



# The wheel<sup>®</sup>

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



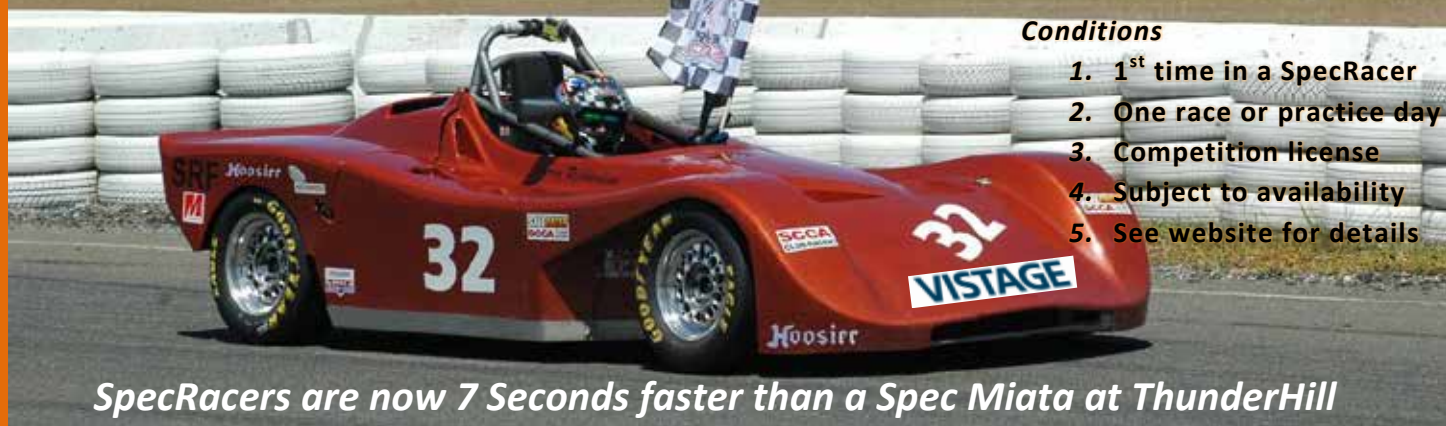
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SPEC MIATA FESTIVAL**  
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**SACRAMENTO SOLO 7 & 8**  
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SEPTEMBER 2017

Cover Photo: #34 Frank Russell leads #26 Jeff Wilcox during the Spec Miata Festival weekend at Sonoma Raceway, By Aaron Meyer.  
Above: Pall Kornmayer knocks some cones on his way to first place in Novice SMF. By Ryan Panlilio.

### 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 2017

## 2017 SFR ROAD RACING SCHEDULE

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

### SEPTEMBER

#### IMSA

#### PRO SUPPORT

September 21-24 | Mazda Raceway Laguna Seca

### OCTOBER

#### PIRELLI WORLD CHALLENGE

#### PRO SUPPORT

October 12-15 | Mazda Raceway Laguna Seca

#### REGIONAL 13 & 14 SEASON FINALE

October 27-28 | Thunderhill

#### IT'S BACK!!

#### RDC Four-hour Enduro

October 29 | Thunderhill

### NOVEMBER 11

## SAN FRANCISCO REGION CHAMPIONSHIP ANNUAL AWARDS BANQUET

LOCATION: CROWN PLAZA HOTEL, 45 JOHN GLENN DR, CONCORD CA  
HOTEL ROOMS ARE \$99 A NIGHT,

CALL 925-825-7700 AND ASK FOR THE: SPORTS CAR CLUB OF AMERICA RATE.

## BAY AREA CHAPTER SOLO CALENDAR

### CHAMPIONSHIP SERIES LIST

Remaining events for the year are:

Round 10 – Sep 30 – Crows Landing

Round 11 – Oct 1 – Crows Landing

Round 12 – Nov 4 – Crows Landing

Round 13 – Nov 5 – Crows Landing

Round 14 – Dec 3 – Marina Airport

## SACRAMENTO SOLO 2017 SCHEDULE

All events at San Joaquin Fairgrounds, Stockton  
EXCEPT July 22-23 will be at Thunderhill  
Raceway - West Course

See [www.sfrscca-sacramento.org](http://www.sfrscca-sacramento.org) for more info.

September 23 Round 11

September 24 Round 12

October 14-15 are now at Thunderhill Raceway  
new skid pad

## RENO REGION THUNDER ON THE WEST

### COURSE™ PDX/TIME TRIALS

#### HOSTED BY RENO REGION SCCA

All events are at the Thunderhill Raceway Park -  
West course

In your street car or your ready-to-racer. It doesn't  
matter. You want to race. SCCA wants to get you  
on the track. Come join us for stress free fun.

Time Trial counts toward your competition license  
for one of your 3 weekend races

Get extra seat time

Satisfy your "need for speed"

### 2017 SCHEDULE

#### SEPTEMBER 10

Contact: Dave Deborde, [d\\_deborde@charter.net](mailto:d_deborde@charter.net)

GO TO: [www.renoscca.motorsportreg.com](http://www.renoscca.motorsportreg.com) for  
additional information and register

Overnight parking Saturday night

Sunday: Tech 7:30 Driver Meeting 8:30

Come for the fun ,

Stay for the "Bench Racing" too.

## FRESNO CHAPTER 2017 CALENDAR

All events held at Fresno Fairgrounds, except Event  
10, which is at Buttonwillow Raceway.

Event 10 - October 8 - Buttonwillow Kart Track

Event 11 - November 11

Event 12 Enduro - November 12

## TRAVEL TECH

Travel Tech is a volunteer, in shop/  
at home tech inspection service for  
pre-race and purchase inspection of  
race cars, including newly built cars.  
Travel Tech Scrutineers are:

### TELEPHONE HOURS:

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**Morris Hamm**  
Marin/ Sonoma/ Napa/  
Infineon  
707-738-8860

**Phil Munoz**  
Santa Cruz Area,  
831-297-2457

**Tom Turner**  
San Ramon Area,  
925-389-6181

**Jason Hohmann**  
Patterson - Central Valley  
209-620-0559

### RATES

- 1 car/\$10.00 + mileage
- 2 cars/\$9.00 each + 1/2  
mileage
- 3 cars/\$8.00 each + 1/3  
mileage
- Logbook for new car or  
re-issuing a Logbook is \$30  
plus mileage.

