2000 Ford; Joe Briggs/No.9 2007 Spec Racer

SRF-Sean O'Boyle/No.67 1990 SCCA Enterprises; Michael Woolley/No.24 1993 SCCA Enterprises; Kevin O'Connor/No.91 SRF



#41 Ken Woolley one of three Woolley in the race.

Group 7 SMT SSM SM



#59 Luke Pfeifer had some difficulty during the race and fell back 10 spot from where he started

Thirty-two of the 35-car field took the Green Flag, with Tommy McCarthy/No.23 SM on pole. He led for the first nine laps, before Tim Weaver/No.75 SM2000 Miata passed. The two exchanged places twice, after they had body contact. Weaver went on to take the win, with McCarthy 0.403 seconds behind. Along with Bob Bradfield/No.36 SMT1991 Miata the trio ran closely lap after lap, while pulling away from the field.



#117 Ismael Basso was the hard charger of the Sunday race.

Behind them was plenty of activity, including body contacts, lots of offs in almost all of the corners, bump drafting, and some bodywork rearranging. After the leaders pas-de deux, JoeRombi/No.48 SSM 1991 Miata was hit got stuck in Turn 11, after being hit. The Safety Car was avoided as the Turn 11 Emergency Crew extracted him under local flag conditions. Then another car had a hard hit in Turn 4, dislodging the tire wall. The Checkered Flag was thrown early.



#15 Rob Fuller was the winner of the SSM class



#12 Bradley Oneto moved up 4 spots



#47 Jon Parker finished sixth in SMT



#138 Carl Johnk took home eleventh in SMT

CLASS WINNERS

SM-Tim Weaver/No.75 2000 Miata; Tommy McCarthy/No.23 2001 Miata; Cole Gibson/No.53 1995 Miata

SMT-Bob Bradfield/No.36 1991 Miata; Tim Auger/No.07 1994 Miata; Joseph Kou/No.6 1999 Miata

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

The next/last 2019 race is the season's three-day finale at Thunderhill Raceway Park.
-Three Regionals on the three-mile and five mile race courses.

2019 Election Board of Directors and RE

VOTE NOW THROUGH NOVEMBER 11
BALLOT IS ON PAGE 24.

This year there are 5 people vying for three spots on the Board of Directors. We also have one person running for Regional Executive. The candidate statements will appear in two issues of the WHEEL as per our by-laws.

Unfortunately one of the Candidates were unable to get their statements in due to personal emergencies.



Linda Rogaski



Doron Dreksler



RJ Gordy



Tim Sullivan



Ben french



Roger Kraus

Candidate Statement

LINDA ROGASKI



Hi, my name is Linda Rogaski. People are asking me, why are you running for the Board? Good question. I like many of you have been complaining about how things are going. I decided it's time to stop complaining and take responsibility to try and help.

This Region belongs to all of us, and our voices need to be heard. If I am elected I commit in the first 12 months to:

- Opening two-way lines of communication, I will let you know how and why decisions are made. I will listen to your concerns and suggestions and take the information to the Board.
- Establishing work-groups to address issues the Region is facing today, such as:
 - o Member recruitment
 - o Volunteer training
 - o Competition from other sanctioning bodies
 - o Passing the torch from baby boomers to millennials and younger members
 - o Identifying what we do well and how do we build on it
 - o Identifying what we should be doing better and how do we get there

Jim and I have been members of SFR for almost 40 years. In the early years we were auto-crossers and then moved to road racing. I started doing registration back in our autocross days and stayed with registration in road racing. It's the best crew there is, you get to meet everyone! I have seen a lot of change in those 40 years. Once upon a time we were the only game in town. Times have changed, people have changed, and we need to make sure the Region changes also.

We have an outstanding autocross program in three different areas of the Region. The needs and challenges are different for each area. Let's address those needs and make sure our autocross program remains strong and grows.

Road Racing has seen many challenges over the years. Right now we are experiencing strong competition from other sanctioning bodies, escalating track rental costs, and reduced number of volunteers. What can we take from other groups that make them successful, how can we adapt those programs to fit our needs? We need to build a Region that supports the passion that our members have for the various racing venues.

This certainly is not going to be done by one person or five people. This will take the efforts of all our membership to build the Region we want SFR to be.

Let's do this!

Candidate Statement

DORON DREKSLER



Hello everyone, My name is Doron Dreksler and I am running for a position on the Board of Directors for the San Francisco Region of the Sports Car Club of America.

As you know, the SCCA started in 1944 and had its first sanctioned amateur race in 1948. It has been amazing what has been achieved in these past 75 years. No matter how you look at it, the SCCA is a business. To provide an automobile based racing experience, the SCCA requires purpose built facilities, support staff (paid and volunteer), and a viable and reliable income stream to keep it operational. We do not have the luxury of simply maintaining the status quo and expect to retain the stability of the SCCA for the next 75 years. I want to be part of reinventing the SCCA for the future.

