



# The wheel®

VOL. 59 | JUNE 2018

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

## Casino Fandango Majors

p. 16

## SECRETS OF AN SCCA CONCOURS JUDGE

p. 10

## WHEELWORKS

p. 8





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JUNE 2018

On the Cover: The front row of #10 Mark Drennan and #94 Ken Sutherland led the pack of Spec Miatas up to the start. Photo by Ron Cabral.  
Above: 39 Cars take the green flag for the sunday group 3 race. Photo by Ron Cabral.

### FEATURES

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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

## 2018 SFR ROAD RACING SCHEDULE

Any changes will be shown on [www.sfrscca.org](http://www.sfrscca.org)

**JUNE 29-JULY 1**  
MAJOR & REGIONAL 9 & 10  
Sonoma Raceway

**JULY 27-28**  
REGIONAL 11 & 12  
WeatherTech Raceway Laguna Seca

**AUGUST 18-19**  
PRE-REUNION  
WeatherTech Raceway Laguna Seca | SCRAMP Support

**AUGUST 23-26**  
REUNION  
WeatherTech Raceway Laguna Seca | SCRAMP Support

**AUG 31 - SEPT 2**

REGIONAL 13 & 14 SEASON FINALE  
SPEC MIATA FESTIVAL  
Thunderhill Raceway

**SEPTEMBER 7-9**  
IMSA  
WeatherTech Raceway Laguna Seca | SCRAMP Support

**SEPTEMBER 27-30**  
RENNSPORT  
WeatherTech Raceway Laguna Seca | SCRAMP Support

**OCTOBER 16-21**  
SCCA RUNOFFS  
Sonoma Raceway

**OCTOBER 25-28**  
PIRELLI WORLD CHALLENGE  
WeatherTech Raceway Laguna Seca | SCRAMP Support

## 2018 SCCA-SANCTIONED CONCOURS D'ELEGANCE

Sunday July 15  
Hillsborough Concours d'Elegance  
Crystal Springs Golf Course, Burlingame  
[www.hillsboroughconcours.org](http://www.hillsboroughconcours.org)  
(650)619-6186

Sunday October 7  
Niello Concours at Serrano  
Serrano, Eldorado Hills  
[www.nielloconcoursatserrano.com](http://www.nielloconcoursatserrano.com)  
(916)635-2445

Sunday September 9  
Ferndale Concours on Main  
Main Street, Ferndale  
[www.ferndaleconcours.org](http://www.ferndaleconcours.org)  
(707)786-4477

## 2018 SFR BAY AREA SOLO SCHEDULE

**JUN 9-10, CROWS LANDING**  
Round 6/7 with AAS

**JUN 23RD, CROWS LANDING**  
Round 8

**JUL 21ST, MARINA**  
Round 9

**AUG 4-5TH, CROWS LANDING**  
Round 10/11

**SEPT 29-30TH, CROWS LANDING**  
Round 12/13 with AAS,

**OCT 13TH, CROWS LANDING**  
Round 14

**OCT 27TH, MARINA**  
Round 15

**NOV 10TH, MARINA**  
Round 16

## 2018 FRESNO SOLO SCHEDULE

**2018 AUTOCROSS SCHOOL**  
Saturday, January 27, 2018  
Fresno Fairgrounds, Fresno, CA

Event #1 for 2018 season (Jan. 28th) is included in your Autocross School registration fee.

Register: <http://sfrscca.motorsportreg.com/>  
Registration closes on **January 25, 2018 10:00 PM PST**

Limited to 35 drivers.  
Additional details can be found at our website & Facebook page located at:

Website: [fresnoscca.com](http://fresnoscca.com)

Facebook SCCA Fresno: [www.facebook.com/groups/SCCAfresno/about/](http://www.facebook.com/groups/SCCAfresno/about/)

**ENTRY FEE:**  
Student Non-members: \$80 \*  
Student Members: \$60  
*\*Up to two weekend memberships may be applied towards the cost of an annual SCCA membership (60 day time frame).*

Lunch is included in your entry as well as an entry to Event #1 (1/28/18). You must register for Event #1 but you will not be charged.

**CHALK TALK:** A classroom session to introduce and educate novices about the sport of autocrossing, autocross vocabulary, what to expect, etc.

Date: January 26 prior to the school. Location and time: TBD

**EVENT SCHEDULE:**  
Check in and registration starts at 7:30AM, closes at 8:30AM. School starts at 9AM.

## 2018 SACRAMENTO CHAPTER SOLO SCHEDULE

June 2 – PAL Event – Round 3 – Mather Airfield

June 3 – Round 4 – Mather Airfield

June 23 – Round 5 – Stockton Fairgrounds

June 24 – Round 6 – Stockton Fairgrounds

July 14 – Round 7 – Stockton Fairgrounds

July 15 – Round 8 – Stockton Fairgrounds

August 18 – Round 9 – Thunderhill Raceway Park

August 19 – Round 10 – Thunderhill Raceway Park

September 15 – Round 11 – Thunderhill Raceway Park

September 16 – Round 12 – Thunderhill Raceway Park

October 13 – The “Bill Fleig Memorial” Enduro Practice – Thunderhill Raceway Park

October 14 – The “Bill Fleig Memorial” Enduro – Thunderhill Raceway Park

## 2018 FRESNO CHAPTER SOLO SCHEDULE

Event 6 - June 2

Event 7 - June 3

Event 8 - July 7

Event 9 - August 4

Event 10 - August 5

Event 11 - November 10

Event 12 - November 11

All events at the Fresno Fairgrounds.

For more information, visit our website: [www.fresnoscca.com](http://www.fresnoscca.com)

October 13 – The “Bill Fleig Memorial” Enduro Practice – Thunderhill Raceway Park

October 14 – The “Bill Fleig Memorial” Enduro – Thunderhill Raceway Park

# TRACK NIGHT IN AMERICA

## THUNDERHILL DATES FOR 2018

Introduce your friends, family and others to on-track fun by being a part of Track Night in America at Thunderhill Park in 2018. We are the only track in the North State that hosts this program.

APRIL 19  
MAY 24  
JUNE 14  
AUGUST 16  
SEPTEMBER 13

The cost is low and the fun is high. Activity starts at 4pm and ends at 8pm so it does not require an arm and leg to get involved.

Get the facts at: [www.TrackNightInAmerica.com](http://www.TrackNightInAmerica.com). See you at Thunderhill for Track Night in America. What a great way to get someone “hooked on-track fun”.

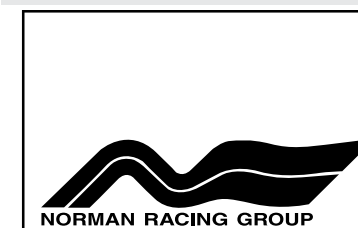
## SEASON FINALE AUGUST 31/ SEPTEMBER 1-2 AT THUNDERHILL RACEWAY #TRP.

Mark your calendar and plan to be at the SFR/SCCA Season-ending road races set for August 31 and September 1-2 at Thunderhill Raceway Park. All drivers will receive double race points for their results on this weekend and may be able to lock up an SCCA Class Championship for 2018. All classes are invited to compete on the 5-Mile course for a one-of-a-kind experience. Like the original Turn-5 on the three-mile course, the 5-mile takes some getting used to, but it is the same for all contenders making it a very level playing field. There was some angst over the Turn Five at the beginning. Like the 5-mile track, some people adapted sooner and some later, but all have come to love the track, all the tracks, that make up the Thunderhill Raceway!

Recent news bulletins say that the Miata Festival, an event that has been featured at Sonoma Raceway, will be a part of this very busy weekend adding even more value to the three-day adventure.

The weekend will celebrate the 25th Anniversary of Thunderhill Raceway and honor the memory of our late track founder, Tom McCarthy. It is also identified as a celebration of the 70 Years of the Club that is the San Francisco Region of the Sports Car Club of America. Wow!

For now, mark your calendar, tell your friends and plan to spend your last race weekend of the 2018 racing season at Thunderhill Raceway park on August 31/ September 1-2. Be there!



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**BY BARBARA MCCCELLAN**

**Surveys, Surveys, Surveys. As I've said, your RE and Board of Directors want to hear from you. So this past week we sent out two surveys—one to road racing drivers about the 2019 Majors and one to our volunteer workers.**

As I write this 2018 is not even half over, but we are already making plans for the 2019 schedule. One of the things that we have talked about is “what if next year we could run three Majors, one at each of our local tracks with one a Super Tour.” This is just in the planning stages and don't know if we can get the dates but we wanted to know about the driver interest. We wanted to know what the drivers wanted, why they did or did not run Majors, and what interested them the most. We received a very good response and lots of things to consider. Reading through the comments, one thing was very apparent—our drivers like competition—which really isn't a big surprise and they like the level of driving that the Majors offer. We will be discussing many of their suggestions at our next BoD meeting the end of June.

You have probably seen or heard the lament—where are our workers? Why are the speciality crews so short handed? This second survey was sent out just prior to my writing this column, so I don't have any results to discuss. But we know one of the big issues is time and cost. Three day race weekends cost some workers a vacation day. Many of our workers are getting older, grayer, and less nimble—yet they are the ones who have the time and, in many cases, the financial resources for the longer weekends. This is not just a San Francisco Region problem, this is a National SCCA problem. We're using social media to help recruit. A friend and I had a great experience the last Laguna race weekend. We were still in our race attire having dinner at a local restaurant. A waiter saw our shirts, asked about racing and indicated an interest in volunteering. You can bet we got his contact information and will be following up with him. So we are always representing SFR SCCA. Talk us up.

By the time this column is published, I imagine we will have already had the Sonoma Majors race. At this time, we're approaching 300 entries. Obviously our Paddock Marshal and his crew will be busy getting everyone settled in. He has the layout for the upcoming Runoffs which will make things more efficient. I do hope that everyone cooperates with this crew—they work very hard meeting every drivers' needs. Other challenges will be faced by other crews. With Regional drivers holding competition licenses racing for Regional points along with the Majors drivers, there will be challenges in providing results and there are Majors Tech and Impound requirements. But we are “The Region That Knows How” and we are also “The Region That Gets It Done” as we face these challenges.

And with this lead up to the Runoffs, there will be staff from the National office and several Chiefs from the various worker speciality crews. We have SFR folks who have been assisting National in arranging a Welcome Party for all the Runoffs participants. I'm participating in the monthly conference calls making the plans for the Runoffs and several of our worker chiefs will serve in that capacity for that event. But one thing I have tried to stress to everyone—the Runoffs is not a San Francisco Region event. It is run by National and we will assist every way possible to make it a fun, fair, and safe event for all participants.

I want to give a shout out to one of the newest members of the San

Francisco Region of SCCA and hope he feels very welcome to our family. Tim McGrane is the new CEO of WeatherTech Raceway Laguna Seca and comes from the Blackhawk Museum in Danville. His first day was June 1—he joined SCCA and came to both the Emergency crew and Flagging & Communication morning meetings, all before 8:30 his first day.

I saw a number of folks join me in welcoming him to SFR. Talking with folks at Laguna, he has jumped in with both feet and is quickly coming up to speed on the many aspects of running a major race track. This will probably be the first issue of The Wheel he receives, so I want to once again welcome him. We look forward to working with Tim.