## 2017–2018 Region Board Election and Candidate Statements

### REGION BOARD ELECTION DATES

September 10 Candidate statements on web and in The Wheel

October 12 Voting opens on  
Motorsportreg.com

October 31 Last day to request a  
mail-in ballot

November 6 Voting closes

November 8 Election results on [www.sfrscca.org](http://www.sfrscca.org)

### 2017-2018 REGION BOARD CANDIDATES

#### REGIONAL EXECUTIVE

Barbara McClellan

#### DIRECTOR

(THREE TO BE ELECTED)

Roger Eagleton

R.J. Gordy

Wilson Powell

Tim Sullivan

David Vodden

### REGIONAL EXECUTIVE BARBARA MCCLELLAN



I am a candidate for the position of Regional  
Executive for the San Francisco Region. We are  
a Region of over 3000 members and I believe  
the next few years are going to be very challeng-  
ing and exciting.

First the Region will be hosting the 2018  
SCCA National Runoffs at Sonoma Raceway. It  
is important that everyone understand—we will  
host but we will not be in charge. As your RE,  
along with our Race Chairman, I will be the lia-  
ison to the National Office and Staff. At our July  
race at Sonoma, three members of the National  
Staff visited the track and started planning for  
that event. Gary Pitts, our current RE, other  
Regional Board of Directors and I had an oppor-

tunity to discuss many of the issues they need to resolve. Our relationship  
with Sonoma Raceways continues to improve and we are already working  
with them to schedule at least one race weekend before the Runoffs.

Another challenge is the changing picture with Laguna Seca. SCRAMP  
and SFR have enjoyed a great relationship—one which allows SFR to furnish  
workers for their pro-events and, in return, we received a reduced charge for  
track use for our Regional races. SCRAMP is changing and they are currently  
searching for a new CEO. We hope to continue the same relationship even  
as things change with Laguna.

However to provide workers for these pro events puts a burden on our  
volunteers. Workers bear all their expenses at all of the races. There is no  
compensation. We need to recognize what our current volunteers do and we  
need to continue to recruit and train new members who are also willing to  
give their time and money for this wonderful hobby we call road racing. Your  
current BoD has been working to help accomplish this. We reactivated the  
Ambassador program which is headed by Lynne Hunting. She gives tours of  
our crews and insight to anyone who expresses an interest. We have reached  
out through social media with James Chartres to publish our racing activities  
and worker participation.

Another great and fun challenge is our relationship with Thunderhill. SFR  
owns that track, but SFR is not for-profit and Thunderhill is for-profit. For tax  
purposes, it is important for Thunderhill to treat our Region just like any of  
its other customers; Because we are a frequent renter, they may give us pri-  
ority over dates, but they must charge us the same rental rate as everyone  
else. David Vodden has been a terrific CEO for Thunderhill and we hope he  
is there for many more years. But the time could come when he wants to step  
down. So it will become the responsibility of Thunderhill Properties Board of

Directors to identify David's replacement.

I've talked a lot about road racing, but our Region also has a very active  
Solo community. There are three chapters, Bay Area, Fresno, and Sacra-  
mento. Your current BoD has been working with the Bay Area Chapter to  
finalize a long term lease agreement with the Stockton Fairgrounds for a  
place to have their Solo events. This will require a loan from National to aug-  
ment the SFR Solo Track Fund. Your Region BoD supports this plan. It will be  
our responsibility to ensure all legal issues in this endeavor are resolved to  
protect the Region.

These are just a few of the challenges ahead for our club.

My goals for this next year are ambitious.

First I want to ensure that the Road Racing Community has safe, fun, and  
fair racing. Second, I want to assist the Solo community obtain a more per-  
manent site. Third, I want to grow our membership in all areas of the Region—  
drivers, Solo participants and volunteers. Fourth, I want to continue our  
successful relationships with our three area race tracks—and maintain a finan-  
cially sound club. I know there are challenges ahead in meeting these goals.

For those of you who do not know me, next year I will receive my 50 year  
membership in SCCA. I started as a turn worker on the Communication crew  
and was also a Chief. I have been a Steward for the past 20 years and hold a  
National Steward and National F&C license.

It is integral to our club to have a good balance between business and  
club culture. Both are extremely important. Many workers and drivers do not  
really care about the running of SFR—they just want to race or work the races  
to have a good time. It is the role of the BoD to provide a safe, fair, and fun  
atmosphere, as well as a sound financial footing—which I believe our club has.  
Your previous boards have worked hard to provide that.

All of us—workers, drivers, and board members—have a responsibility to  
talk with each other and work together. Board members need to be willing to  
discuss issues with members and be accountable to those who elect them. I  
served on your region board from 1999 to 2005 as well as these past three  
years. I am always there and always willing to listen to members about prob-  
lems, issues, and suggestions. I don't have all the answers, but I make an  
attempt to help solve the problem, give advice, take suggestions, or just be a  
sounding board.

I am a retired senior project manager in the biotech pharmaceutical indus-  
try, so I have time to commit to the Board of Directors. I bring professional  
management experience of people and projects to my candidacy for the SFR  
Regional Executive. I believe that there is a place for every SCCA member  
who joins our region.

## BOARD DIRECTORS

### R.J. GORDY



Wow! ... It was just two short years ago that I decided to get back involved in Region politics so I successfully ran for the Board of Directors. I felt that I could make a contribution to the Region's well-being. I enjoyed some success and experienced a lot of frustration. There is still work to be done.