I have been a member of the SCCA since 2002, when I purchased a new Subaru WRX. It wasn't until 2012, when my youngest child took off to college, that I was able to complete drivers school. 2018 was my first full season of racing and I love it. I have learned a lot about myself, met lifelong friends and discovered an activity that inspires me. I intend to continue racing as my schedule and obligations allow. More importantly, I am committed to getting more involved with the SCCA to make it a better club.

In 1994 I started a residential design and drafting company. Today, the company focuses on design based architectural projects, design/build construction projects, industrial design, packaging design and product design. As an architect, I am trained to capture data and decode the problem, organize the information for analysis, develop multiple

strategies without limitations, communicate the options for consensus and implement the strategies to meet the project objectives. I would like to apply those skills to the SCCA.

In my career, I have had the opportunity to present to hundreds of boards, diverse committees, cumbersome design review boards and planning/building departments. I have over 15 years of experience as a member of community design review boards and currently hold a position on the Tamalpais Valley Design Review Board in Mill Valley. My patience, positive attitude, focus and listening skills have served me well and would positively contribute to the SCCA board.

If elected, I vow to collaborate with other board members and SCCA members to help stabilize the future of the club by maintaining a level headed perspective, while embracing needed change and innovation - with the focus on constant improvement for all appropriate aspects of the club.

Specifically, I will focus on the business demands of the club to ensure stability, help rebuild the road racing program, foster and develop creative ways to stimulate attention for the SCCA, activate current membership to meet club needs, and build and increase new membership to solidify our future.

I will do everything I can to help the SCCA move forward productively while supporting the SCCA mission: "To bring motorsports to the masses of American men and women who are passionate about automobiles, speed and competition."

Please consider voting for me for the SCCA Board of Directors.

Thank you, Doron Dreksler

Candidate Statement

RJ GORDY



By my best recollection I got involved in the politics of our club in 1988. I have witnessed the good, the bad and the ugly. Each of those to an extreme. My continued involvement in club politics has been driven by the belief, accurate or not, that I can make a positive difference in what we do for fun.

At this point in our history it is my belief that we are coming away from a tumultuous period and heading for better times that will emphasize

the fun factor that keeps most of us off the golf course.

There are some substantial issues ahead of us. Guess what? Most of them have been on our table for nearly 75 years. Guess what? Many of them are going to outlive us. It is incumbent upon our club leaders to improve our lot in life to the best of their ability. This cannot be done by one individual but can improve if the leadership will work together on identified challenges that can be overcome mutually.

This belief that we can make positive changes if we work together to overcome attainable goals, and that those who want to improve our club will step up, was the deciding factor in my decision to run for another term on the Board of Directors.

First, there is Tim Sullivan. Tim took over this past year as our Competition Director, among other things, and has announced he is running for Regional Executive. He has earned your support and I am very excited to work with him and try to keep him from burning out.

Our relationship with Sonoma Raceway is improving daily and I will work to keep this opportunity beneficial for our club racing program.

WeatherTech Raceway at Laguna Seca has undergone political upheaval over the past two years. Our club has a very unique and valuable relationship with the track, and we need to continue to keep that relationship alive and well.

We need to keep in mind our business side of the equation. This year we have been able to bolster our infrastructure by, among other things, buying a new trailer for Tech and a new grid board for the grid crew. We have been able to maintain our emergency equipment and purchase new technology for timing & scoring.

We continue to steward our club owned facility at Thunderhill keeping it among the finest motorsports facilities in North America.

We have continued to have one of the more active autocross programs in SCCA as well as almost unheard-of participation in Concours D'Elegance events in Northern California.

Yes, there are issues with volunteerism and staffing events, but guess what? Those same challenges plagued our club in 1948!

I hope you can see, from my point of view, that "things" are looking positive, and with some hard work and the enthusiasm of a motivated Board of Directors we can improve our club.

I ask for your support in making good things happen.

Thanks,

RJ Gordy-

Candidate Statement

TIM SULLIVAN



WOW! Two years on the Board. It has been an amazing learning experience. I read my candidates statement from 2017. Boy was I a novice.

Leadership in this club takes many forms. It is not always from the RE position. It comes from the Chiefs, Volunteers, Drivers and everyone who works so hard to make this club work. In the last two years, I have learned it takes everyone's input to make the

whole club operate. As most of you know, my ears are always open. I want feedback. No, not all feedback will be implemented. That is the nature of a club. But feedback is important, as without it, we can't make intelligent decisions.

If elected RE, I want to continue that. All Directors, and especially the RE, need to take and seriously listen to all feedback. While this is a Candidates Statement, I would like to thank Barbara McClellan for all the invaluable knowledge she has shared with me the past two years. While she is stepping down, she will still be at the racers and available. I want to also thank the rest of the Board, the Chiefs, Drivers, Volunteers, as well as all the members that have helped me gain greater knowledge of how we work as a Club.