We're listening to you and quelling rumors. At the last Laguna race RJ Gordy, our Competition Director, and I had the opportunity to talk with drivers from Groups 2 and 4. First we put to rest the rumors that any Class was going to be eliminated (not going to happen) or that we might move Formula cars to run with SRFs (some Regions may do that, but we have a healthy SRF racing group and there are no plans to combine them with another). However, we have expressed concern about the low entry numbers for Groups 2 and 4 and the BoD has discussed combining the two open-wheel groups, such as many other Regions do. However at Laguna there were quite a few entries in both groups. As you may know, this year we have moved the Formula Continental from Group 4 to Group 2 (Wings and Things). One of the Group 4 drivers came to us requesting that the FC cars be moved back into Group 4, saying the Formula drivers wanted to race against them. We try not to take the word of just one driver, so we called two drivers meetings. We talked to the Group 4 drivers and asked if this was what they wanted. With the exception of the one driver who said he kind of enjoyed racing with Group 2, they said “yes” to moving back. Then we talked with the FC drivers and asked if they preferred racing with Group 4 to Group 2 and all said “yes.” So that will be happening at the end of July race at Laguna and the Labor Day weekend race at Thunderhill. And they all committed to encouraging Formula Vee drivers (many of whom are now racing with Vintage groups) to return to SCCA racing.

Speaking of the Labor Day weekend race—that is a really BIG one for us. Not only is it the last Regional race of the year (and a double points one at that), there is lot's of celebrating to do. First it's the 70th year celebration of founding San Francisco Region of SCCA. I remember the big 50



+ 5 year celebration we did at Blackhawk 15 years ago. Next it's the 25 year celebration of the opening of Thunderhill Raceway. My, how it has changed over the years and all the improvements that David Vodden and crew have brought to it. I can remember seeing the layout of the first 1.9 mile track in the mud. Also, it's the Spec Miata Festival celebration which we were unable to schedule at Sonoma because of the Majors race. And lastly it is the celebration honoring Tom McCarthy's life. As you know, Tom was the RE who pushed our Region to develop its own track and he was relentless in identifying a site and a County that welcomed this venture. Tom will always be identified with Thunderhill. There will be a Saturday night celebration with dinner for all, a band, slide show of Tom, an unveiling of a plaque, and a few words spoken about Tom. He was very proud of the success of Thunderhill—including the whole five mile course.

Some drivers have said that they don't plan to attend that weekend because it is the 5 mile course. Never having been a driver, I can't relate to why they don't like it, and I accept their decision. However, this whole complex is something of which we as a Region are very proud. It is the site that allows our drivers to enjoy great competition. Thunderhill has also provided a sponsorship check to the Region for many years. Their income comes from renting each of the tracks, drifting areas, garages, just to name a few. I'm hoping that we have a super turn-out of drivers, workers, and crew members for this great celebration.

Til next time, your RE, Barbara

## LETTER TO THE EDITOR

I would like to thank the Tech crew for the award of “Worker of the Weekend” at the Regional race at Thunderhill on April 21-22. I'm on Pit Fire and work with the Tech crew at Thunderhill all the time between pit lane and impound. I had a busy weekend with cars hitting the front straight wall coming out of Turn 15 - twice! That's a long way to run from my station at Black Flag. I worked with the Course Marshals crew to push the tires back against the wall with their truck both times. Thanks guys!

I want to thank everyone who e-mailed me congratulations for the award. Thanks everyone!

I also want to thank the other Pit Crew members for the backup they gave me all weekend. A big thanks again!

-Lee Ellis

## SEASON FINALE AUGUST 31-SEPTEMBER 2 AT THUNDERHILL RACEWAY ON THE FIVE-MILE TRACK

**BY LYNNE HUNTING**

**THE SFR SCCA SEASON-ENDING ROAD RACES SET FOR AUGUST 31 AND SEPTEMBER 1-2 AT THUNDERHILL RACEWAY PARK OFFERS SOMETHING FOR EVERYONE - RACERS, VOLUNTEERS, AND THOSE WHO LIKE CELEBRATIONS AND PARTIES.**

**ALL DRIVERS WILL RECEIVE DOUBLE RACE POINTS FOR THEIR RESULTS ON THIS WEEKEND AND MAY BE ABLE TO LOCK UP AN SCCA CLASS CHAMPIONSHIP FOR 2018.**

The 5-Mile course offers a new-to-most racetrack and a one-of-a-kind experience. Like the original Turn-5 on the three-mile course, the 5-mile takes some getting used to, but it is much improved from it's debut six years ago. Give it another try! The LeMons cars do hundreds of laps on the five-mile and they are not nearly as fun to drive as your race car!

The Spec Miata Festival, an event that has been featured at Sonoma Raceway, will now be a part of this very busy weekend, giving it added prominence for Regional drivers. A bonus race for Group 7 is included in the entry fee, along with special trophies and celebration.

The weekend will celebrate the 25th Anniversary of Thunderhill Raceway and honor the memory of our late track founder, Tom McCarthy. Featured will be another anniversary party Saturday night!

It even includes 70th Anniversary of San Francisco Region of the Sports Car Club of America. There will be a anniversary party Friday night.

**FOR NOW, MARK YOUR CALENDAR, TELL YOUR FRIENDS AND PLAN TO SPEND YOU LAST RACE WEEKEND OF THE 2018 RACING SEASON AT THUNDERHILL RACEWAY PARK ON AUGUST 31/SEPTEMBER 1-2.**

### BE THERE!



# THE CURSE OF THE RUNOFFS

**WHEELWORKS BY BLAKE TATUM**

As amateur car racers it is hard not imagining yourself as the national champion in your class. For amateur racers the SCCA national championship is the Super Bowl of our sport. Winning that race puts you on the nationwide map as far as your peers are concerned.

Living on the West Coast the idea of competing in the Runoffs was always a pipe dream, that I never felt would happen. This was mainly because I did not have the support system in place to travel 3000 miles to attend the race. Also because back when I started SCCA racing the Runoffs were exclusively run at either Road America, Road Atlanta, or Mid Ohio. SCCA did this not to punish the people on the West Coast but because they made sweetheart deals with the racetracks. Basically SCCA got the use of the track for free and the tracks made their money by selling testing time. Several things caused this to change. First off the tracks realized that the cost to them outweighed the amount of money they were making from the test days and they realized that they could control the test days and still charge rent.

It was at this time the SCCA National Board had to make a decision. They soon realized that all of the racetracks across the country were going to charge for the track rental. So since there was no sweetheart deal the National Board decided it was time to rotate the location of the Runoffs. The idea was that the Runoffs would be held at destination race tracks across the country thereby appealing to more competitors.

This was a great idea. From a perfectly egocentric point of view I now realized when the Runoffs were on the West Coast I could afford to go to the Runoffs.

If you think back to the time when the Runoffs were mainly east of the Mississippi the regions closest to the tracks hosting the Runoffs had a very strong national program and a weak regional program. Regions like us were the exact opposite. A strong regional program and a weak national program. This made sense because the Runoffs were so far away and the regional races were much more convenient.

Back in 2014 when the Runoffs visited Laguna Seca the region experienced a banner year. We hosted one Majors event and it was bursting at the seams. The regional events we had that year were also very well subscribed. One of the reasons the regional events did so well was because

qualifying for the Runoffs via the regional race program was just as easy as qualifying via the Majors route, especially when you considered the travel and participation requirements. To some the national route was best but to quite a few the regional route was the way to go.

One of the problems with the Runoffs is the promoter for the event is the National Office. The success of the Runoffs very much determines the bottom line of the club. It is in their best interest to get as many people as possible to pay the entry fee. It is even more important now then ever because the National Office has to fork out a lot of money to rent the tracks. In an effort to attract an ever increasing number of competitors the national board of directors had made qualifying for the Runoffs ridiculously easy.

Basically all a person has to do is enter and drive down the pit road in three events to qualify. They don't even have to turn a wheel in anger. Which totally defeats the idea of competing against the best in the country. The other thing that this ridiculous criterion did was basically made it so no one would qualify via the regional route.

So that bring us to our current situation, a lousy schedule and poor attendance at every one of our regional races. Conversely we had record attendance at the one Majors event we have had. The problem is we cannot afford to continue this way for very long.

This year we have seen the formula/sport racer groups shrink to embarrassingly small numbers. I am speculating, but since these cars cost the most to run it makes the most sense to these competitors to race for three events and then park the car until October. In the meantime they can prep and tune to ensure the best possible showing at the Runoffs. Further complicating matters CalClub has three majors events before the snow has thawed in the Sierras thereby allowing competitors to have a five month hiatus from racing. It is not CalClub's fault that they have put a lot of emphasis on their Major's program. They deserve credit for building it up and getting a high level of participation. The unanticipated consequence was that people from southern California do not need to travel and race at any of our events and the people from Northern Pacific area only need to come to one of their events.

When I first heard that the Runoffs were being held at Sonoma Raceway I was very excited. I was excited from a selfish point of view. But as the year has played out having the Runoffs in our backyard is really hurting our racing program.

It started before the season ever got going. It started with the schedule. The two main reasons are because of the time of year the Runoffs are being held and because of the Pro Racing Calendar. We debated a long time about the viability of hosting a race once the Runoffs were over. We debated about the likelihood of attracting enough competitors to an event once the Runoffs were completed. The general consensus was that the vast majority of people would be putting their cars away once the Runoffs were held. We figured that most everyone would have depleted their racing budget and were going to use the remainder of the year to replenish.

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The pro racing schedule influenced our ability to space out the race events so that the racers and volunteers would have time to recuperate between races. As it turned out the pro schedule is so heavily weighed towards the summer months it made spacing out the regional weekends impossible. What we ended up with was a schedule that has several races two weeks apart and is over by Labor Day. It is less than ideal and we knew it was going to tax the volunteer work force and the competitors unlike any year in the past.

I know that National Board of Directors did not devise the Runoffs qualification rules with ruining the San Francisco region in mind. We also have to recognize that the regional racing program has been on a steady decline for quite some time. We also need to do more about promoting our racing program. One thing that our region has been late to the party for is supporting the Majors program. We had a successful regional program and did not see the need to develop the Majors especially when our primary issue has been attracting a strong volunteer contingent.

The year is not lost yet. We still have some big events on the horizon, we still have some attractive pro support events, and we have a Special race at the end of the year honoring Tom McCarthy. We do have hope.

Instead of complaining, I feel that we need to examine how we got to

this point and why. What lessons have we learned? We did learn that the competitors are out there and they will race but they want to race against good competition and they want to race in meaningful races. We can attest to this because of the level of competition CalClub has seen and because of the level of competition we have seen at our Majors race. We learned that having a direct dialog with the National Board of Directors regarding the qualification requirements for the Runoffs would be wise.

So did we see this coming? Yes and No. We knew the lousy schedule would hurt the attendance, we did not see almost all of the formula cars (groups 2 and 4) racing in the majors. We did not see virtually no one trying to qualify for the Runoffs via the regional route. One reason was we were not fully aware of the qualification criteria before the season began.

What is our next move? Next we need to develop our Majors racing program so that people wanting to go to the Runoffs will race with us. We need to work on next year's schedule now and not wait for the end of the year. We need to work with the semi professional racing groups and determine how they can benefit from racing at our events. We need our races to be meaningful with serious competition. We need to have fun at our events again!!



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# THE SECRETS OF AN SCCA CONCOURS JUDGE

BY CLINT DEWITT PHOTOS BY MORRIS H. LUM

I have always had a soft spot in my heart for concours. What car enthusiast isn't beguiled by the brass era cars or the Duesbergs and other speedsters of the 20s and 30s?

My own love of sports cars came on a camping trip at age 10 or 11, when our bus parked next to the most beautiful car I had ever seen. It looked like it was going 100 mph standing still. It was an Austin Healey 100, and it made the staid American sedans of the early 50s look like transportation for frumpy old ladies! It was followed shortly in my mind's eye collection by the timeless XK120 Jag, the truly gorgeous gullwing Mercedes, the beautiful little Alfa Guilietta roadster, and my all time favorite, the super-slippery bathtub Porsche.

At a concours you can see each of these marques and countless more, all dressed in their Sunday best, but SF Region is one of only 2 regions, out



of the 117 regions in SCCA, that has its own concours program -- the other being the Chicago Region which hosts the Geneva (Illinois) Concours.