Briefly, for those that don't know me: I joined SCCA in 1985, started racing a Spec Racer in 1986 and continued to do so for 22 years. I got involved in Region politics in 1998. In 2006 I was elected to

the National Board of Directors. I held the positions of Vice-Chair and Chairman of the Board and termed out after six years. I have been a volunteer race official since 1994 and a race Steward since then.

I enjoyed my time on the Region board most of all because I, along with many others, were able to effect change. As a die hard "clubby" I took pride in bringing all of the various facets of San Francisco Region together to enjoy motorsports. This included all three chapters of Solo and even our members who enjoyed Concours events.

During all of this time I kept hearing some common themes. Club membership is growing older and dwindling. We run our volunteer race officials into the ground. National doesn't support the Region and the Region has no use for National. We own one of the most successful racing facilities in North America but can't catch a break on entry fees.

These issues, among others, have been around forever, and while some progress has been made, we can't seem to move beyond some of these core challenges. Now I can't promise to fix all of these issues, I believe as a club we have the ability to improve things. For example: we are becoming more involved in social media to expose potential members to the joy of participating in live motorsports. We want to assist our Solo community in their continuing efforts to develop a new solo site. We are assisting some of our racers in developing a new spec cost-effective (?) class for C5 Corvettes. We will assist in holding the National Championship Runoffs in the fall of 2018. We will continue to reach out to automotive enthusiasts and expose them to the true joy of being on our side of the fence, and I believe that if we are going to expect as much as we do from our volunteer officials we need to provide them with the tools they need to get their job done and then feed them when it's over.

The membership that I have come to know in the San Francisco Region is smart, enthusiastic and dedicated. I truly enjoy working with you and would love to do so for another two years. Together I believe we can make some progress in making our club event better.

Thank you, R J

### TIM SULLIVAN

My name is Tim Sullivan and I am running for the BOD of the San Francisco Region of SCCA. This is my third season racing in Group 5 and Group 7 (ITX and SSM), and have had a great time doing this and have met lots of great people along the way. In addition to driving the #56 Miata, I have had the opportunity to work the track as a flagger, as well as doing announce duties this season. Both of these jobs are fun and get you in touch with not only the driving experience, but how the whole event works as well. Without the volunteers that tirelessly work to keep our events going, SCCA would not be as successful, and well organized as it is. Everyone from the Chiefs to the corner workers donate their time and energy to make this whole thing work.

I have attended a few board meetings and realize it takes a whole lot of individuals to make this work. This includes the drivers. Club racing is a fun challenge. I have seen a decline in volunteers due to attrition, and see we don't have a whole lot of people stepping up to replace them. This could be problematic in years to come. Recruiting new volunteers and enticing drivers to choose to race in SCCA is vital to our continued success. This is not just an issue with SCCA, but also in other auto enthusiast events. I am currently President of the Northern California Corvette Association, and we as a club have the same issues: loss of volunteers to attrition and lack of new members willing to volunteer. I believe as a club, SCCA SFR region can reach out to younger people and get folks to join the SCCA family and compete.

Part of the problem in getting younger people involved is the cost. Spec Miata is one of the cheapest routes to Club Racing. Even so, the entry price to compete is close to \$15,000 or more to get your entry ticket with a car that can compete. I am a young 57, but I have to say I don't see a whole lot of real young folks racing. We do have a few, but I think we need to have an appeal for people to race in the SCCA SFR region without having to mortgage the house. If folks are going to spend \$500-800 a weekend to race, plus expendables, they need to be able to do it often. I am not sure how many folks attend and race all seven weekends, but from the numbers I see published, it's not a whole lot. To appeal to the younger crowd, I believe we need to somehow come up with ways to keep the costs down. At least for folks that can't spend \$5,000 a weekend on tires, brake pads, rotors, etc.

I think this can be done by expanding classes, and working with the veterans on the Board to attract not only new drivers, but new volunteers. To succeed in the 21st century world of racing, we will need to adapt and find a way to attract new volunteers and keep them interested.

If elected, I would want to be a part of getting ideas floated to make this a reality. I think in conjunction with current volunteers and driver input we can make this happen. Only by working together and coming up with new fresh ideas can this be achieved. If elected, I will make every effort to listen to ideas from both volunteers and drivers in order to bring these ideas to the Board for consideration. My ears will always be open to all members' ideas and I will always look for ways to make the club prosper and grow for the future. I do ask you for your vote to make this happen.

## BOARD DIRECTORS

### DAVID VODDEN



Why should you select me as a Director of the Club for the next two years? Experience? Unique resume? Been there and done a lot? Thunderhill Park? The many years and assignments in motorsports that offer you the best skill set for the tasks that need to be done? A broad base of knowledge to help direct the Club into a different state of being in a different motorsports world with dramati-

cally different young people who will replace us, somehow? Race car driver in the extreme and in a wide array of classes and cars?

I dunno!

If you don't like me vote for me so that I must do all the work. If you do like me, vote for me because you know I will do the work. It would not hurt if you also knew what I can bring to the Club board-room: Education -AA/BA/MBA - Business management/marketing/finance; fifty years of business involvement in the sport as promoter, vendor, journalist, announcer, board-director, officer, show designer, media buyer, columnist, official, publicist, and SFR/SCCA Region Manager plus, the vision behind what Thunderhill Park has become over the last 25+ years. My racing business resume was developed in every conceivable area of the business: circle track - dirt and pavement; drag racing; motorcycle events- all types, road racing, drifting, clubs, sanctioning bodies, Ascot; Baylands, CRA, NMRA, NARC, and more. It has been a busy, life-time education and it has all congealed into a vision of what we can do to make the Club better for you.

Hopefully I have answered the opening question. If you agree do whatever it takes to vote and include me among your choices. I will do my best, with all that I can bring to the task, of making the Club strong, viable and relevant to current and future members, no matter what their role.