We have had a challenging year. A lot of that was involved with change. We attempted a January Majors, we had never done this before. On a Sunday and Monday. As a lot of you know, it was done to improve our relations with Sonoma. In the past, our arrogance eliminated our spots at Sonoma. That was not in the best interest of the club. This coming year, for 2020, we will have 2 actual weekends. I hope to foster and build this relationship, it will only happen with your help.

We also changed 3 day events to 2 day events. This increased our weekends at Laguna to 4 weekends. This was due to surveys we sent out. We also agreed to a Hoosier Super Tour. It was too late in the season. It was a fun event, but a bust. We won't do that again. In fact, we will only have one Major next year. While I would like two Majors,

conflicts with other regions will not allow that. I hope we can change that in the future.

We also revamped and changed some of the volunteer rewards. We addressed the inequities in the Volunteer points system as well as the DRAFT card process. In addition, we are subsidizing rooms at Laguna for volunteers. This has proved popular, and increased Volunteer participation. I just got a call from a new volunteer who said it was the easiest check in ever on MSR. There are still some bugs, but we will get it right.

As part of SCCA's "Welcoming Environment", we have moved to free dinners for ALL. This promoted camaraderie. It was a hard sell at first, but it is working. We are a family, a team. Sometimes it's hard to change things, but when we work together, as a Club, it works.

Moving forward, we still have challenges. Driver Safety on track and enforcement of rules is paramount. If we don't do that, we will lose people, principally, the drivers. They have other venues that they can chose to participate in. We need to realize that. We are a club, but we are not the only game in town. Those days are long gone. We need to adapt to the times and be flexible.

While I have spoken about the last year or two, I would urge you to vote for me to keep this process rolling. While I am a relatively new member, I have worked with folks with decades of experience and knowledge. Trial by fire, so to speak. Why would anybody want this position? The answers may vary, but for me, it is to further our Clubs prominence and keep the road racing program sustainable and moving forward. We have the most robust program in the nation. We want to keep it that way. Our SOLO program is really doing well, and has high turnout. Fresno, Sacramento and the SFR Bay Area groups all are highly attended. Rally Cross is starting to take hold. Time Trials is also starting to look promising as well. There is also a new program, Bracket Road Racing, which could also show some promise.

There are lots of ideas out there, perhaps you are reading this, and you have one. As the RE, I will always welcome ideas, and listen.

I humbly ask you to vote for me for Regional Executive.

CONTINUED FROM PAGE 7

attended banquets. I say we buy it because the city of Oakland has nobody left to rent from them. The Warriors moved to San Francisco, the Raiders have left for Vegas, and now if the rumors are correct the A's will be joining them. We can buy it at a distressed price. The only problem is keeping the side shows off the property, which could bankrupt us in security costs. But I have a solution! We can build that wall that you know who has been talking about. Maybe the Mexican government will pay for it.

Needless to say I would say or do anything for your vote no matter how sensible it is. Don't worry though; like all campaign promises, these will all be forgotten once elected. If you call me on the carpet for not following through, I will blame it on the other board members for conspiring against me, and claim the Russians had nothing to do with me getting elected.

So instead of a chicken in every pot and a car in every garage, a vote for me would bring you and good lunch and great track time! Good luck to all the candidates for election; and thank you for volunteering your time to make the club better.

Candidate Statement

BEN FRENCH



Hello everyone. My name is Ben French and I am excited to be running to be part of the Board of Directors in our great San Francisco region of the SCCA. Before I ask for your vote and share with you some of my goals for our club let me tell you a little about myself for those of you whom I have not yet met.

I have been a car enthusiast my whole life making a profession out of the automotive industry upon graduating high school in the mid-1990s. Now as the Automotive Department Chair for American River College, I get to share that passion for cars with hundreds of young people throughout the greater Sacramento Region. Like many motorsport enthusiasts, I started racing karts and later I began autocrossing with the Sacramento SCCA chapter in the early 2000s. In addition, I did numerous track events over the years and recently I was fortunate enough to obtain my competition-racing license and have begun coaching other drivers in the art of performance driving. Over the years, I have been the president of classic car clubs; I have managed numerous budgets, and planned many regional activities and automotive events. My racing adventures have always included my friends and family and I now have two great kids who have both raced karts and have become pretty good drivers themselves.

It is thinking about my kids and the many other students I meet every day that has persuaded me to run for the SCCA Board of Directors. I want to help ensure that car nuts like ourselves always have a place to race and multiple ways to have fun with cars. The SCCA has lots to offer a motorsport enthusiast. From our great autocross events, to the successful SCCA track night program and of course our wheel-to-wheel racing events. Where else can you be right in the action with the track first responder crew, or be scrutineering high performance racecars. However even with all the SCCA has to offer the reality is that times are changing. I have heard many complain how kids are no longer in to cars. I am here to tell you that is not the case. Yes, there are more distractions for kids today and yes there are many more barriers to getting your driver's license; but I meet thousands of people every year who are just as passionate about cars as ever. One only has to look at the popularity of the SEMA show or the sheer

number of high performance cars you can buy today to see that the market for car enthusiasts is strong.