SF Region hosted its first concours back in 1950, in conjunction with the Pebble Beach road races. Today all the concours events sanctioned by SF Region are charity benefit affairs in which the entries are judged by the SF Region Concours Judges according to strict SCCA Concours Standards. Currently the program includes the prestigious Hillsborough Concours on July 15 ([http://www.hillsboroughconcours.org/page.php?page\\_id=2039](http://www.hillsboroughconcours.org/page.php?page_id=2039)), the Ferndale Concours in picturesque Ferndale on September 9 (<https://www.ferndaleconcours.org/>), and the popular Serrano Concours in El Dorado Hills on October 7 (<http://theconcours.net/>).

In order to get closer to the concours program, I asked Regional Executive, Barbara McClellan, to appoint me as the region board liaison to the concours program, and she was happy to oblige. When I contacted Bruce Wright, Chief Judge of the SF Region Concours Program, he was kind enough to invite me to the annual concours judges' class held at the prestigious Candy Store auto museum in Burlingame. I was delighted to learn the secrets of an SCCA Concours Judge, mainly because I have always wondered how the owner of a lowly AMC Gremlin, for example, can compete against a posh Lincoln Continental from the same era in the same concours class. Or how can a plain vanilla 1963 MG Midget compete in the same age class against a fuel-injected, split window Corvette from the same year, a car that could blow its tiny little doors clear off when new? Maybe you have wondered, too!

The Candy Store was indeed the perfect setting for the judges' class, with some 46 students there, most as new recruits with a few there just for a refresher course, all seated in a semi-circle facing the Instructors, with the students in turn surrounded by a collection of beautiful concours cars, some prewar and some early postwar, plus several fantastic FI cars from more recent times.

One of the Instructors, Richard Simmonds, explained how the cars in each concours class are examined by a 3-person team of judges which includes the Team Lead, or if there are too few judges by a 2-person team,

plus any judges-in-training. Each team member concentrates on either the interior of the car, the exterior, or the engine and chassis, with the judges-in-training filling out their own score cards for each car, to be evaluated for training purposes but not for judging purposes.

Indeed, I was amazed at how much I learned in one afternoon, as well as what I learned. For instance, a judge is never allowed to touch or sit in the car being judged. That must be challenging! Also a judge's attire is strictly regulated. Blue blazer with khakis, a white shirt and red tie for the men, and a blue blazer or sweater, khakis, a white blouse and perhaps a red scarf for lady judges! Furthermore, each car has to be evaluated in a very short period of time -- as little as 10 minutes per car -- in order to keep the event on schedule. Each car starts with a perfect score of 100, then each judge deducts from one to five points for each flaw or defect he or she finds, say a chip in the paint or an area not properly cleaned, or maybe a discrepancy in originality noticed with respect to the portion of the car he or she is assigned to judge.

Of course a concours car must be clean. Everywhere! Including places you might forget. However, each car is also judged on the basis of its originality, rather than being judged directly against the other cars in that class. In effect, each 1973 AMC Gremlin competes against a mythical, perfect example of a brand new Gremlin as it sat on the AMC showroom floor in 1973, not against the Lincoln Continental it is parked next to; and the 1973 Continental next door is judged in turn for its originality, not against the Gremlin.

That way a very original, plastic-fantastic 1973 Gremlin can out-score a pristine chrome and leather 1973 Lincoln Continental that cost 5 times the price of a Gremlin when new. Of course when it comes to judging originality, it really helps to have a judge who is quite knowledgeable about the particular marque being judged. In fact, the other Instructor, Jim Perrel, told of a high-dollar, frame-off restoration that was marked down because it didn't have enough orange peel in the paint! That must have hurt!

Originality has its subtleties, however. Take the windshield, for example. The exterior judge will of course mark the car down for any chips or cracks in the glass, but will also mark the car down for the wrong "bug," or manufacturer's mark in the glass, as it shows that the windshield was replaced by Safelite aftermarket glass "as shown on TV" and not with factory glass.

The same would be true if the owner had jazzed his car up with flashy aftermarket plug wires in lieu of the plain Jane wires the factory used. This also explains why matching number cars are so prized in the concours world! And if the owner asks why his 1963 split window Corvette, or his 1973 Lincoln Continental got such a low score, the SCCA Concours Judges will gladly explain -- after the judging is finished -- that his car was marked down for lack of originality, and why s, even if it was spotlessly clean!



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STANDING



# FULL BODY CONTACT

BY BRUCE RICHARDSON

SpecRacer Enterprises & CSR News

**NEW BEAD SEAT** – The second generation of the new Bead Seat Shell is now in production. The bead seat uses a bean bag like material and an epoxy to make a perfect fitting seat insert that fits into the new fiberglass shell.

To make the shell, the user mixes the foam beads with a 2-part epoxy and fills a bag. The driver sits in the bag while in the fiberglass shell and positions himself in the liner to get the perfect fit. The epoxy hardens and you have a liner that fits tight to the driver. All pro drivers/cars use this type of seat. Additional information on a seat kit is on the Pegasus Racing site, <https://www.pegasusautoracing.com/productselection.asp?Product=4525>

The initial units have worked very well. Fit and comfort are reported to be very good. They are available in limited production so get your order in.



New Bead Seat

**RISE HEIGHT RULE UPDATE** – Ride Height measurement language will be updated so the rules better specify how the ride height should be measured and where. A new measuring tool may be introduced that can be used by CSRs, Prep Shops and Tech Inspectors.

**NEW BRAKES** – The new Wilwood brakes are running on cars and working great. They are in production and are currently shipping. A limited quantity of the new brakes are available, so put your order in ASAP for your new set. There are a few things to know about the new brakes when using Weld wheels and the torque of the bleeder valves.

**WELD WHEEL FITMENT ISSUE:** Clearance of some types of bolts with the new Wilwood Calipers may have fitment issues with the Weld Wheels.

Depending on the type of bolts heads and washers fitted on the Weld wheels there may be some slight contact with the Wilwood Calipers when mounted to the car with new rotors & pads.

**WELD WHEEL FIX:**

Replace the Weld Wheel bolts with 1 ¼ X 5/16 - 24 Grade 8 Hex Heads with the hex head fitted towards the caliper without a washer and fit the bolt end to the outside with a 5/16 X 15/32 Washer with a 5/16 - 24 Jet Nut or a 5/16 - 24 Grade 8 Hex Nut. These parts can be sourced through Enterprises or with your own third-party suppliers. In some cases, just removing the inside washer will give enough clearance with new rotors and pads. Torx head bolts may need to be changed out.

**BLEEDER VALVE:** Wilwood Bleeder Valves should be torqued to 10-12 ft./lb. Do not over torque! The New Wilwood Calipers may take 1-3 heat cycles for the bleeder valves to seat in the calipers. You may notice a tear drop or so of brake fluid around the threads of the bleeders for the first few heat cycles but then they will dry up after that.

**NEW KEVLAR SPRUNG HUB CLUTCH DISC** – The following is the latest from SCCA-E Kevlar SRF3 Sprung Hub Clutch Disc is still in process. Still there is no firm delivery date. So, don't plan on them being available for at least a month or two.

**NEW STRAIGHT CUT GEARS** – New straight cut gears are in full production and are available as a set or individually.

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# NOTES

from the *Archive*

## PRO RACING BY GARY HORSTKORTA

Tracy Bird was an early member of the SCCA and began his racing career in 1953 in what else but an MG TD. Over the next thirteen years he raced primarily on the west coast in a variety of cars including Mercedes Benz, Porsche 356, Fairthorpe Electron, Porsche 550, Maserati and finally a Cooper Monaco.

Bird was inducted into the SCCA National Hall of Fame in 2005. The following was written for his induction ceremony:

After early involvement as a racer and race organizer, Tracy Bird entered the national SCCA limelight as a member of the Contest Board and Activities Board. He was elected to the original SCCA Board of Governors which we now call Directors, and he served

as its second Chairman of the board. He was appointed SCCA's representative to ACCUS, and later served as SCCA Executive Director or President.

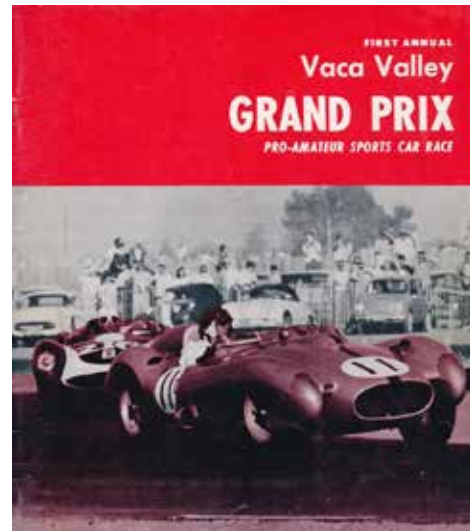
Bird's leadership saw the club through the internal struggle over whether SCCA would be a gentlemen's sports club or an international sanctioning body. He is my personal hero for the role he played at the forefront of the battle over control of road racing in America in the sixties. No single person has played a bigger role in shaping this club into what it is today.

The following article was written by Bird, then the SCCA Executive Director, it appeared in the December 1970 issue of SportsCar. It is an excellent summary of the

decisions that allowed amateur racers to enter professional events without fear of losing their licenses as once was the case. Note that one of the Board of Governors who participated in these discussions was our own Jim Lowe, an SFR Hall of Fame inductee in 2015.

One of the problems facing the first Board of Governors at its initial meeting in New York on November 2, 1958, was what to do about a dozen or more drivers whose licenses had been suspended for competing in a professional road race at Riverside in early October of that year.

SCCA had been fighting professionalism in road racing since the time, seven years earlier, when the Contest Board of the AAA, together with a few radical SCCA



Race program showing the prize money for the event.

members, had tried a take-over of the club's racing program. In 1958 the United States Auto Club, successor to the AAA as the sanctioning organization for Indy and the "Championship Trail" of circle-track racing, announced the formation of a Road Racing Division.

At the time, SCCA's policies were based upon strict amateurism and drivers had to make the choice of racing SCCA for glory, or giving up their licenses to race elsewhere for cash. USAC, then as now, exerted a pretty rigid control over their licensed drivers and had the idea that they could put on a traveling circus-like show, using a nucleus of Indy-name drivers as the headliners to attract spectators and filling in the grids with local sporty-car drivers who were willing to bolt the amateur ranks for the lure of cash.

It was a pretty good idea. Enough of our drivers were attracted by the promise of loot and the opportunity to try their skills against those of the Indy drivers to give USAC their traditional 33 car fields, and enough of our workers volunteered to help the usual four paid USAC officials to afford a race organization for events.

But a couple of developments changed USAC's rosy picture. First, there weren't all that many good sports racing cars available for the Indy drivers, who also had to face the

problem of turning right. And, at least partially because of this, the sporty-car drivers consistently put the USAC stars to shame when they met on road courses.

This development in turn created problems for SCCA since, even though the prize money wasn't all that great after paying the USAC entry and license fees required, the attraction of beating Rodger Ward or some other famous driver was enough to entice our drivers to these events. At the time, USAC didn't have enough road racing events to satisfy the normal sports car driver's urge to race and couldn't lure a wholesale defection of SCCA drivers, but the danger was apparent and we were faced with the hassle of constant suspensions after their events.

Of the first Board of Governors, 11 of the 13 were active or retired drivers and five of us had professional racing experience either as a driver or car owner, so the board was well-equipped to be able to see both sides of the situation. After many hours of deliberation, the board arrived at a stop-gap solution to the problem. It lifted the driver suspensions then in effect and passed a new policy of allowing SCCA drivers to compete in events of other organizations, professional or not, if such events were approved by our Contest Board and provided that drivers maintained their amateur status.

From today's point of view, such a policy may seem schizophrenic, but it eased the existing problem and gave us some breathing time to analyze the potential of professional road racing. But it also created new problems for both USAC and SCCA.