David

### ROGER EAGLETON



I started club racing with SCCA-SFR in 2010 and won a championship that same year (Spec E-30, thanks David Allen for helping me get started!). At that time, I really did not understand or appreciate the significance and history associated with the SCCA. In my mind, there was SCCA, NASA and a bunch of track day groups (some of which also offered wheel to wheel racing).

However, after racing with many different organizations over the past seven years, I have come back to the SCCA with a new found appreciation for what makes THIS group so much different. First and foremost, it is the PEOPLE! Heck, most of the same faces and names from 2010 are still here, almost a decade later, doing everything they can to keep the club going!

Second, it is the HISTORY! There is no other racing organization that can claim Bob Bondurant, Dan Gurney, Phil Hill and countless others as past members!

Moving forward, these two things (dedicated people & a unique history) are some of the main strategic advantages that our organization has over the countless other groups that are competing for members. If we want to move forward as an organization and survive, we need to leverage our people and history to attract the next generation of racers, volunteers and staff to keep this great organization alive!



## ILLGEN ENDURO IS BACK FOR 2017!

**THE 57TH FOUR-HOUR ILLGEN ENDURO AT THUNDERHILL PARK WILL BE RUN SUNDAY, OCTOBER 29 ON THE 3-MILE EAST TRACK.**

**ENTRY FEE:** \$550 for a team of two drivers. Each additional driver is \$100 (maximum four).

**RULES:** Rules will be essentially the same as in past years. There will be a tag team option.

**SESSIONS:** All sessions (practice, qualifying, race) will be on Sunday.

The Enduro is open to a broad spectrum of cars and drivers. SCCA membership is required. Complete Supplementary Regulations can be found at: [www.sfrscca.org](http://www.sfrscca.org)  
Registration on [sfrscca.motorsportreg.com](http://sfrscca.motorsportreg.com)



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# Candidate Statement Gary Pitts

## GARY PITTS FOR NATIONAL DIRECTOR



Most of you know that Gary Pitts is a member of the SFR Hall of Fame and has been a member of San Francisco Region since he moved to California in 1986. He served as RE for SFR for 3 years in the late 90's when ThunderHill was being developed into the landmark race track it is today and has worked closely with ThunderHill President David Vodden in various capacities since then. He also served as National Director for Area 9 for 6 years in the early 2000's, served as an officer for 4 years including 2 years as Chairman, and even served as interim President of SCCA after President Steve Johnson left for another auto sports assignment. Gary is just completing his 4th consecutive year as RE of SFR and, since the Board voted to ask Gary to run for the National Directorship again, he has agreed to serve again if elected by the members.

If you want Leadership, Experience, Responsibility, and Service in your National Director, Gary is your guy!

Gary Pitts grew up in Auburn, Alabama (as everyone can tell from his distinctive accent) and has been involved in motor sports as a builder and/or driver since August, 1961 when he stuck an exhaust valve in his dad's '49 Chevy and, consequently, had to rebuild the top end of the motor. Gary says that when he got that engine apart and saw the beautiful machining of the camshaft, he fell in love and is still in love with building and driving fast, fun cars.

Gary affiliated with SCCA in 1963 when he was 17 and out of High School but, since he couldn't race road courses until he was 21, he went racing in a '55 Chevy (with a 283) at Montgomery Motor Speedway, a slightly banked 1/2 mile asphalt oval where he was on track with some guys who were to become stars of NASCAR, like the Allison boys, Red Farmer, and others. He finally got on track with SCCA in an Abarth Zagato Coupe in 1966 at an airport circuit in Selma, Alabama (where he raced against former SCCA President and current ACCUS President, Nick Craw) and later raced a homebuilt G-modified he had stuck together from some steel tubes and the remains of a bugeye Sprite. He raced and soloed around the South in a Gen-2 Cortina while he was

in school at Auburn University and Louisiana State University and continued racing occasionally when he moved to New Jersey in the early '70's to join the pharmaceutical industry.

By the late '70's, work and family and all that stuff had pretty much curtailed his racing but he stayed involved by working with the local Northern New Jersey Region of SCCA serving as a course worker, scrutineer, Region Business Manager and later as a Steward but he kept his racing interest alive by running a few rally's and solo events and doing chassis/suspension set-up for other drivers at the races at Lime Rock, Bridgehampton, Briar New Hampshire, Pocono, The Glen, and a few other tracks. When Gary's employer moved him to California in 1986 he settled initially in Half Moon Bay with his wife, Leslie and kids Geoff and Graeme and affiliated with the local SCCA Region, San Francisco Region, one of the 3 largest regions in SCCA with territory extending from San Luis Obispo in the South to the Oregon border and from the Pacific to Nevada.

Currently, in addition to Gary's duties as RE of SFR, he also serves SCCA as board member and corporate secretary of SCCA Enterprises, which manufactures the SRF and FE race cars. He also serves as Chief Steward for CSRG, a San Francisco-based vintage racing organization and for the SVRA Sonoma Historics

having served also as Chief Steward for Steve Earle's Monterey Historics from the early 90's until the race was taken over by SCRAMP.

Gary considers his greatest achievements during his last term as National Director were (1) establishment of the Annual Waiver system which had been initiated by SFR, revoked by National, and reconstituted in its current form when Gary was in his second year of National Board service and (2) re-organization of SCCA Enterprises by appointment of the late, great Andy Porterfield as Enterprises Board Chairman and Erik Skirmantz as President while Gary was National Board Chairman. Gary says that one of the hardest and saddest things he ever had to do was cancel the National Pro Rally program in 2005 because of the many lawsuits being filed against that program due to the inherent difficulty in controlling the entrance of spectators onto a hot pro-rally course.

In this race, Gary will be opposed by a member of the SFR AutoX community who will no doubt draw many votes. So, if you want Gary Pitts, a Proven Leader and stalwart advocate for San Francisco Region to represent the Region and the Division at the National level please vote and ask your friends to do so as well.

If you want your National Director to lead the re-vitalization of SCCA and to make the hard decisions when it must be done, Gary Pitts is your guy.