Therefore, the question becomes how we get these car enthusiasts to be active members with in the SCCA. For that, I have many ideas but all of these condense down to three critical areas. SCCA exposure, good vibes and fun events. The truth is that many kids don't know about the SCCA and what we do. Every time I take the race car out to a car show or a high school career day it is a huge hit. Want to reach young people and get them to race on the track and not the street talk to your local Drivers Ed teacher. I know there are many ways we can expose this club to the next generation if we make a concerted effort to do so. I also listed good vibes. This is a critical element, are we welcoming, are we having fun. I am big proponent of the inclusive summer camp approach of making sure all our participants have fun and this starts with what I call a good vibe at every event. Lastly fun events. Maybe it's time we try new things to encourage club crossover activities. Things like have a club race and an autocross on the same weekend. Invite the autocrossers to do a lapping session during lunch. How about a car show at a race or even a drifting exhibition.

This club has been managed my many great people for many years and although I have numerous ideas to help the future success of the region I have always been one to learn from the experience of others as well. Whether it was some of the great master mechanics I learned from early in my career, or some of the great racers I compete with now I have always been one to learn from others. With this, I would be a board member who is willing to learn others while integrating fresh ideas. As a board member my goals would be to look for ways to make racing more affordable, to further develop and improve our volunteer incentive system, to reach more people and boost membership and most importantly have great time with others having fun with cars.

With this I would appreciate your vote and if you are interested in sharing your stories and passion for racecars and motorsports with other please don't hesitate to contact me. I look forward to talking with you at the next SCCA event.

Hall of Fame Announcement

BOB FOX

The San Francisco Region Hall of Fame Committee is pleased to announce this years inductee for 2019. He will join the previous 45 HOF members to be recognized for their contribution's to the Region.

Bob Fox

Since Bob's arrival I California in 1966 he has become a fixture at the san Francisco Region races. He competed in D Sports Racing every year from .1963 through 1981, a total of 130 races with more than 85 podium finishes.

At the end of the 1981 season Bob hung up his driving suit and spent two years designing and building a new car for himself and four

other competitors. In 1984 he returned to competition and spent the next 35 years driving in more than 312 races.

Bob is not only a driver and car builder. He's been a teacher at the San Francisco Region Drivers School for 47 years. He's been a Tech Inspector, a Regional Steward and a member of the National Competition board.

Most of all, Bob has become a mentor for many drivers by offering advice on engineering and car setup, clarification of rules whenever he is asked.

Don't Forget to Vote!!!

Who: See ballot for list of Candidates

What: Your future board Members

When: October 17, 2019 to November 11, 2019

Where: Motorsportreg.com

How: Two ways, Log into Motorsportreg.com or Fill out a Ballot



San Francisco Region SCCA OFFICIAL BALLOT 2019

The Region Board of Directors consists of the Regional Executive and six Directors. Three members of the Board of Directors are elected for two-year terms each year.

Candidate statements are published in the October issue of The Wheel and on www.sfrscca.org.

Balloting opens October 14 and closes Monday, November 11. Results will be available on www.sfrscca.org on November 13.

All current Region members and dual Region members may vote.

Board members will be seated at the Annual Membership Meeting, Nov. 16 at 10am at the Double Tree Hilton in Pleasanton.

Regional Executive
for a one-year term

Tim Sullivan

Board of Directors
for two-year terms
Vote for no more than three

- R J Gordy
- Ben French
- Roger Kraus
- Doron Dreksler
- Linda Rogaski

Official Ballot

Please fold this ballot into thirds as indicated on the reverse. Fasten with tape; add a 50¢ stamp, and drop in the mail. Multiple ballots may be sent together in an envelope.

Your ballot must reach the SFR Office no later than Tuesday, November 13, 2019.

SF Region Office
PO Box 308
Willows, CA 95988

If you have any questions, please contact Nan Mendes at the Region Office by any of these methods: nanmendes@sfrscca.org; 888-995-7222; PO Box 308, Willows CA 95988.

Sacramento Autocross Round 12

SCCA SACRAMENTO

Round 12

Well that's it folks the normal season is over. A lot of racing and fun was had by all at Thunderhill's autocross pad.

Super Street was won by Al Patterson with a 52.402. Second place went to Jeff Glorioso sponsored by Glorioso Design with a 52.777.

A Street had Brad Fleig coming in third with a 55.489. Second place went Alan Booth with a 55.273. The champion for the weekend was Stephen Hare sponsored by Hare Motorsports with a 54.480.

B Street had two drivers one in a Porsche and the other in a Chevy. Darrel Huckabay was able to run a 58.433, which was good for second place. Doug Hubbard in a good old Corvette ran a 56.646 which gave him the win. Winning is fun to do once in awhile. Doug did win his class, but in the Ladies B Street class his wife ran a 56.406. Penny Hubbard won both in her class and the title of the fastest in the Hubbard family for the weekend.