The problem for USAC was that, while their few professional road races were an artistic and financial success, they were being dominated by SCCA drivers as time went on. And, since they lacked an experienced and knowledgeable corps of officials and workers to conduct their events, SCCA race organizations began to take over the entire job of running them.

This situation reached its most ludicrous point at Laguna Seca, where the two or three USAC blazers of their officials were lost among the wire wheel emblazoned jackets of the San Francisco Region members around the Start-Finish line. It also created an understandable regional viewpoint that USAC and their dwindling handful of Indy stars weren't needed for a successful Monterey Grand Prix.

Because the SCCA still reserved the right of approval of these events for the participation of its members in them, it in effect held an axe over the USAC road racing program. By the fall of 1960, during my term as chairman of the Board of Governors, this must have been evident to them, because Tom Binford, the USAC president, wrote me to ask for a meeting with our board for the purpose of discussing a proposal for cooperation between the two organizations.

By this time it was quite apparent that professional road racing was a fact of life, whether we liked it or not, and SCCA would either have to cooperate in some fashion, or put up a fight. Already, some regions involved in USAC events were threatening to run their own pro races and were holding them in line with the threat of charter revocation.

At my invitation, Tom Binford and Henry Banks appeared at the Board of Governors fall meeting to present their proposal. The discussion before they came into the meeting revealed strong feelings on the part of many governors against USAC, first for venturing into the field of road racing and secondly for expecting SCCA to cooperate in any way to make the venture a success.

From the prevalent attitude of the board, it was obvious that strict control of the session was necessary, so ground rules were laid whereby the USAC people were to speak their piece without interruption, then any questions were to be in writing only and passed to the chairman to read to them. As it happened, this procedure was all that kept the meeting from degenerating into a shouting match, since many of the questions were quite pointed.

In substance, the proposal was that, since the few professional road races they had conducted had been successful and public interest was growing, USAC and SCCA should enter into an arrangement whereby USAC handled the promotional and financial aspects of these races, including setting up and distributing prize money, and SCCA ran the races for a fee. They frankly admitted that they did not have the organization necessary to conduct road racing and that the proposed arrangement would obviate their going to the trouble of setting one up.

In the ensuing private meeting, the Board of Governors was unanimous in their rejection of the proposal. However, the reasons expressed were quite varied and generally demonstrated an awareness that we could not simply turn our backs on the growing professionalism in our sport.

The following year saw more pressures upon the governors from regions, drivers, and the owners of permanent road courses. USAC's professional road races were gaining in national prominence and most of their success was due to the helping hands of our drivers, officials and workers.

Although staunch amateurism was still the ideal in many regions and the minds of a few governors, the head of steam was up and the blow-off came in mid-summer of '61, when a special meeting of the board was called for July 29th in Chicago. At this meeting a new racing policy was proposed by Hendrix Ten Eyck, a freshman governor who had made a dispassionate study of the professional racing problem in SCCA.

Jack Hinkle was chairman then and, although a vigorous foe of professionalism, wanted to give the entire problem a fair shake. He convened the meeting into a Committee of the Whole in order to ensure that adequate discussion of the Ten Eyck proposal would develop without the danger of debate being closed by some ram-rod motion and vote.

With governors like Bill Martinez, Jim Kimberley, and Jim Lowe in the group, you can believe that the debate was hot and heavy. It lasted all day Saturday and into the dinner party at Jim Kimberley's apartment that evening. The issues boiled down to the fact that professional road racing was here to stay and SCCA could either control it or take a back seat in the sport by continuing to ignore it.

Sunday morning we reconvened as the board and quickly and unanimously passed a series of motions that lifted the previous restrictions against members participation in professional races and gave SCCA the green light to proceed toward the control of professional road racing. All that remained was the problem of gaining that control.

When the word got out, it received the enthusiastic support of the majority of the regions and membership, particularly those with experience in the pro races. Other regions not having that experience set about planning professional races for future scheduling.

With the help of members of regions close to existing pro races, we then set about convincing the promoters of those races that, since they already involved SCCA drivers and race organizations, the only logical step was to request SCCA sanction and SCCA application for the necessary FIA listing. We also conceived our own national series of professional races, the United States Road Racing Championship, to commence in 1963. These moves were so successful that, by 1963, SCCA sanctioned and conducted every professional road race in the country and USAC's Road Racing Division was out of business.

Over the past seven years, the list of professional road races sanctioned and conducted by SCCA has grown in numbers, stature, and public recognition. The Club's entry into professional racing was not without internal struggle, but we banded together effectively against the outside. Let's hope we can have the same support from our regions and drivers in the impending struggle with a new outside road racing division.

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THE COURSE	Approximately 2 miles per lap, 7 turns. Smooth asphalt. Longest straight, 3700 ft. into 1000 ft. radius banked 180° turn.		
SATURDAY, Sept. 19	7 A.M. to 12 Noon - Car Registration and Technical Inspection 1 P.M. to 4 P.M. - Practice		
SUNDAY, Sept. 20	11 A.M. - Qualifications 1:30 P.M. - Trophy Dash - Top Qualifiers. 2 P.M. - 100 Mile Race		
THE PURSE	TOTAL PURSE \$5000.00		
	OVERALL	OVER 2 LITERS	UNDER 2 LITERS
First	\$500.00	\$500.00	\$400.00
Second	400.00	300.00	200.00
Third	300.00	200.00	100.00
Fourth	200.00	150.00	50.00
Fifth	100.00	100.00	50.00
Sixth	100.00		
Seventh	75.00		
Eighth	75.00		
	The first (24) cars failing to finish in posted money positions in either class or overall will receive \$50.00 each.		
	As an incentive Under 2 Liter cars will receive class and overall prize (I.E. First place in Under 2 Liter and seventh place overall would receive \$475.00)		
VACAVILLE, CALIFORNIA ● SEPTEMBER 20, 1959			

Race program showing the prize money for the event





#5 Kyle Loh leads #32 Edd Ozard and #28 Stew Tabek. Photo by Top Dawg

# CASINO FANDANGO MAJORS APRIL 7 & 8

BY LYNNE HUNTING PHOTOS BY RON CABRAL AND TOP DAWG PHOTOGRAPHY

The two-day Thunderhill Major Sponsored by Casino Fandango was unique in several ways. This was a two-day event, it was sunny and dry, the schedule was revised twice before the weekend - adding an eighth group, and a new kind of scheduling was introduced. The Stewards issued "Time-Certain Scheduling." This allowed scheduling flexibility. All the Saturday sessions and the Sunday qualifying sessions started and ended as per a set time. The Sunday races were scheduled for 35 minutes or 16 laps, on the 3-mile elevated road course. The first group had a scheduled Green Flag start time. The remaining seven sessions were listed in order, with no set time. The schedule flowed well, and it was pronounced a success. Look for more such scheduling in the future.



#66 Troy Tinsley and #70 Chuck Clendenen. Photo by Top Dawg

It was a busy weekend with more than 230 entries, creating a lot of extra paperwork and labor with the additional Group added to the schedule at the last minute, and the domino effect it created. So much so, that the Stewards Group, which had been charged with selecting Worker of the Weekend, named Timing & Scoring. The busy crew consisted of Jennifer Bicket, Sandy Carreiro, Bob Crawford, Marcy Crawford, Lisa Diamond, Patty Dwyer, Sherry Grantz, and Kathie Reisinger. "Thanks for lots of changes, including multiple Driver additions/withdrawals/changes this weekend; and the flexibility to handle those changes on the fly during the event. All this and printing results in a timely fashion. The team was flexible and adaptive to the new "Follow-By Schedule with No Time Certain."

It rained hard at the track Late Thursday afternoon and into the night, as the obliging Tech Crew scrutineered early arrivals for Friday's Test Day. And it rained for Test Day. But it passed and cleared. The weekend was dry.

Saturday night Casino Fandango, as represented by its owner and SRF

Driver, Court Cardinal, held a giant raffle at the Taco Bar Social in the Club House for everyone. All the Volunteer Workers received a "Night On The Town" certificate at Casino Fandango, and everyone present had multiple chances to receive Casino swag. A good time was had by all. Thank you, Court!

The Majors was the best attended race of the season thus far, with more than 220 entries, a quarter of whom were from out of region., some as far away as New York, British Columbia, Montana and Colorado. Outside of SFR, most of the out-of-region drivers came from the Pacific Northwest. Fewer than ten drivers came from Cal Club.

The week of the race the Stewards added an eighth group, splitting Group Five into two open-wheel groups. Group Five was for FA & FM. Group Eight was for FC-F1000-FE-P1&P2.

The schedule called for twenty-minute Saturday morning Qualifying sessions, with eight twenty-minute Sprint Races Saturday afternoon. Three groups had 15-minute Qualifying sessions after those races, with the remaining groups qualifying Sunday morning. Three Feature races were held before Sunday lunch, with five in the afternoon.

## SPRINT RACE GROUP 7 - SM

There were 28 entries in this Miata group - one of two groups with a single class. It had three Oregonians joining the SFR-oriented class. Justin Casey/No.85 had the pole position out of the 22 qualifiers, with a lap of 2:08.855. Twenty-five drivers started the nine-lap race.

Ken Sutherland/No.94 of Oregon Region started fourth and won the race, and turned the fastest race lap of 80.923 mph.. His Margin of Victory was a scant 0.205 seconds ahead of Casey, the closest finish of the day.

It was a competitive race, as is usual with this group. Pole sitter Casey was bested at the start by veteran Mazda driver, Mark Drennan/No.10 who led the first three laps, with Casey running second, and Sutherland, then Brad Rampelberg/No.21 running third. Sutherland dropped back to seventh

on Lap Two and worked his way up to lead by Lap Four, with Drennan and Sutherland running second and third. Meanwhile Rampelberg fell back to fifth then eighth, where he finished. Drennan repassed Sutherland and led for three laps with Sutherland and Casey chasing. Sutherland took back the lead on Lap Eight and held on to take the win, with Casey and Drennan finishing second and third.

Tommy McCarthy/No.23 gridded tenth but developed a mechanical problem causing his early retirement after three laps. Alan Gjedsted/No.14 started 21st, moved up briefly before retiring on Lap Four. Tim Auger/No.07 started and finished last, retiring after three laps.

All but one of the finishers was on the lead lap at the Checkered Flag, with three drivers retiring after three laps with mechanical problems.



#50 Dave Jalen inspects his car after the race. Photo by Ron Cabral



#16 Michael Thompson and #66 Leroy Lacy down the front straight. Photo by Top Dawg

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**SPRINT RACE GROUP 8 - FC-F1000-FE-P1 & P2.**

This group had 34 entries, a larger gathering than these cars had seen all season. Tim Day Jr of Arizona and driving from Cal Club took the overall and P1 pole in his No.8 P1 2006 Stohr WF1 with a lap of 1:41.957. Robert Armington/No.11 FC 2000 Van Diemen RF00 was second fastest and had the FC Pole, but didn't race. Jeff Shafer hails from Nevada and races out of Cal Club in his No.67 P2 2004 Radical SR3. He was third fastest in qualifying and was on the P2 Pole. Brandon Aleckson had the FE Pole in his No.33 2003 Van Diemen, starting sixth. Coming back to club racing after a long hiatus was Randy Cook/No.9 2012s JDR F1000, who had the FB pole position, starting seventh.

Day led every lap, won the race and P1 class, and set the fastest time of 101.262 mph, the fastest race lap of the day. His Margin of Victory was 53.528 seconds, the largest of the day.

Scott Vreeland/No.51 FC 2001 Van Diemen started first in class, second overall, and except for one lap, maintained that position throughout to take the overall and FC victory in the 12-lap race. Long-time open wheel driver Bob Negron/No.18 FC 1999 Van Diemen started fifth and soon worked his way to third overall, and second in FC, where he finished. Jason Reichert/No.32 2003 Van Diemen finished third in FC.