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**BALLOTS FOR NATIONAL DIRECTOR WILL BE SENT BY U.S. MAIL TO ALL MEMBERS IN SFR AND RENO REGION NO LATER THAN OCTOBER 15. THE OFFICIAL BALLOT MUST BE RETURNED BY NOVEMBER 15.**

# Candidate Statement Charlie Davis

## CHARLIE DAVIS FOR NATIONAL DIRECTOR



My name is Charlie Davis and I currently serve as Area 9 Director, replacing Brian McCarthy late last year after we sadly lost him to cancer. Brian spent his time as a director looking out for the best interest of average SCCA members. Specifically, members who are in the same boat as myself, underfunded racers doing their best to continue racing and enjoying our club. I consider this to be Brian's legacy, and I am happy to continue in his stead.

applicants. Mike has our unanimous support and we have complete confidence in his ability to help the club to grow and prosper. With Michael Cobb in place, the board can now turn our attention to other areas in 2017.

On the national board, I currently serve on the Governance Committee and the Budget and Finance Committee. I am also a liaison to the Club Racing Board (CRB). I came to the CRB discussions with no pre-conceived ideas of how the processes should work, and I have heard from members on their ideas, concepts and dissatisfaction with various parts of the processes of car classification and equalization. The BoD will be working on improving those programs, and I look for your input. I am open to all comments on how to make the racing and volunteer environment better for all of us and how to grow the club.

I am in favor of Club Racing programs that do not put the National office in competition with the Regions for entry fees. We need to grow our club from the bottom up. I also want to make sure that the interests of

Solo are represented at the director level. There are many areas of participation in SCCA and every one of them can be a destination in its own right. Any group who has an interest under the SCCA umbrella deserves to be heard and represented.

I am very typical as an SCCA member. I came for the cars, and stayed for the people. SCCA is an incredible community and above the racing, above the service to the club are the many friendships that I have made over the last forty years.

I am endorsed by the San Francisco Region Solo Steering Committee.

I have enjoyed my time on the Board of Directors and hope that I can continue to serve Area 9 (San Francisco and Reno Regions) as Director after this election. I'm asking for your vote.

I joined SCCA in March of 1978, and transferred my membership from St. Louis Region to San Francisco Region in March of 1981. I have been very involved in the Solo community since then, serving on the SFR Solo Steering Committee from 1981 until 2010. I have also spent 5 years as Solo Chief. I continue to attend as many local autocross events as I can, designing courses and working as a Solo Safety Steward.

In addition to my local volunteer positions, I have served on four national Solo Advisory Committees, the Solo Events Board and I created the Solo Tech Inspection program in the late 1980s after serving as a road race Scrutineer in St. Louis and SF Regions from 1978-1983. I have also worked F&C and as a Club Ambassador in San Francisco Region.

After being appointed by the Board of Directors in late 2016, I attended my first BoD meeting to find that the number one priority was to find our club a new president. I'm happy to have been a part of the process that has brought us Michael Cobb as President, from a field of over ninety

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Stephen Yeoh takes first place in STS in a 1989 CRX Si.

# SOLO ROUND 8 JULY 29, 2017

BY RYAN PANLILIO, PHOTOS BY RYAN PANLILIO

Marina Airport played host to 117 competitors for Round 8 of the SF Region's Solo II on July 29, 2017.

Rory Marin had a comfortable lead in AS in his 2002 Chevrolet Corvette Z06. He was followed by Hector Curiel in a '17 Camaro 1LE for second place. Randy Kauffman, in a '16 Corvette, rounded out the top three.

John Leckrone finished in first place in BS in his '16 Ford Focus RS. He was followed by fellow '16 Focus RS driver James Moss in second place. Robert Taylor took the last podium spot in his '99 Corvette fixed roof. Jamie Leckrone led Carole Zepeda in BSL. Leckrone in a '16 Focus RS, Zepeda in a '17 Focus RS.

The all-Miata CS-class was led by David Peterson in a '16 model. He was followed by Mark Lewis in a '16 Club model. Arvind Govindaraj rounded out the top three in a '16 model.

The Toyo-baru twins took all the podium spots in DS, with Jonathan Stroud taking first in a '13 Scion FRS. Co-driver Eileen Blando was nipping at Stroud's heels in second place, with Kevin Bui taking third in a '14 Subaru BRZ.

Tony Rodriguez, in a '01 Toyota MRS, took first place in ES. He was followed by Ed Burghardt in a '00 Miata. Youmna Zalzal finished in third in a '03 MRS (MR2 Spyder). Soyun Lee led in ESL in a '00 Miata, with Andi Stolzman finishing in second in a '95 Miata.

Michael Do Couto finished in first place in FS in his '10 BMW M3. Gary Fazekas, in a '12 Ford Mustang, finished in second, with Clyde Hoffman taking third in his '14 SS.

Yongzhe Wen, in a '13 Focus ST, took first place in GS. Wen was followed by Al Andersen in

his '03 VW GLI. Christopher Smith rounded out the top three in a '13 Focus ST.

John Subosits ran uncontested in HS in a '08 Honda Civic.

It was an all-Porsche SS class, with Eric Lam taking first place in a '15 GT3. Co-driver Karlton Lew came in second, with Alec Storrie-Lombardi rounding out third in a '13 Boxster. Connie Lu ran uncontested in SSL in a '14 Boxster S.

Manny Pretti, in a 1966 Corvette, ran uncontested in BSPV.

Another uncontested class, John Paulsen took first in JA in a '09 Beril Kart.

Mary Pozzi, in her Camaro, took first place in CAM(-T). Manuel Ruiz came in second in his '70 Camaro Z-28 (-T), with Michael Erickson taking third in his '67 Chevelle (-T). John Payne came in fourth in his '10 Camaro (-C), while Artem Rakhov took sixth in a '08 Corvette (-S).