C Street had Bill Tubbs racing himself. He ran a 62.396 and took first place for himself.

D Street had two black Fords battling it out for first. Tony Monoogan in his Ford Focus ran a 58.199 which earned him second place. The winner for the day was Eric Martin in his turbo Mustang with a 56.459.

E Street was the biggest class for the weekend with six different drivers. The top three drivers times all landed on the same second and the difference between first, second and third was tenths of a second. Third place went to Jacob Yeager with a 60.790. Second place went to Kevin Quach with a 60.220. The champion for the day was Karl Hannah with a 60.040.

F Street saw the likes of a BMW and a Dodger Challenger duking it out. Seems like an odd pair to be in the pony car class. Nonetheless Ray Bareisis and his 235i BMW ran a 58.671, which was good for second. Pete Lamarche in his Dodge Challenger SRT8 won the class for the day with a 58.062.

G Street was won by Chris Estrada uncontested with a 56.798.

H Street was won by Stephen Bowlus in a Honda Civic Sport with a 64.706 also uncontested.

Well the 2019 series was a fun one. There is still one event left which is the autocross Enduro on Sept 21st and 22nd.

The Champions for the year are as follows :

SS= Alan Patterson	ES= Karl Hannah	STR= Philip Ma	CAMS= Derek Hui	SSM= Tom Nivision
AS= Stephen Hare	GS= Chris Estrada	ESP= Kevin Grivich	XP= Carl Graf	BSL= Penny Hubbard
BS= Doug Hubbard	HS= Bill Tubbs	CAMC= Ken McCulloch	EP= Eric West	CAMSL= Patti Yeo
DS= Eric Martin	STS= Michael Gleaton	CAMT= Curti Tyler	SM= Ross THompson	XPL= Korynne Smith

How to make an autocross more fun? MAKE IT LONGER AND THAT IS JUST WHAT THE ENDURO IS.

Well the SCCA Sacramento's Enduro is a winner take all, one chance to prove you are the fastest in class. Trophies are awarded at the end to only the winner of the class.

Yes the trophy is just made of wood and plastic, but it also represents a whole year of bragging rights. Needless to say, it is always a dog fight for the first place position.

The fastest open driver was was Jeff Glorioso with a 213.446. The fast ladies class driver was Penny Hubbard with a 224.001. Yes those numbers are correct the top time of the day was a 3 minute and 55 second run. When a normal autocross run is about a minute at the Enduro the runs are three times longer. This simply equals to twenty times the normal fun of an autocross. It has been a great season and Thunderhill has been a great site to run events at.

Trophy winners for the day are as follows:

SS= Alan Patterson	CA SS= Jeff Glorioso	BSP= Ben French	EM= Bob Weisickle	XP= Carl Graf
AS= Stephen Hare	AS= Brad Fleig	CAMC= Steve Howe	FM= Doug Hargrove	EP= Eric West
BS= Doug Hubbard	DS= Eric Martin	CAMT= Curtis Tyler	SSL= Susan Fontaine	SM= Ross THompson
DS= Eric Martin	ES= Kevin Quach	CAMS= Mark Heinrichs	BSL= Penny Hubbard	SSM= Tom Nivision
ES= Karl Hannah	FS= Ray Bareiss	XP= Steve Meeth	GSL= Pam Kannan	BSL= Penny Hubbard
GS= Chris Estrada	GS= Chris Kannan	DP= TroyDewell	CAML= Rochel Howe	CAMSL= Patti Yeo
HS= Bill Tubbs	HS= Bill Tubbs	EP= Eric West	XPL= Korynne Smith	XPL= Korynne Smith
STS= Michael Gleaton	STS= Michael Gleaton	FP= Steve Mill	MC= Ken McCulloch	
STR= Philip Ma	STU= Paul Tibbals	SM= Robert Custodio	CAMT= Curti Tyler	
ESP= Kevin Grivich	SSP= Alan Patterson	SSM= Tom Nivision	CAMS= Derek Hui	

*It has been a great season and Thunderhill has been a great site to run events at.
You have all winter to take your car apart and improve it and get it back together. See you in the spring.*

People in the News....

BY DAVID VODDEN

The very important election of quality leadership for this Club is underway as you read this. It is most important that you vote on-line to have your say and a stake in the outcome. The voting is done on-line through Motor Sports Registration and is not too hard if you have used this mechanism to enter races or get free hotel rooms. If not, it may not be so easy. Call Nan at the Club office and ask for help. Please. I believe you can get a paper ballot through the Club office at 530-934-4455. Call Nan. Sounds like "Call Saul?"

The SCCA National Road Racing Run Offs will be complete by the time you read this. In the pre-press for this Virginia International Raceway multi-day event, I saw Joe Huffaker and Jim Devenport listed as potential National Champions? Only two? Lets' check and see if there were more Champions from SFR when the finale checkered flag fell.