Long-time sports racer, Paul Decker decided that his son shouldn't have



Rubbing is racing #09 Ron Randolph and #80 Darren Dilley. Photo by Ron Cabral

all the fun and came out to race. He started second in P2 driving No.90 1993 Amac Am-006 and won the class. P2 pole sitter Shafer had the fourth fastest race lap, but only lasted seven laps before he retired. Second and third finishers in P2 were Chuck Bona III/No.42 2009 Stohr WF1 and Fabian Okonski/No.6 2004 Stohr 1st Gen.

Aleckson won the FE class from the class pole, followed by Jim Devenport/No.23 2004 SCCA Enterprises FE and John Yeatman/No.08 2007 Van Diemen FE.

**SPRINT RACE GROUP 5 - FA & FM**

Twenty-seven cars comprised this two-class group of fast open wheelers. Graham Rankin/No.21 1998 Swift 014 had the overall and FA class pole position at 1:48.420. Bill Weaver/No.67 1996 Star Mazda had the FM pole position, starting third overall. This group, which was the second fastest group of the weekend, had perhaps the largest percentage of teenage drivers, some too young to have a CDL or ride a bicycle in the paddock.

Rankin had the pole and won the race and FA Class, but he had to work for it. Jay Horak/No.37 FA 2004 Pro Mazda was second off the grid, but took the lead from Rankin for two laps, before Edd Ozard/No.32 FA1989 Swift DB4 took the lead for three laps. Rankin, who had fallen to second, third and fourth drove back to retake the lead on lap seven and kept it to the end of the 11-lap race. His Margin of victory was 1.167 second and he turned the fastest race lap at 97.072 mph - the second fastest race lap of the day.

Ozard and Horak finished second and third in class, followed by John Purcell/No.14. 2006 Start PFM and young Scott Huffaker driving No.09 2018 Ligier JS F4 - the new FIA/SCCA F4 U.S. car. There were five of these new FIA open-seater race cars running in FA, all driven by youngsters, four of them being 14/15. This class was designed for karters moving up into race cars. Those race cars were the newest race cars at the Majors.

Weaver led FM flag to flag. Mel Kemper Jr/No.41998 MSR Formula Mazda was briefly second in class before a mishap put him back of the field. He fought his way back to finish third behind Woody Yerxa/No.7 2001 Mazda Formula Mazda. Fourth and fifth in class were Derry O'Donovan/No.77 1996 Formula Mazda and Stew Tabak/No.28 1993 Mazda Formula Mazda.

**SPRINT RACE GROUP 1 - GT1, GT2, GT3, AS**

This group is colloquially known as Thumpers or Big Bores. Despite having only four classes, the group had 26 entries, larger than seen all year. Nineteen qualified and raced.

Spencer Trenery had the overall and GT2 pole position in his No.5 2009 Porsche 997 GT3 Cup Car with a lap of 1:52.660. Third fastest and on pole

for GT3 was Collin Jackson of British Columbia, racing with SFR. Michele Abbate of Las Vegas had the GT1 pole, gridding fifth in her 2017 Chevrolet SS, but she didn't race. Allison Palitz had the AS pole in No.82 1987 Ford Mustang but didn't race.

Trenery led every lap but the one which counted - the last of the five-lap race. Michael Fine/No.6 1995 Weaver TA Camaro started fifth overall, inheriting the top GT1 position. He quickly moved up to third, then second and passed Trenery on the last lap, stretched his lead and took the victory. The MOV was 3.278 seconds. He also turned the fastest race lap of 89.534 mph. Rob Davis/No.95 1999 Chevrolet Camaro was second in GT1, eighth overall. Third was Joe Montana/No.188 2010 Ford Fusion.

Trenery came in second overall and won GT2, followed by Michael McAleenan/No.2 BMW e36 GTR who was third overall. Third through fifth in GT2 were Sean Wheeler/No.60 1987 BMW M3, Mitch Marvosh/No.29 2007 Chevrolet Corvette, and Danny Malfatti/No.55 Chevrolet Monte Carlo.

Jackson won GT3, with Troy Ermish/No.28 1999 Nissan 240SX second. Third through fifth in class were Michael Heintzman/No.77 1995 Mazda GT3 Miata, Larry Hansen from Oregon in No.99 2004 Nissan 350Z, and Guy Laidig/No.96 Mazda RX-7.

Michael Thompson/No.16 1987 Chevrolet Camaro won AS.

**SPRINT RACE GROUP 4 - F500, FF, FV**

Twenty-six drivers made up of 10 FV's, 15 FF's and a couple of F5s. That's about 10 more FV's than we've seen so far this year. This group was easily the most exciting race group of the weekend, according to those who watched, including the enthusiastic Announcer, the corner workers, and those in the paddock or observation deck of the Club House. It was two



#64 Jeff Jorgenson has a large pack of FFs in his mirrors. Photo by Top Dawg



#68 Paul Rodler, #70 Chuck Clendenen and #32 Jason Reichert. Photo by Top Dawg



#99 Larry Hansen and #16 Michael Thompson. Photo by Top Dawg



#117 Russ Peterson and #8 Taz Harvey. Photo by Top Dawg



#95 Jon Branstad and #166 Mark Keller. Photo by Top Dawg

races in one - FF's and FVs.

As the competitors themselves said in the FF group, any one of the top five or so drivers could have won the race either day.

Danny Renfrow/No.11 2014 Piper Honda DL7 had the overall pole and also in FF with a lap of 1:55.631. Lance Spiering/No.29 1994 KBS MK VII was on pole for F5, gridding sixteenth. Quinn Posner from Washington had the FV pole position in his No.19 Protoform P3, starting seventeenth.

The FF's were lively and competitive they entertained with good, clean, and fun racing. Pole sitter Renfrow swapped the lead back and forth with Skip Streets/No.51 2009 Piper DF05. Streets was leading on the last lap, coming out of Turn 7, being chased by Renfrow. The familiar bumble-bee Piper got a good run on Streets coming up the hill to Turns 9-10 and he went underneath Streets to take the lead. Immediately, he went in too hard



#28 Jake Pipal BSpec leads the HP car of Michael Cummings and the BPSec car of Robert Rodriguez Jr.. Photo by Ron Cabral



#9 Jonathon Becker leads #80 Darren Dilley. Photo by Ron Cabral



and spun. Streets went evasive, and Chuck Horn/No.2 2012 Spectrum, who had qualified fourth and stayed back out of the battle ... until the last lap, and Nicky Hayes/No.4 2004 Piper Honda DL-7 drove past Streets and finished 1-2, with Streets coming in third. The Margin of Victory was 0.368 seconds. Streets turned the fastest race lap of 89.566 mph. Fourth and fifth were Renfrow, and Rick Payne/No.75 1999 Van Diemen Honda. All but one of the 15 FFs finished on the lead lap.

Though they were further back, the FV's were having their own good time. Robbie Arthur/No.67 1987 Lazer Mk2 briefly led the class before falling back, allowing pole sitter Posner to take the class lead and run with it to the Checkered Flag. Arthur took second. Third went to ye olde editor, Blake Tatum/No.3 2000 Crusader FV, who hadn't qualified and started at the back. He quickly moved up, and was running third in class by lap four of the 11-lap race, where he finished. Fourth and fifth in class were Dennis Andrade/No.87 2001 Vortech and Donald Manthe/No.40 1978 Volkswagen Lynxx.

Those FV drivers headed for the Runoffs should be warned that Streets - the 1991 FV National Champion - is also qualifying for Sonoma in the FV class as well as FF. His wife, Tracy, gifted him with the car for Christmas, so he'd have something else to do while at the Runoffs while not being on track for his one session a day. The car won the Runoffs at Laguna Seca in 2014, and has been through a second owner since. Now the pink and blue Kim Madrid 2004 Mysterian FV is Streets' and on its way to Sonoma.



#188 Joe Montana. Photo by Top Dawg



#35 Bryson Lew FA. Photo by Ron Cabral.



#1 Brad Dressen in his Butte College Automotive Honda S2000. Photo by Top Dawg

The F5 competition wasn't quite as heated. There were two contenders. Pole sitter Spiering fell back at the start and ran second in class the rest of the race, while Jeff Jorgenson/No.64 2004 Novakar JW-10, who had gridded second, moved up quickly from nineteenth to sixth by Lap Four. He continued to climb and finished fourth overall and won F5.

### SPRINT RACE GROUP 3 - T2, B-SPEC, STL, STU, FP, HP, EP, GTL

This was the largest group of the day, with 52 entries spread among eight classes. STL and T2 had 11 cars each, and EP had 10, numbers not usually seen at the Regional level. Forty-two qualified and 48 raced. It was a busy session.

Tom Wickersham had the overall pole and top place for T2 in No.01 2007 BMW Z-4 with a lap of 2:00.137. Second fastest and on pole for EP was Glen McCreedy/No.4 2006 Mazda MX-5. Joe Huffaker/No.77 MG Midget was on pole for FP, riding seventh. Fastest in STU was Andrie Hartanto/No.198 2005 Honda S2000, gridded eighth. Tim Auger/No.07 1992 Acura Integra had the STL pole, starting 11th. Taz Harvey/No.8 1994 Mazda MX-5 was on the GTL pole, in 13th. HP pole went to Lee Fleming/No.00 MG Midget, in 17th. Jake Pipal/No.28 2014 Mazda 2 had the BSpec pole, starting 35th.

The race was a busy one with one Safety Car situation, the race ending under caution, and cars passing under the yellow flags. This resulted in position changes after the race. Thirty-five of the finishers were on the lead lap at the end.

McCreedy got had the lead at the start and led for three laps before being overtaken by pole sitter Wickersham. The T2 driver held off fellow T2 competitor, Roger Eagleton/No.3 2007 Mustang, for the next five laps, while McCreedy fell to third. Eagleton passed for the lead on the last lap, but was penalized for blocking after the race and relegated to runner-up position, with Wickersham taking the victory. He also turned the fastest race lap of 85.765 mph. Third through fifth in T2 were David Ray/No.30 2007 Ford Spec Mustang, Clark Nunes/No.79 2006 Ford Mustang, and Ken Pedersen/No.39 2007 Ford Mustang.

McCreedy won EP, followed by Aaron Downey/No.50 1976 Mazda RX-3, Cal Club's John Mueller/No.92 1985 Mazda RX-7, Larry Cooper/No. 17 1971



#66 Leroy Lacy and #46 Tim Lynn. Photo by Top Dawg

Datsun 240-Z, Darren Dille of Oregon in No.80 1985 Mazda RX-7, and Kurt Frieztzsche/No.54 2003 BMW Z4.

Hartanto won STU, with second and third going to Ryan Hazelton/No.49 2008 Honda S2000 and Bruce Trenergy/No.2 2002 Acura RSX.

GTL was won by Harvey, with Oregon's Chris Doodson/No.73 1989 Honda CRX coming in second and Tim Linerude/No.95 1983 Volkswagen T1 finishing third.

Fleming won HP, Michael Cummings/No.32 1964 Austin Healey Sprite was second, and Jonathon Becker/No.9 1967 Austin Mini was third.

Huffaker won FP, with Bill Hartman/No.40 1963 Lotus 7 in second and Bob Bradford/No.1 1992 Mazda Miata finishing third in class.

Young Pipal won B Spec, followed by Robert Rodriguez Jr/No.6 2011 Mazda 2, and Scott Lovewell/No.99 2011 Mini Cooper.

T2 driver from AZ, James Cantrell/No.58

2006Porsche 997, and EP driver Dennis Golden/No.91 1987 Mazda RX-7 were each moved to last in their respective classes for passing under yellow.

### SPRINT RACE GROUP 6 - SRF3

This was the other single class group of the weekend, with 29 entries. John Black/No.17 had the pole, with a lap of 1:58.498, with Umberto Milletti/No.34 on the front row beside him. Black didn't race, so Milletti gridded first and led flag to flag for the victory. His Margin of Victory was 4.651 seconds ahead of Robert Breton/No.51, who finished second. Breton moved up from fourth on the grid, and then to third by Lap Five. He followed Thomas Burt/No.45 of WA, who was running second, until Lap Nine, when he passed and went on to finish second in the 10-lap race. Burt finished third, followed by Paul Goudy/No.27 of Oregon and Robert Sachs/No.19.