Adam Cohen barely edged out co-driver

Zachery Cohen for first place in SSR. They split seat time in a '04 Miata.

Samuel Flores ran uncontested in STF in a '02 RSX Type-S.

John Fabela finished in first place in STP in his '15 Mustang GT. Right at the back of his heels was Troy Jennings in a '14 Mustang GT. Kim Jennings ran uncontested in STPL in her '15 Mustang turbo.

Praneil Prasad led the all-droptop STR class in his '16 Miata. He was followed by Samuel Friesen in a '01 Honda S2000, with Kendall Barr finishing third in a '94 Miata.

Stephen Yeoh, in a 1989 CRX Si, took first place in STS. He was followed by Edison Ong in a '96 Miata. Neelu Yeoh, in a '89 CRX Si, finished in first place in STSL over Seajae Jennings. Jennings was in a '96 Miata.

Hal Dorton needed his fourth run to take first place in STU in his '03 M3. He was followed by Paul Tibbals in a '06 Subaru STI. Teddie Alexandrova rounded out third in a '13 M3.

The Toyo-baru twins once again filled the podium, this time in STX. Jeff Wong took first in a '14 FRS. Justin Tsang came in second in a '13 BRZ, with Jonathan Lugod taking third in a '16 BRZ.

Ben Martinez, in a '84 Van Diemen RF84, finished in first place in M (C-). He was followed by Bill Charron in a '72 Porsche 914-4 (E-). Greg McNair rounded out the top three in a '68 VW Dune Buggy (D-).

Pall Kormmayer led in N class in his '00 Acura Integra Type-R (SMF). Sean Dyer, in a '14 Focus ST, took second (SMF), with Dustin Yee taking the last podium in his '91 Suzuki Cappuccino (OSP). Tejas Vajjhala finished in fourth in his '15 FRS (SM).

NS was led by Daniel Marien in a '17 Subaru WRX (STX). He was followed by April Thompson in a '17 Mazda3 (HS) in second place. Dennis Lui came in third in his '08 Miata (CS), with Alex Lui taking fourth in a '04 Miata (STR).

Dwayne Komush handily led in P class in his '82 Toyota Starlet (DP). He was followed by David Culley in a '90 Miata (DP).

Isaac Acks had a comfortable lead in SM in his '06 Lancer Evolution. Don Lewis, in a '13 Fiat 500 Abarth, came in second, and Donald Lew rounded out third in his '84 Toyota Supra.

Micah McElravy, in a '91 Miata (C-), led in SP class. He was followed by James Creasy in a '65 Factory Five Cobra (O-). Creasy's co-driver, Dan Pellow, finished in third-place. Darrell Moskowitz, finished in sixth in his '94 Honda Prelude (D-).

Ben Freedman ran uncontested in T2 in his '95 M3.

Mark Scroggs led in X class in his '16 Camaro turbo (DS). Justin Moore came in second in his '05 WRX Sti, (FP), with Jimmy Au-Yeung taking third in a '06 Lancer Evolution.



Hector Curiel finished in second place in AS in a 2017 Camaro 1LE.



Kim Jennings ran uncontested in STPL in her 2015 Mustang turbo.



Connie Lu pilots her 2014 Boxster to first place in SSL.



Jamie Leckrone takes first place in BSL in a 2016 Focus RS.



Karlton Lew takes second place in SS in a 2015 Porsche GT3.

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STANDING

# A DREAM COME TRUE, THE LARRY ALBEDI STORY

**WHEELWORKS BY BLAKE TATUM**

San Francisco in the thirties and forties, had to be an exciting place to grow up. The modern problems associated with the city such as traffic, congestion, enormous living cost either did not exist or were just in their infancy. Just thirty years into the rebuild after the great earth quake San Francisco was a very vibrant place full of class and sophistication.

At that time the Bank of Italy was the major banking institution in this West Coast mecca. Naturally if you were employed at the bank you held a highly respectable position in society and probably felt that your son should follow your lead. A career in a profession of similar stature would be something a parent would want for their child, maybe something like an attorney.

Enter a 16-year-old boy. Tall, thin, thick combed back hair, big toothy smile. You have not a concern in the world other than your par-

ents insisting that you get a job. Their insistence is based on their desire to instill a strong work ethic at an early age.

This is San Franciscan born Larry Albedi. A kid looking for a job when he stumbles into a shop owned by the Bignotti brothers. Larry was looking for a job and just like most things in life the most insignificant event can change the course of your life forever. I do not know what convinced the Bignotti Brothers to hire Larry, but his good looks and his deep baritone voice

surely had an influence. Larry did not have a clue how this chance encounter would forever change his life.

In the very short term Larry was able to go home and tell his father that he had a job; in the long term this wandering 16 year old found a purpose in life that would forever change him.

Larry started at the Bignotti Garage as a flunky, sweeping floors, running errands, etcetera. As he became more trusted he was allowed to be a tow truck driver. All the while Larry was becoming entranced with the racecars that happened to be in the garage. As he sweep the dirt up from under the chassis he dreamt of the day when he could get behind the wheel of these beasts and drive them in anger.

He started out as the gofer on the race team. The guy that did all the jobs no one else wanted to do. Go-fer the gas, go-fer the tires, go-fer for the lunch, what ever needed to be done so the mechanics could concentrate on the racecar. His first race was at the Bay Shore Stadium in Oakland. Back then it cost \$2.00 to go watch the Sprint cars and the racing program had a drawing of two Sprints cars flipping on the cover to show how dangerous it was.

For the promoter the sell was the danger, for a kid like Larry the sell was the cars, the love of being around them, and the thrill of driving them. There was nothing like it.

Larry knew that driving and owning his own car was his ultimate goal. Larry also knew that his father's ultimate goal was for his son to be an attorney. What Larry's father did not know was his son was a pretty smart kid and was more than capable of finding his way through life by letting his passion be the driving force.