SFR/SCCA membership anniversaries are many recently starting with Bette Silver and Walter Buettner who have carried our card for fifty years. Forty-five years ago, Gary Kuntz and Elizabeth Neilsen joined the Club. Bob Osann Jr., can claim forty years of continued dues payment while Randy Gruening, Vartkes-Gary Semerdjian and Ron Reese can do the same for thirty-five years. Thirty-year Club members are Chris Cox, Dean Miyashiro, Tom Ellam, and Sue Wassersleben. Bette Silver, with husband Bruce, made our front gate at Thunderhill and live in Oregon today. Ron Reese was associated with the Rogalski's' and helped with the initial mix design for the asphalt at Thunderhill Park back in 1993.

We have fewer members at the lower anniversary levels in part because a lot more people who attend our events and receive the benefits we provide, are not members. Sad but true. Check it out at the next race weekend. Ask people if they are members of the SFR/SCCA and don't be surprised when they say no and justify it by saying that it is too expensive when they don't even know what membership costs. It is a cop-out answer that too many people accept because it is easy. If it were up to me, I would spread the cost it takes to make the Club run and put on race and solo events, over everyone who benefits. Think about it. The current total burden is being carried by an ever-shrinking number of loyal men and women who see value in being a member like the great folks noted above. And, in case you did not know, those who are paying member dues are also covering the cost of many people at our race events who carry membership cards that are subsidized by the Club, meaning you. This is a short-term plan with serious long-term consequences.

Speaking of membership, I reported last issue that the San Francisco Region of the SCCA was no longer the largest region in the Big Club. Wrong. While we are a fraction of what we were in the late 90's at close to 6,000 members, we are still the biggest Club. We show 2,823 members in an August report I got from the National office. This same data says that we retain 81% of our existing members. The same Clubs remain at the top of the total membership charts with Central Florida showing 2,345 members and an 85% retention result. Next up is New England Region with 2,302 members keeping 79% in the flow followed by Washington DC Region at 1,977 members and an 82% retention. Our neighbors to the South, Cal Club, show a membership of 1532 keeping 78% of their paying clan. Membership at the Big Club had a high of 49,246 for the month of April 2017. It has fallen to 44,505 this August. The reporting period here was 2010 to August 2019. In the 90's when our Club was close to 6,000 members the Big SCCA claimed membership of 60,000. Times change. How well

do you think our Club has done at making what we do better and different for our current and future members? Remember there is a "churn", normal attrition of members of at least 20% each year [81% retention noted] and many of those who leave do so for reasons related to age, health and death. Simple math says that a vibrant club organization needs to replace 20% of their membership with new, energized, different people who want different things from their membership and who enjoy fun with cars differently than we did back in the day. Duh seems an appropriate response here. Do you feel our Club is doing a bang-up job of recruiting new members and developing new ideas? Vote and then run for the Board or get on a committee or become a Chief and make it happen.

Congratulations to Scott Huffaker for winning the Team USA scholarship developed by journalist Jeremy Shaw recently. Scott of the famous racing family, will travel to Europe where he will compete in England in their Formula Ford series there. Young driver who go to Europe including England tend to become international racing stars and move up the ladder to the highest rungs. Scott Speed, Alexander Rossi and a few others from our area have done this. Good luck Scott!

The last race of 2019 held at Thunderhill Park, in addition to be a hoot and one a heck of a party, crowned a lot of real race champions. These folks and others will be honored Saturday, November 16th in Pleasanton at the gala SCCA Awards Dinner and Go Kart Races. What? You heard it. The real racing champion of 2019 will be the driver who wins the Go Kart World Finals at the K-1 Speed Center in Dublin on that Saturday afternoon. I finished second last year. Race entry is FREE but you need to attend the dinner to validate the title and receive the winner's bounty there. This is the same dinner where one driving champion, who must be in attendance, will win a years' free race entries for SFR/SCCA Regional point races. WOW!! Just make sure you are at the Double Tree by Hilton in Pleasanton for the Saturday-day and evening events. You will be so glad that you did.

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ADDITIONAL INFO: www.cascadesportscarclub.org



SFR's Bernie Novak named SCCA Scrutineer of the Year!

Photo and Story
BY LYNNE HUNTING



SCCA President Mike Cobb and Deanna Flanagan, SCCA's Director of Road Racing.

"The 2019 Scrutineering Worker of the Year is the "contagiously warm" Bernie Novak of San Francisco Region. Novak has participated in SCCA events as a scrutineer since 2011 and is known for her planning and coordination while interacting with drivers and fellow workers with a smile. Outside of her specialty, Novak has also gotten her competition license and participated in the Tire Rack Time Trials National Tour powered by Hagerty in a continuing quest to spread her enthusiasm on and off track."

Way to go, Bernie! Congratulations

Award Criteria: Recipient has shown dedication throughout the season to her Specialty, events, Region, competitors, fellow workers and the SCCA; exhibited strong skills, good leadership, and a willingness to go above and beyond what is expected; and provided excellent customer service to everyone encountered. SCCA members submitted Worker of the Year nominations, and winners were then selected by the SCCA National staff with input from Division leadership.