Gregory Hoff/No.14 qualified fifth and finished



#19 Bob Negrón and #33 Brandon Aleckson. Photo by Top Dawg



#37 Jay Horak and #32 Edd Ozard. Photo by Top Dawg

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eighth, but turned the fastest race lap of 86.293 mph.

James Chartres/No.82 started 22nd in his new Gen3 car, and steadily moved up to finish 13th. He ran a new number for the Majors, as his usual #77 had already been taken. Saturday afternoon someone in the paddock hit the front of his race car, crushing the radiator and bending the front rocker. Chartres spent the rest of the afternoon, with help from Ric at CSR performance repairing the damage.

Early front-runners Bill Booth/No.57, Jerry Aplash/No.71, and Nei Ng/No.5 didn't do so well. Booth ran third for four laps, until he and Ng came together. Booth's radiator was punctured and he dropped back, and then dropped further back, before recovering and moving back up to finish 22nd, still on the lead lap. Ng retired on Lap Six. Aplash moved up to seventh after starting 12th. He lost third gear and retired for the weekend. Andre Perra/No.77 started 20th, steadily improved his position, getting up to 12th before he lost some time extending track limits. He finished 16th.

#### SPRINT RACE GROUP 2 - T1, T3, T4

This was the smallest group of the weekend, with 23 entries. Eighteen drivers qualified and 21 raced. Marc Hoover/No.98 1994 Mazda MX5 Miata qualified on the pole and first in T1. Mark Drennan/No.10 Mazda 2002 BMW 2002 had the T3 pole, grinding fourth. Tim Auger/No.07 2011 Mazda MX-5 was on pole for the T4 class, grinding 13th.

The race wasn't exactly close and tight with a lot of racing. The pole sitters all won their classes, and the top three finishers held their position the entire race. Hoover won overall and first in T1 and turned the fastest race lap of 88.590 mph. His Margin of Victory was 21.940 seconds ahead of runner-up, Darrell Anderson/No.50 2015 Ford Mustang GT. Finishing third was Igor Lyustin/No.71 1992 Acura NSX.

Drennan won T3, finishing fourth overall. Second and third in class were Andrew Newell/No.166 2002 BMW 330CI of WA and Olivier Henrichot/No.11 2001 BMW 330i Spec-E46 from Oregon.

T4 honors went to Auger, with Ali Naimi/No.14 2004 Mazda 3 coming in second and Luis Sanchez/No.78 2013 Sion FR-S. Sanchez shared the car this weekend with brother Izzy, with Luis racing Saturday and Izzy on Sunday. The premise was that by the time of the Runoffs their second family race car would be completed and they both would compete at Sonoma.

#### FEATURE RACE GROUP 7 - SM

This was the first race Sunday - the first of only two single-class groups; and it had a 10:10am Green Flag Start. It was the only group with a specified start time. All races were scheduled for 35 minutes or 17 laps. The remaining races fell into place in order, a la Fall-By Schedule. With strong coordination with Race Control, Grid, Starters, and Timing & Scoring, it went well and will be used again.

Twenty-one of the 28 Miatas qualified, and 25 raced. Those who didn't qualify started at the back.

Mark Drennan/No.10 led flag to flag, with a Margin of Victory of 0.873 seconds. - the closest finish of the day. Group 7 had the closest finish on



#25 Courtney Crone, #13 Rayce Dykstra, #09 Scott Huffacker. Photo by Top Dawg

Saturday also. Ken Sutherland started third, despite not qualifying, and quickly passed Tristan Littlehale/No.08 for second place where he finished. However, his car was declared non-compliant and he was moved to last place. Justin Casey/No.85 ran third most of the race, swapping places with Sutherland for three laps near the end of the 15-lap race, before Sutherland re-passed. Casey was credited with a runner-up finish, with Littlehale in third. Fourth and fifth were Marco Gallaher/No.40 and Jason Rawlins/No.20. Sutherland can still lay claim to the fastest race lap of 80.946 mph.

Finishing sixth was young Tommy McCarthy. He had not qualified as he was still working on his mechanical issues from Saturday, so he started from the back of the pack. He quickly started cutting a swath through the pack, and was up to fifteenth by Lap Six, and eighth by Lap 10. The college freshman moved up to seventh for the last two laps, where he finished at the Checkered Flag.

Twenty of the 22 finishers were on the lead lap.

#### FEATURE RACE GROUP 8 - FC, F1000, F2, P1, P2

It was deja-vu all over again, for Cal Club's Tim Day Jr. Sunday at Thunderhill Raceway Park. He had the overall and P1 pole position, led every lap, turned the fastest race lap of 100.859 mph, fastest for the day, and his margin of victory was 1:00.849 minutes ahead of runner-up John Manfroy/No.81 2004 Stohr 01D, who was second in class and overall. Day had set the fastest lap of the day on Saturday also, a shade faster.

Finishing third overall and first in P2 was Chuck Bona III/No.422009 Stohr WF1. He had not qualified but started second where he remained until he and Manfroy swapped positions back and forth a couple of times, before settling in. Manfroy finished second and Bona third. John Shine/No.15 2008 Stohr WF1 was third in P1.

Bob Negron/No.19 1999 Van Diemen rf99 won FC, finishing sixth overall. He qualified third overall, first in class, but started twenty-first. He rapidly drove through the field, running 11th by Lap Seven. He then continued to climb and ran sixth overall the last two laps, winning his class. Second and third in FC were Scott Vreeland/No.51 2001 Van Diemen RF01 and Paul Rodler/No.68 2000 Van Diemen RF00.

Brandon Aleckson/No.33 2003 Van Diemen was on the FE pole, and gridded sixth overall. He won, finishing eighth overall. Second and third in class were Jim Devenport/No.23 2004 SCCA Enterprises and John Yeatman/No.08 2007 Van Diemen, finishing where they qualified. Fourth in class was Chuck Clendenen/No.70 2017 Ford Spec Racer Gen 3, who had qualified sixth, but

Randy Cook/No.9 2012 JDR F100 had the pole for FB but only ran one lap. He was the only FB entered.

#### FEATURE RACE GROUP 5 - FA & FM

Graham Rankin/No.21 1998 Swift 014 had the overall pole position and that of FA, with a lap of 1:45.826. However, Arizona's Jay Horak/No.37 2004 Mazda Pro Mazda FM and Canadian John Purcell/No.14 2006 Star Mazda FM got the jump, and led for the first three laps, before being caught



#26 Ryan McElwee, #5 Kyle Loh, #28 Stew Tabek, and #9 Ritchie Hollingsworth. Photo by Top Dawg



#28 Troy Emish and #188 Joe Montana. Photo by Top Dawg

back up by Rankin. For the next three laps, Rankin led, before being passed back by Purcell on Lap Eight, who went on to lead for the rest of the 16-lap race and take the Checkered Flag and the FA victory. Purcell's margin of victory was 0.882 seconds, second closest of the day which was 0.873, by a mere 0.009 seconds.

Rank turned the race's fast lap of 98.402 mph, second fastest race lap of the day. Second and third in FA were Rankin and Horak. Fourth and fifth were Sean Prewett/No.442004 Mazda PRM and teenage open wheel driver, Courtney Crone/No.25 2012 Formula Speed 2.0, who was profiled last month in The Wheel.

Bill Weaver/No.67 won the FM class, finishing ninth. He hadn't qualified, but started the race from fifth position. Second in FM was Mel Kemper, Jr/No.4 1998 MSR Formula Mazda, who hadn't qualified but started ninth. Third was FM pole sitter, Derry O'Donovan/No.771996 Formula Mazda. He ran 11th for six laps before falling back to 12th where he ran for the rest of the race. After three laps in fifth overall, he fell back to ninth, where he remained for the rest of the race. Finishing Fourth and fifth in FM were Stew Tabak/No.281993 Mazda Formula Mazda and Brad Drew/No.78 1997 Mazda Formula, who qualified second in class/tenth overall, but started fifteenth.

#### FEATURE RACE GROUP 1 - GT1, GT2, GT3, & AS

Fifteen of the 26 entries ran the early Sunday morning 15-minute qualifying session, and fourteen ran the race, making it the smallest race group of the day. Spencer Trener/No.5 1975 Porsche 997 GT3 Cup Car garnered the overall pole as well top spot for GT2, with a lap of 1:50.372. Collin Jackson/No.53 1994 Nissan 240SX was fastest in GT3, third overall. Rob Davis/No.95 1999 Chevrolet Camaro had the GT1 pole, fifth overall. Michael Thompson/No.16 1987 Chevrolet Camaro gridded first for AS.

Trener ran away and hid from the pack, leading flag to flag, with a Margin of Victory of 13.995 seconds, and turning the fastest race lap of 92.471 mph. He won overall and GT2. Second in class was Michael McAleenan/No.2 BMW e36 GTR, of WA, who gridded second and kept that position, despite losing two positions before regaining his second overall place. Third in class was Sean Wheeler/No.60 1987 BMW M3, who started and finished third in class, with some swapping with McAleenan for position.

GT3 winner Jackson finished fourth overall, after running third or fourth for the race, trading places with Wheeler. Second and third in class were Michael Heintzman/No.77 1995 Mazda GT3 Miata and Taz Harvey/No.88 1993 Mazda RX-7.

Winning GT1 was Michael Fine/No.6 1995 Weaver TA Camaro, who hadn't turned a time in Qualifying. He had an up and down race, running third, dropping to last, and working his way back up to fifth overall. GT1 Pole sitter, Davis, ran third overall and first in class for three laps and retired. He was credited with third in class, behind Joe Montana/No.95 2010 Ford Fusion, who finished sixth overall.

Thompson was credited with the AS victory, with seven laps completed



#29 F500 Lance Spiering, #40 Donald Manthe, and #66 Richard Gordon. Photo by Top Dawg

before he retired.

#### FEATURE RACE GROUP 4 - F500, FF, FV

It was the usual suspects up in front for the FF's, in a slightly different order. Rick Payne/No.75 1999 Van Diemen/Honda led for five laps, then to be passed by Chuck Horn/No.2 2012 Spectrum, who led until Lap 11 when passed by Skip Streets/No.51 2009 Piper DF05. These were the leaders at the tape past the Starter Stand on the front straight, which didn't get recorded. There were other passes and repossess throughout the course. Nicky Hays/No.4 2014 Piper DL7-Honda mixed it up with the front pack, running third and fourth with them all. Throw in Denny Renfrow/No.11 2014 Piper-Honda DL7 for good measure and you have yourself a barn-burner FF race. In the end Streets prevailed to take the win, and the fastest race lap of 90.371 mph. His Margin of Victory was 0.425 seconds ahead of runner-up Horn. Renfrow finished third, followed by young Nicky Hays/No.4 2014 Piper DL7-Honda and Payne. Finishing sixth was Brad Hayes/No.7 2018 Piper DL7-Honda. While he's no relation to Nicky, he took him under his wing when the kid showed up in Brad's pits last year at Fontana. The two now run together with BHR/Piper/Fast Forward.

Further back, under the radar, Dr. Dave Jalen/No.50 2009 Mygale SJ-09 was stretching the legs of his 'new' black car, moving steadily up from his 13th starting position to finish ninth. And he was one happy camper!