Larry paid \$85 for his first Sprint Car chassis. He was able to finagle most of the bodywork and some of the suspension to be included in the \$85 purchase. For the grand total of \$300 Larry had his first Sprint car.

Larry called Calistoga Raceway home, but tracks in Ukiah, Eureka, and Santa Rosa, saw Larry's big smile and ever present enthusiasm. One of the more unusual races that Larry participated in was in Hawaii and was promoted by Jerry Unser.

Larry learned that driving other people's cars was much more feasible than being the owner. Larry told his son that he did not have to own a car. He said that all he had to do was be sturdier than the car. By this he meant that most sprint car drivers did not worry about their retirement plan and the smart ones had their plot picked out before they put on the driver's overalls. Back then falling out of the car and letting your paper mache helmet protect your head was much safer than staying in the cockpit as the car performed whatever unnatural acts that inertia and momentum were casting upon it.

One day Larry was at the track and was patiently waiting for his ride to show up. At the same time the track referee Louie Vermeil (whose son went on to become the coach of the Super Bowl winning Saint Louis Rams) was



Larry Albedi Welcoming Jeff Gordon



Larry Albedi Interviewing David Hobbs

patiently waiting for his track announcer to show up. Well this was just like the day when Chocolate met Peanut Butter; they were just made for each other.

Vermeil took Larry up to the announce booth and explained the inner workings. Back then a racer got paid at the end of the night based on his finishing position. Larry asked Vermeil how much does the announcing job pay? And Vermeil snapped back "a lot more than you will make out there" as he pointed towards the racetrack.

Vermeil then headed back towards the track and in front of a small gathering of people he yelled back at Larry "I think we will all feel a lot safer with you up here" (referring to the announcer's booth).

With Sprint car drivers dying faster than evaporating water on a hot summer day, Larry knew his days of driving the open wheeled death traps were over once he got married. His first child cemented the deal. However he was not ready to give up his passion so he joined the SCCA because it was safer.

He started racing in the San Francisco Region of the SCCA back in 1956.

His first race was behind the wheel of a Corvette C1, at the First Annual Redwood Empire Sports Car Road Races at Arcata Air Strip. He finished second that day and found a new direction for his life.

Larry was in the middle of the Sports Car racing craze. He was friends with Kjell Qvale, Joe Huffaker, and Dick Stitch. He drove Aston Martins, Jaguars, Osca Formula Jr., Austin Healeys, and Renault Spiders. He even drove a VW Karman Ghia in a race at Cotati. Probably Larry's favorite car was his Bourgeault Formula Junior. He converted this car to a Formula "B" and won his first SCCA championship with this car.

SCCA had Larry hooked. His new friend Kjell Qvale helped him get his car dealership selling MGs, Austin Healy's, and Jaguars. Pretty soon Larry was racing at much safer venues like Candlestick and Stockton, because at that time they used state of the art snow fencing to keep racers and spectators out of harm's way.

For a while Larry ran the track at Vacaville. Running a track is second in financial risk factors right behind promoting. One day Larry was having a hard time getting a promoter to pay his bill,



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ABOVE: Larry Albedi 16 years old wearing his racing helmet and goggles



Larry Albedi in his FB



Larry Albedi Jaguar



Larry Albedi C1 Corvette

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so Larry had to come up with a way to get this promoter to pay up. One of the beauties of growing up during Larry's time was that his generation just figured things out. So while there was a break in the on-track action Larry decided to create some action of his own. He fired up his Cessna 182 airplane and landed it right in the middle of the main straightaway. Now with the Cessna blocking the road the promoter was forced to pay up otherwise he ran the risk of an angry mob of racers using him as a human corner pylon.

Where Larry's racing career did not bring him fame and fortune, his announcing career at least brought him fame. Larry's voice was something right out of a movie. The deep clear sound was designed for Auto Racing. Before the days of the sidekick color announcer Larry would spend hours before an event prepping for the race. He studied the racer's history, knew the cars they drove, knew what city they were from. He once said that he tried to make the racers look like heroes because that way they would always want to talk to him.

During the height of Riverside Raceway, Ontario Motor Speedway, and Sears Point Raceway, a race fan knew only one voice over that PA system. It was Larry Albedi. As the Monterey Historic Sports Car Races grew in popularity there was only one voice telling the patrons the difference between a Genie and a Scarab. There was only one voice interviewing the likes of Phil Hill, Sterling Moss, and Carroll Shelby. There was only one voice that interviewed then Governor Ronald Reagan at Ontario Motor Speedway. It was Larry on every occasion. West Coast Auto racing would not have become the spectacular success it was without the voice of Larry Albedi.

After 55 years of involvement in SCCA Larry Albedi had to give up his life-long passion. There was no formal announcement, there was no final goodbye, there was not even a mention on the PA system. Age had finally taken the voice of Sears Point away from us.

Although he is gone, I can still hear his voice calling us to pre-grid, I can still hear him calling a race, I can still hear him laughing above the crowd at the social. I appreciate the contribution Larry Albedi had on the San Francisco Region of the SCCA. He is very deserving of his Hall of Fame induction.

Larry where ever you are we miss you and thank you for helping me on my racing journey by signing off my novice permit.

P.S. He did add a note "need to go faster"

P.S. He did add a note "need to go faster"

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# FULL BODY CONTACT

**BY BRUCE RICHARDSON, INDY RUNOFFS UPDATE FOR THE SPECRACER**

More than 1,046 entries have been received for the Sports Car Club of America® 2017 National Championship Runoffs® being held this year for the first time at Indianapolis Motor Speedway.