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THUNDERHILL REPORT

BY DAVID VODDEN

While it is only October it is not too early to remind you to mark down Saturday, December 28th for the most unusual day in all of motorsports - a FREE DAY! It is for all SFR/SCCA members who want to driver real race cars on the three-mile track at Thunderhill Park. Really! This would include all drivers, car owners, car rental folks and race officials that want to have one-last-dose of good old adrenalin before the new year. The day starts at 7am on Saturday when the gates open and continues until 4:30pm when the early darkness signals the end of the day. Gates close at 7pm sharp. Flaggers are encouraged to come play with us as are any other Club Officials that want to help out. I am pretty sure that the SCCA tow and some emergency vehicles will be on site as we are often their winter home sparing those who keep them in their driveways all year long? It will be fun!

I would also like to encourage those with a garage full of parts or used race cars or even new race cars to take advantage of the day by participating in the parts/swap/new race car or equipment sale/show scheduled to take place in the South Paddock where the gas station will be wrapping up a major remodel. Bring everything and find your "stuff" a new home. Vendors are encouraged so if you sell or rent or other wise make a living off of Club racing come expose your offerings and location and personality to the racing audience and then some. The only fee for all this is that you have to be a member of the SFR/SCCA so be prepared to show your membership card to get in.

I also want to offer a FREE Solo practice day on the big solo pad that same Saturday but I need help as no one here can run a solo event where a track design would matter. We would need folks who know how best to send the solo cars out in the righteous order in some logical way. Some timing would also help provide value to those who attend. I have asked the Sacramento Chapter to help make this happen and they said "YES"

Remember, all of this is FREE as long as you have a current SFR/SCCA membership card. We are doing all this to help the Club in all aspects. We feel this promotes new friendships and inspires more Club participation at all levels! We have to do something because doing nothing is not an option.

If you are not a member yet, you can join at the October season finale, the awards dinner or at the General Meeting, heck you can even join at the kart races which will be in Dublin the same afternoon as the General meeting (November 15).

Thunderhill is booking dates for 2020 as I write. With all the changes in the marketplace and the lack of guarantees when it come to the future of any road track, our continued success in being your place to play starts to assume its original importance. Remember, Thunderhill was built so that you and your heirs would have a place to race/play. Please keep that in mind when deciding where to rent your next track day or test day or fun day. We have lots of options for what you love to do so please do it here.

If you really love what you do and want to support it is a most special way you can donate to the Thunderhill Properties Foundation, Inc. a 501 C-3 Charitable entity that is dedicated to the recreation, education and expansion of motorsports at all levels as conducted at this track. Straight up donations are fine as this is the same as what you get in the mail nearly every day. The difference is that this Foundation supports

what you love now and have for some time - road racing and its future. If you want to put this into some other form beyond a straight donation that is good too. The Foundation Treasurer, Tamara Hull, can help you with that as can I and our Vice President Dr. Gary Pitts. It is early in the life of our Foundation but the process of creating one and having it grow over they years is just another key ingredient in the goal of securing the long-term success of Thunderhill Park.

Remember that the Season Finale for the SFR/SCCA Regional Road Racing program honors the memory and legacy of the track's founder Tom McCarthy. It was established as such for at least five years, this year marks the second edition of the race. We hope to see you there!

Finally, thinking about what you can get that someone special for Christmas? Thunderhill Park has the answers for that racing junkie in your household. We have all kinds of dress wear, helmets and suits, pins and patches, hats and more. We even have gift certificates for TEST DAYS, FUEL, and other consumables that your racer will truly appreciate. Instead of a pair of slippers get them something that you know they will want. Imagine the joy on their face when they see the thought you put into a gift that support's their hobby. Call or e-mail us and we will help you win over that special racer in your family with a creative and thoughtful gift from Thunderhill Raceway Park.

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

SONOMA VALLEY RACING

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

DIETSCH WERKS

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

OFF LINE RACING

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

TED ARKEN

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

Classified Advertising in The Wheel is a service provided to the membership by the SF Region. Ads are free for members. Ad should be 75 words maximum and may include a photo. Ads will run for three months, after which time they shall be removed. They may be resubmitted.

Submit your ad by email to editor, Blake Tatum: wheel@sfrscca.org

OPEN WHEEL AND SPORTS RACERS



2015 Formula Speed 2.0

Easy to drive, easy to maintain.

Low miles on a stock Mazda 2.0 MZR engine. Years of life left on this engine.

6 Speed No-Lift Sequential gear box. Rated for much more powerful engine.

Aim Data system, two sets of rims and new rain tires.

Too many extras to list here.

All information and Specs on this car can be found at Worldspeed.com.