And in the FV race ...Pole sitter Quinn Posner/No. 19 Protoform P3 won, but not before running between fifteenth, thirteenth, seventeenth and finally fourteenth overall. This was due to slicing and dicing, trading positions with FV runner-up Gavin Sweeney/No.91 1994 Crusader. Following close behind, staying out of trouble and having a great time was Blake Tatum/No.3 2000 Crusader. As he said after, "The racing was the best I have experienced for several years. Every lap was intense and you had to be on your game. My biggest regret was that it ended. I was having too much



#53 Colin Jackson. Photo by Top Dawg



fun.” And so say all of us. The Majors at Sonoma should be another exciting race, with a preview of what’s to come at The Runoffs. Harkens back to the good old days when the West Coast was a hot bed of FF and FV competition.

Lance Spiering/No.29 1994 KBS MK VII won F5 from the pole position. He ran with the FF’s, kept his nose clean and finished 12th, where he started. His one competitor, Jeff Jorgenson/No.642004 Novakar JW-10 had mechanical issues and retired after the first lap.

#### FEATURE RACE GROUP 3 - T2, B-SPEC, STL, STU, FP, HP, EP, GTL

Thirty-eight of the 52 entries qualified Sunday morning for their 35-minute race. Even with so many DNS drivers, it was still the largest race group and with the most classes.

Even at that early hour, one can be too loud. Anthony Jimerson/No.22 EP 1986 Mazda RX-7 had all his times disallowed due to sound violations.

Addison Lee/No.88 2007 Ford Mustang had the overall and T2 pole position with a lap of 1:59.767. Joe Huffaker/No.77 MG Midget was on pole for GTL, third overall. Glen McReady/No.4 2006 Mazda MX05 had the EP pole, sixth overall. Rylan Hazelton/No.49 2008 Honda S2000 claimed STU pole honors, ninth overall. Andrie Hartanto/No.1 had the STL pole. The HP pole position went to Lee Fleming/No.00 MG Midget. Bill Hartman’s No.40 1963 Lotus Super 7 has the FP Pole. His car, which he also races in vintage, was the oldest one racing at the Majors. Jake Pipal/No.28 2014 Mazda 2 earned the BSpec pole.

Pole sitter Lee led for 13 of the 16 laps in the race, before being overtaken by Roger Eagleton/No.3 2007 Ford Mustang, who had been chasing him the whole time. Eagleton’s Margin of Victory was 2.459 seconds. Lee turned the fastest race lap of 86.233 mph. Tom Wickersham/No.01 2007 BMW Z-4 ran third overall and in class all 16 laps. So they finished 1-2-3 in T2. Pedersen, who gridded fourth in T2, had

Huffaker qualified third overall, but started 15th. He steadily worked his way up to finish eighth. He’s trying to qualify in two classes - FP and GTL, which run in the same Group. He qualified his Midget as GTL and raced it as FP, winning the class. Hartman finished second in FP. Huffaker set a new track record of 2:01.277, but for which class?

Taz Harvey/No.8 1994 Mazda MX-5 won GTL, advancing upwards from 17th to 11th, winning the class. Chris Doodson/No.73 1989 Honda CRX and Tim Linderud/No.95 1983 Volkswagen GTI came in second and third in class.

Aaron Downey/No.501976 Mazda RX-3 didn’t qualify, but started 12th and won EP. Second and third in class were pole sitter McCready and Darren Dilley/No.80 1985 Mazda RX-7.

Hazelton won STU from the pole position. Thomas Lepper/No.19 1997 Honda Civic was second in class, followed by Bruce Trenery/No.2 2002 Acura Integra.

Hartanto won STL, with Tim Auger/No.07 1992 Acura Integra and Wilson Powell/No.71 1999 Mazda Miata coming in second and third in class.

HP was won by Fleming, with Michael Cummings/No.32 Austin Healey Sprite and Jonathon Becker/No.9 1967 Austin Mini taking second and third in class.

Pipal won Spec, with Robert Rodriguez Jr/No.6 2011 Mazda 2 coming in second. Rodriguez set a New BSpec Track Record of 2:15.023.

#### FEATURE RACE GROUP 6 - SRF3

With a dry track and cool air for qualifying Sunday morning, the field all was faster. The top 25 cars were within three seconds of the leader.

John Black/No.17 again had the pole position and this time he raced, and won, leading all but the first two laps of the 16-lap race. Those were led by Umberto Milletti/No.34 who led before being passed. He held onto second place to the finish. Thomas Burt/No.45 gridded seventh and moved up to third by Lap 7, which he held to the finish.

On Lap 11 two cars hit in T5. At least one car had to go evasively agricultural. James Chartres/No.82 started 21st and again steadily improved, finishing 15th. Chartres was selected Driver of the Weekend by Race Admin and heard the news over the PA as he pulled into impound. After the race,



#82 Allison Palitz. Photo by Top Dawg



#2 Chuck Horn. Photo by Top Dawg

he discovered he needed a new starter solenoid, a project before his next race.

#### FEATURE RACE GROUP 2 - T1, T3, T4

Seventeen of the 24 entries qualified, and 16 raced. Marc Hoover/No.98 1994 Mazda MX-5 Miata qualified on pole overall and for T1. Mark Drennan/No.10 was Fourth fastest and on pole for T3. Izzy Sanchez/No.178 2013 Scion FR-S had the pole for T4. He changed the number on the family car, raced by his brother Luis on Saturday.

Hoover led from the pole for the first five laps, before being overtaken by Darrell Anderson/No.50 2015 Ford Mustang GT. Anderson went on the win the race; but Hoover turned the fastest race lap of 89.358 mph. The Margin of Victory was 1.930 seconds. Finishing third in class was Igor Lyustin/No.71 1992 Acura NSX, who ran third all 16 laps. The top six finishers were professional in starting and finishing in the same position with no passing.

Drennan again won T3, running fourth overall all laps. Second and third in class were two drivers from WA, Andrew Newell/No.1662002 BMW Ci and Charles Hurly/No.95 BMW 330Ci.

Izzy Sanchez won T4, so he and his brother can compete in The Runoffs. Second and third in class were Tim Auger/No.07 2011 Mazda MX-5 and Ali Naimi/No.14 2004 Mazda 3.

The top seven cars finished on the lead lap. Nine of the 16 racers were from out of region, mostly the Pacific Northwest.

The weekend was a success, and everyone is looking forward to the next Majors at Sonoma over the Fourth of July holidays.

# SAVE THE DATE!!

## Saturday, November 10, 2018

### SFR SCCA Annual Awards

### Dinner



**Location: San Ramon Marriott**  
**2600 Bishop Drive, San Ramon,**  
**CA 94583**

**BoD Meeting: 8:30-11:30am**  
**Annual Membership Meeting**  
**12:00-2:00 pm**

**KART RACING 2:00-5:30 pm NEW**

**Cocktails 6:00-7:00 pm**

**Dinner 7:00—????**

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# ENGINE COMPRESSION TEST

BY JAMES CHARTRES

An engine compression test is a quick way to check if a motor is healthy. It examines whether the piston rings, valves and head gasket are all sealing properly. It is a useful diagnosis tool for an engine after an overheat or if you suspect your engine is worn and down on power. When loosing the alternator belt on the Spec Racer Ford Gen3 you can quickly overheat then engine, Without the belt the water pump stops turning cutting water flow and cooling. If this occurs shut the engine off quickly and safely park out of the way. A compression test is one of the simplest diagnostics that can be performed to check that you haven't damaged the motor.

## PARTS AND TOOLS NEEDED

- Compression Test Gauge
- Spark Plug Socket
- 3/8th drive ratchet and extension
- Magnetic pick up tool
- Old piece of AN6 or 3/8th inch hose
- New Spark Plugs (optional) - Enterprises PN: G301041 (6510) / NGK LTR7IX-11 Iridium 6510

## COMPRESSION TESTING THE SRF GEN3 ENGINE

The spark plugs and ignition wires are easily accessed on the Spec Racer Ford Gen3 since they are at the top of the motor. On the older Gen2

motor the process is the same but you will need to remove alternator to access spark plug #1.

While the plug wires are labelled and the ignition coil also has indicators molded into the plastic they can be hard to read. I use a paint pen to make larger straightforward labels when working trackside.

The compression test can be done either hot or cold.

A hot compression test is

done with the engine warm to ensure all the parts are up to temp and the clearances are as expected. If you suspect damage you might just want to

perform a cold test instead of letting the motor sit and run to warm up.

Remove all the ignition wires from the motor you do not want any spark when running the starter. It is also a good idea to disconnect the



fuel pump relay to prevent fuel being sprayed into the cylinders.

It is a good idea to inspect the electrode and condition of the spark plug as it provides a visual health indicator of the combustion occurring in the cylinder. The electrode should be relatively clean without oil and black build up and have a smooth shape without chunks or pieces missing. You can also check the gap and inspect the body for cracks or damage to the insulation material. Here you see a relatively good condition spark plug.



With the spark plug removed you can now



screw in the compression gauge. Be careful not to cross thread and ensure it smoothly engages with little effort.



Hand tighten the gauge into place. Do NOT use tools or over tighten. Then position the plug where you can still see it while engaging the starter motor.



Turn on the Master switch. Bump the starter motor button 4-5 times. You should see pressure building in the cylinder with each turn. It should peak at a value of 180 to 200psi depending on your gauge. Here I was consistently getting numbers of 195psi plus or minus a few psi on a cold motor.

Turn off the Master Switch. Bleed the cylinder pressure with the relief valve and unscrew the compression test gauge



A pro tip to reinstall the spark plug into the port. Pop a short piece of -6AN, 3/8th inch or 9.5mm fuel hose over the top electrode and porcelain insulator. This will give the extra length needed to reach the port and get the spark plug threads started by hand.

Tighten the spark plug into place by hand being very careful not to cross thread it into the soft aluminum threads of the cylinder head.

Continue down the rest of the cylinder for each spark plug and repeat the compression test for each cylinder. Remove the spark plug, inspect, install the gauge, bump the starter motor, read the gauge, relieve pressure, remove the gauge and reinstall the spark plug.

You should get good (180-200 psi) numbers across all cylinders. If one cylinder is significantly lower or different from the others this might indicate a sealing issue. It could be caused by piston rings, valves or gaskets. A leak down test can help diagnose the guilty party.



Once you have complete your test of all cylinders. Make sure all spark plugs are back in place. Tighten with the socket, ratchet and extension. Do NOT over tighten and go crazy here. Then reinstall the ignition coil wires in the correct order 4-3-2-1 from left to right if behind the car facing the front. Push

down firmly and make sure each plug wire is seated snug.

If the engine is healthy you are now ready for another on track session. Go beat those lap records!

## ABOUT THE AUTHOR:

James races a Spec Racer Ford in SCCA on the West Coast. Originally from Australia he moved to the US about 10 years ago for a job as an onsite contractor at NASA. When he is not managing the technical work on Small Spacecraft projects, you can find him brewing beer, tinkering in the garage or racing on the weekends. He operates KangaMotorsports.com, which discusses how to get involved in amateur racing, provides racer tips, maintenance articles for Spec Racer Fords and documents his Datsun 240z project build.

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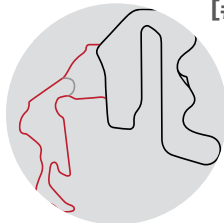
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# THUNDERHILL REPORT

BY DAVID VODDEN

As we approach the August 31/September 2, season finale-Club Regional Race at Thunderhill Raceway Park [#TRP], it is worth noting some of the influences that the man whose memory we will honor, Tom McCarthy, had on the track.



First and foremost, Tom saw the need for a Club-owned track. That would have been a great enough achievement because

great progress and change always requires a visionary, but there is more. Beyond that for which Tom is most often credited, you should also know that he saw a track with lots of run-off, meaning very little to hit. The tracks we had at the time had lots of walls, lots of things to hit. If you have ever hit a solid wall, a pole, or anything hard, the fewer of these things you see at a track, the more you like it. To be sure there were groups who wanted walls, who wanted this and that, and who always cried safety in their pleas, but, not so. Yes, we have more impact areas than when we started but these hard things are something we have tried to avoid - thanks to Tom.