\$35,000 taotak@comcast.net

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



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

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

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



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



Spec Racer FordGen2- 2004 Ready to race! Professionally maintained and very well sorted. Chassis completely rebuilt in 2012: new fuel cell, new clutch, new complete belly pans, frame painted with Rust Bullet, shocks rebuilt, all new heim and suspension bushings. 2012 Complete chassis reset- paint, heim, bushings- cleanest SRF on the planet! Includes tons of spares: 3 sets wheels and tires, quick jack, complete bolt on string bars for alignments, quick disconnect steering wheel, hot lap timing set, Butler racing seat upgrade, fire system, 2 sets brake pads, suspension spares, dynamic number system, oil filter, fuel filter, and spark plugs/plug wire set. Please email for extensive photo package. \$13,500 OBO, James "Cotch" Cotcher cell: 530-545-1765 home: 530-573-0505 jamescotcher22@gmail.com 1612



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

FENDERED RACE CARS



2008 C6 Corvette - SCCA SP Road Racing build • Only ran 3 races since build completion in late 2017 ... no time • SCCA log book, fully sorted, fresh and ready to run. • 442 LSX engine built by Long Engine Systems. • Additional pictures and full details available upon request. Asking \$50,000.00 Chris 775-309-7981



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

Extremely competitive SCCA Autocross/ Road Racing Race Car. Ready to race! 302 Engine: 530HP • Dart block • Ported Edelbrock heads • Port matched to Victor Jr. intake • Canton 3 Quart Accusump with electric pressure switch • Cross-over headers with custom exhaust that runs through car Headers and full exhaust Ceramic coated Radiator: Custom dual pass C&R radiator with dual fans and aluminum shroud Transmission: G-Force T101A Magnesium case 4 speed with Hurst Super Shifter Clutch: 10.5" McLeod single disk clutch and billet aluminum flywheel • Gear ratios: 2.44, 1.85, 1.34, 1 -Rear Diff Ratio: 4.10 • Fuel Cell: 8 Gallons • 2,800 lbs with ballast • Front Suspension: Converted to dual A-arms with single adjustable JRI coil over shocks • Stock K-member modified and A-arms custom made by Mike Maier Inc. • Racecraft 20 drop spindles • Rear Suspension: 8.8" rear

end with 90 bearing axle ends • Axle tubes fully welded • Detroit Locker • Maximum Motorsports Torque Arm • Griggs Racing Panhard Bar • Double adjustable Koni coil over shocks • Tilton floor mount pedals
Wheels: Real 16x12 wheels • Hoosier R75A 12.5x25.5 all 4 corners • Front and rear window Lexan • Carbon Fiber hood and carbon rear deck lid custom made for spoiler
Fiberglass rear fenders • Ultra-lite Fiberglass front fenders and nose section • Whole new front end (hood with new louvers added, fenders, nose section) • Ready to Race Autocross and/or Road Racing
Approximately \$65,000 invested in this race car • Asking \$29,500 OBO • For more info and pix go to: www.buy-sell-race.com • Contact: info@exclusivemotorworks.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 Quick Fuel (Holley). The level of prep appears to me to be from the 1970's and/or 80's. If you need pics of other items call me and I will try to help out. Joe 559 645-2988. \$26,500.



1991 Spec Miata. Recently completed 1991 Spec Miata. NASA and SCCA logbooks. New or rebuilt parts throughout. 2 races since build. Never damaged or wrecked. Motor is low mileage JDM motor with professionally done head, balanced injectors, new ignition wires, exhaust header cleanup done. GREAT dyno numbers! (sheets available). New Koyo radiator, all new hoses, all new or only lightly used suspension bushings shocks, links. Torsen 4.30 diff. New racing clutch, T/O brg, pressure plate. SMI OP/ WTgauges, AFR gauge. Brand new 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. AI 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 tdryan1970@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 4x4xfar88@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 winningist Volvo in the U.S. Several west coast track records held, 2nd place finish in the 2018 SCCA Runoffs, this car is built to be driven fast or proudly shown in Vintage events. Race ready now and comes with a number of spares. The car is located at Sonoma Raceway in California. For inspection and details contact Bruce Ackerman @ backerman@sbcglobal.net or 510.549.9330



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. roadracere@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 1701

TRAILER AND CAR



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

TRAILER/TOW



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

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

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

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

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

TOOLS/ EQUIPMENT /MISC FOR SALE



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 Hayes (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



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 jombang 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. Izzzy 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

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RACE CAR RENTALS

Larry Okan

Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services
 11771 Foothill Rd.
 P.O. Box 350, Sunol, CA 94586
 925-890-3555



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



SPECRACER RENTALS & SUPPORT: AccelRaceTek has fast cars for rent and offers great arrive and drive trackside support. Rental cars are well maintained and have the latest upgrades. Trackside sup-

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

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

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

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JOBS

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

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!

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ATTENTION

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

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

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Advertise in the next once-a-year, annual Thunderhill Park publication. Call Geoff at 530-934-5588 Ext 105. Don't miss out. Get you 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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