Tom also knew that the track needed to be separate from the Club in all the right ways. A club is a club and a race track is a tough busi-

ness. Thunderhill would not have survived these twenty-five years if revolving-door volunteer directors fell victim to short-term feel-good management decisions where long term, tough-love, administration was needed. Tom was right. At the very start of Thunderhill there were cadres of club members who felt that they should not have to pay to use the track "they owned". No surprise. This was prevented by corporate laws that said that a California 501 C-4 cannot have a for profit subsidiary and extract values from that subsidiary outside the law. One term used was "undeclared dividends"! Another key clarification said that doing so was "not in keeping with the purpose and intent of the not-for profit status of the Club." This suggests that the Club would lose its all-important non-profit status.

In 25 years the noise about using the track to subsidize the Club never stops. Tom knew this too. He set into motion procedures and bylaws designed to prevent this from happening. Why?

He felt that the Club would bankrupt a business like Thunderhill in a heartbeat. If fifty votes can elect a Director to the Club board, assuming the election was even contested, would you want the fate of your track to rest on who got elected?

Tom always liked to tell me that the best thing he ever did to make Thunderhill a success was hiring me. Ah-gee! What can I say? I have certainly been a factor in what is located at 5250 Hwy 162 today, but it was my job. I used my decades of studying the business of motorsports, specializing in the state of California, to do what I thought

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was best. I had sanctioning body experience. I was a race promoter, media person, journalist, announcer, racer and helped make Baylands Raceway Park in Fremont a success. I think my advanced degrees helped too but I generally did not tell people about them because most people in our business had a bit of an attitude about men with degrees. Oh well. So far so good. I have an old-fashioned work ethic and I can claim responsibility for hiring everyone that works at the Park. Tom knew this too. He knew a lot and now he is gone.

I hope you will do whatever it takes to be a part of the final race of the season for the Club that will pay tribute to Tom and his legacy. Lucy will be there. Will you?

#TRP is the New Moniker for Thunderhill Raceway Park! Get used to it. It's coming as part of the next 25 Years of Thunderhill - the new moniker - #TRP. You will see it on social media, decals, stationary, hats, patches and, hopefully, on your body as you proudly share the next 25 Years of Thunderhill with the team that makes things happen at the Willows California raceway. Check out [www.thunderhill.com](http://www.thunderhill.com) for more or find us on Facebook.

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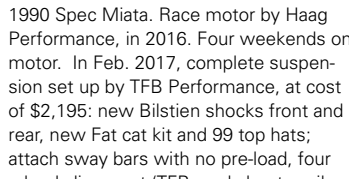
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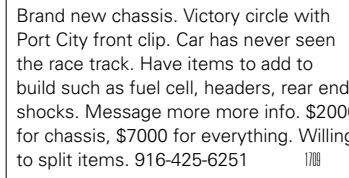
Chevy Cobalt SS Supercharged and Race Ready. Prepared and setup by Phoenix Motorsports for the World Challenge Pro Series. Great car for SCCA or NASA Can easily be changed based on the class you want to race. 268hp at the wheels. Setup for Cool suit, radio, and camera Passenger race seat installed. Spares include 2nd super charger, tires, wheels, brakes, radiator and lots more. Sold as is and shipping is at buyers expense. Enclosed race trailer for sale as well. Will consider selling as package. Al Gambetti Cell: 916-532-8303 Phone / Fax: 916-676-9888 agambetti@yahoo.com

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; noah-greyracing@gmail.com



For Sale, 1980 RX7 Race car Annual tech has been done for class ITA. Recently ran in the regional's 8-9 at Laguna Seca. The car is race ready. Engine is stock 12b with a Nikki 4 barrel carb, Stainless headers, new aluminum radiator w/ shroud and electric fans. The Kirkey aluminum seat is adjustable for easy driver fit, new G force belts, and a new window net. It has Panasport style wheels with Falken Azenis tires. The roll cage was built by Doug Chase. The car was originally built, or should I say over built, as a 24hr of LeMons car called Laramie. It's great colorful markings were to mimic the M1 BMW racecar of the 1980 Le Mans period. The great front spoiler and high rear wing, though removed for ITA are with the car. Call to make offer or for more info or pictures. Contact: Al Bourdet 510-414-9202 or al@altechconsulting.com



Fresh 383 Stroker LT1 Engine, Rebuilt Borg Warner T56 6 Speed Transmission with aluminum flywheel and new Stage 3 clutch, re-engineered suspension including UMI Road Race K Member, 6 point professional built roll cage in a rare full hard top, never wrecked. \$12,500.00 B/O 916 716-7304

1970 GT1/BP Corvette roadster. Has vin, pink and two log books. Roll bar numbers match log book numbers. About 20 races total. Engine is an all iron 355 except for the intake manifold and Muncie four speed.. Flares are wide enough for 12 inch rims. Tires are currently rollers only. Runs, drives, and stops well. 559-645-2988. \$22,500.



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

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



Turnkey, race-ready HP Honda CRX Car has 4 SCCA National Championships with 4 different drivers; third at Laguna Runoffs with 5th driver. 138 MPH trap speed at Daytona Runoffs. No possible effort left undone. Car comes with - Jongbloed wheels; Houseman, 5 racing gears trans; custom air dam/splitter; Tran-X limited slip; highly developed, "bagged" SS header; water-to-oil heat exchanger; custom water radiator; Comptech prepared engine; AEM Infinity ECU; data collection sensors; and "owner's manual" with track session/setup data. Comprehensive spares package available. Contact hussey.steve@gmail.com or 650-823-9927, \$27,500



Spitfire Roller For Sale. MUST SELL - Please Make Offer. Ex-Tom McCarthy Car. Tom Ran at Atlanta, Then sat one season, I bought it. I made numerous improvements, used it for my Driver's School at Sears Point, got my two races in. And then divorced. Stored indoors since. Complete EXCEPT NO engines, transmissions. Has very rare Positraction, McCarthy axles, full gauges, three sets of wheels Spare Spring Towers, Used Super Trap Muffler. rhostler@gmail.com



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

FOR SALE, 1967 FORD CORTINA, \$1500.00 OBO. In excellent condition 4 door Ford Cortina. I am selling this for my race partner John True. He bought the car from a gentleman on a business trip many years ago and had it shipped here in Reno. I put a better intake manifold with a Weber carburetor on it and it runs great. It has the 1500 cc engine with a 4 speed. The car is really clean and straight. No title, but I know there are ways of getting it. It is clean title as we know. The White with white/blue interior; very clean and straight. Great little car and fun to drive. I will text pictures if you ask. Paul Gilbert, 775-762-4431, paulracer152@sbcglobal.net

## SPEC MIATA



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. Barretttilley@hotmail.com



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## STREET CARS



Steel bodied right hand drive home built low-boy with chevy ls engine. Non running car with lots of parts needs assembly and interior. Rebuilt z06 engine with special lehman front timing cover and cross drive unit with a joe hunt distributor Rebuilt muncie t10 four speed withhurst shifter and light weight bell housing, quartermaster 5.5 Inch clutch and button flywheel. 1956 Chevy bel aire rearend Edelbrock carburetor and intake with new headers, muffler and exhaust parts Two sets of wheels and tires 15 inch as shown and solid 16 inch with baby moon hubcaps and dunlop ls tires. Also have holden hubcaps and badge \$18,000 Sharon Gilbert, Westley CA 209-894-3949 bsgil99@hughes.Net

1999 Ford Econoline 150 Conversion Van With Dome Top, \$8,500. Low mileage: 87,987. Runs perfectly. Serviced regularly (have all receipts). Has A/C, radio, stereo system with head phones, TV, CD, tape player, power inverter, refrigerator, microwave, sink, electrically operated couch/dinette flattens into a bed, wood-grained cabinets overhead and below (houses a porta potty). In excellent shape except dome paint on one side is eroding. Never been in an accident. Ann: 530-335-6010

## TRAILER/TOW



2000 Interstate 8.5X20 Enclosed Car Carrier Trailer. Custom Steel frame workbench & cabinets, 9 drawer tool cabinet, door cabinet, adjustable tire rack, spare tire/wheel, 60" extension ramps, pancake air compressor&spool+50' hose, Warn winch, Battery box (12V auto battery), electric tongue jack, wired for 115 VAC, new LED running lights. \$7,500. For Pictures & full description, Don (831)685-2545 or wollesen@ieee.org

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



Car trailer with electric winch and tongue jack and removable rock shield. Winch is rated for 6000 Lbs. Includes remote control for the winch. Has large under deck storage area. Tires have excellent tread depth. Perfect trailer for low clearance cars as approach angle is 10 degrees. Includes good battery in locked onboard box for operating winch and jack. I have used it for cars over 4000 Lbs with no difficulties. Gary 925-743-0673

1999 Ford Econoline 150 Conversion Van With Dome Top. \$8,500 Low mileage: 87,987 Runs perfectly. Serviced regularly (have all receipts). Has A/C, radio, stereo system with head phones, TV, CD, tape player, power inverter, refrigerator, microwave, sink, electrically operated couch/dinette flattens into a bed, wood-grained cabinets overhead and below (houses a porta potty). In excellent shape except dome paint on one side is eroding. Never been in an accident. Ann: 530-335-6010

2002 24' carson toy / race car hauler. if you are a racer this toy hauler is perfect for you!! bought this trailer new and was ordered to my specs. the reason is that i have a vintage race car and needed more garage space then you can get with off the rack style toy haulers. there are so many upgrades and maintenance items that were done that i have a long list. this is no doubt the best older trailer you can buy. needs nothing!! \*comes with a yamaha generator that is about 3yrs old.

\*speaker with disco light bluetooth at front door \*new wheel bearing in and out and brakes \*all white outside trim new \*new tires and 2 spares \*\*Much More \$12,500.00 negotiable much more call phil at (602)376-8631

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. \$6,000. Kenn (503) 879-5519. both \$16,000. call for details

For Sale: 1992 Bounder RV, 33 foot, side aisle, pass through bottom storage. 82,440 miles. Only driven on week-ends. Asking \$15,000.00. Contact Bob or Rhonda at (209) 986-9652 or email rmsracer@gmail.com.



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

## TOOLS/ EQUIPMENT /MISC FOR SALE

All race gear must go! HANS, race suits, Nomex, gloves, cool shirt, gear bags, shoes, radios, camcorders, etc. Frank (916) 919-5750

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



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AIM G-Dash and EVO4 Data Logger. Both new and still with the original packaging, wiring and software. I'm staying analog. Pegasus sells the G-Dash for \$419.99. I'll sell it for \$300. Pegasus lists the EVO4 for \$1,199.00. I'll sell it for \$900. David Simerly. Cell is 415-317-2353. The e-mail deal is dlsimerly@icloud.com.

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

Coast Muffler, 2" Inlet/Outlet \$175.00 includes UPS. Tri-pod greaser, includes 2/3 tube of GKN Lube, \$75.00. Both prices include UPS ground to lower 48. cragg@comcast.net

HP full race engine. All the good stuff. Email me for a complete description. No reasonable offer refused. Ray Hiett. 11HPrrhiett@gmail.com

Snow Tires on new aluminum rims, both less than 300 miles. Bridgestone Blizzak studless tires, 225-60/16, set of 4. Practically new, Fits 2002 Honda Odyssey van. \$600.00. Arthur Muncheryan rose1art@earthlink.net

Large collection of historic autocross photos looking for a new home. Contact NorPac Archivist Gary Horstkorta if interested: norpacarchivist@comcast.net

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CAR STORAGE in Santa Clara Secure shop, 24hr access, 2 lifts, bathroom and small office. Lots of storage racks also available for your extra car parts extra wheels etc. Izzy Sanchez 650.279.7252 izzysanchez78@yahoo.com

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

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

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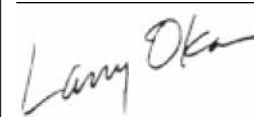
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