This outnumbers the old Runoffs record of 709 cars set in 2004 at Mid-Ohio. There are 49 SRF and 105 SRF3 entrants. Some of the local drivers are:

## SRF2

Barbera, Geno Man Cave Motorsports, Carson City, NV  
Harris, Todd Pro Drive Racing/Flat Out Racing/HMS, Portland, OR

Miserendino, Mike MBI Racing, Bakersfield, CA  
Richardson, Bruce AccelRaceTek LLCm Los Gatos, CA  
Stewart, Doug MBI, Porter Ranch, CA

## SRF3

Acker, TJ MBI Racing, Cindescency, Saugus, CA  
Aplass, Jerry Burrell Consulting Group, Inc., Newcastle, CA

Ballengee, Mark MBI RACING, Shafter, CA  
Black, John CSR Performance Olympic Valley, CA  
Booth, Bill Bulldog Motorsports, Cupertino, CA  
Condit, Corey Realty One Group, Scottsdale, Az  
Douglas, Lee LADCO Pipe & Piling/East Anglia, Portland, OR

Fosdick, Denny Team Widget/MBI, Riverside, CA  
Fogg, Steve MBI Racing, West Linn, OR  
Goudy, Paul Pro Drive Racing / Flat Out, Portland, OR

Marino, Paul Impress Communications, Chatsworth, Ca  
Milletti, Umberto Bulldog Motorsports & InsideVie, Hillsborough, CA

Miserendino, Mike MBI Racing, Bakersfield, CA  
Willes, Jack East Anglia Motorsports, Palm Desert, CA



AccelRaceTek will be posting photos and updates on the trip to and at Indy with a focus on SpecRacers. To get these updates follow the Instagram account #accelracetek or go to our website www.accelracetek.com and click the Instagram logo at the bottom.

## SPECRACER ENTERPRISES & CSR NEWS

**GEN3 IDLE PROBLEMS** - Some GEN3's are having problems with the car idle. This problem typically is caused by one of two components. The first of the problem components can be the idle control valve. When this valve goes bad the car will not idle below 1,000 RPM. If you think this is your problem you can take the valve off and put 12 volts to it to check to see if it is actuating or just replace it with another one. The second problem can be with the throttle body. Some of the throttle bodies worked OK with the GEN2's but not on the GEN3. The symptoms for this problem is varying idle performance, idle going up and down. If this seems like the problem you should send the throttle body back to Mike Davis or get one from a CSR or prep-shop that has been upgraded. The upgraded throttle bodies have a new tight fitting butterfly valve. Note that this new butterfly can only be replaced by SCCA-E.

**GEN3 GEAR SETS** - New gear sets are available and some of the region's SpecRacers are running the new gears. No feedback on the performance other than they are working as good or better than the stock ones.

**WHEEL HUB UPGRADES** - Great news, wheel Hubs have been revised to provide a tighter fit to the bearings. All hubs from SCCA-E from this point on will have the new tighter fit. These new hubs should give longer service with multiple bearing changes.

**GEN3 CLUTCH STATUS** - The current clutch from SCCA-E is performing well and giving a good service life. The current Tilton organic clutch material disk is the only one available at this time.



Connor Solis in his after lap record race.

**BRAKES** - The new Wilwood calipers have been approved for production. The new calipers will not be available for distribution until after the 2017 Runoffs.

## SPECRACER FORD DOUBLE REGIONAL 9-10 UPDATE

The race at Laguna turned out to be a great long weekend. The racing started Thursday with an HOD day. About a six pack of SpecRacers signed up for the day. It is great to have these HOD days prior to race days, it makes it easy for drivers to get additional track time and it is a great opportunity for crews and friends to get on the track. It was cool to see the LugWench out on the track in her green Miata, look out Hank.

The weather was great for the entire weekend with the temperatures in the 70's and a breeze. There were 40 entrants but only 33 made the race, some were no shows and a few dropped out due to mechanical issues. The Hard Charger awards went to Brandon Lewis he moved up 10 places in the Saturday race and Court Cardinal moved up 6 places in the Sunday race. Also, Connor Solis got a track record in his SRF with a time of 1:41.645 in the race Saturday.

RACE 1	GEN3	GEN2
#1	Mike Miserendino	Connor Solis
#2	Lee Douglas	Nei Ng
#3	Bill Booth	Hank Raymond
#4	Mike Smith	Joe Briggs

RACE 2	GEN3	GEN2
#1	Mike Miserendino	Connor Solis
#2	Paul Marino	Hank Raymond
#3	Lee Douglas	Joe Briggs
#4	Dustin Decker	Mike Boyle

With only two weekends left the points standings for SFR & SFR3 are below. At this point both Bill Booth and Connor Solis have a commanding lead in the points for the season championship title.

SFR3	DRIVER	POINTS
#	DRIVER	POINTS
1	Bill Booth	377
2	Umberto Milletti	304
3	Bill Jordan	294
4	Court Cardinal	258
5	Dustin Decker	253
6	Jerry Aplass	234
7	Brandon Lewis	233
8	Jim Devenport	222
9	David Kay	216
10	Lee Douglas	214

SRF	DRIVER	POINTS
#	DRIVER	POINTS
1	Connor Solis	550
2	Hank Raymond	413
3	Joe Briggs	406
4	Nei Ng	336
5	Bruce Richardson	322
6	Yehia Eissa	280
7	James Chartres	262
8	Geno Barbera	242
9	Gary Umphenour	213
10	Tanner Briggs	201



# NOTES

from the *Archive*

## GARAGE SALE FIND

BY GARY HORSTKORTA



Gary Horstkorta

Forno's trophy from Thompson second OA and 1st in class

Garage Sale Find, now what does that have to do with racing with the SFR? This story began when I received an email from someone I did not know, asking if I would be interested in some old SF Region magazines and if so the person said they would be happy to donate them to our archive. They went on to say a garage sale was planned to dispose of a deceased friend's estate which included other car related items. I made arrangements to meet at their home a few days later but not really knowing what I would find.

Arriving at the home I was greeted by the home owner who explained her good friend had been very close to the deceased and all the items for the garage sale had been stored by them for several years. Proceeding to the garage all the items (and there was quite a bit) were already sorted onto tables. She showed me the SF Region items which consisted of several old issues of The Wheel, a few race programs and issues of SportsCar. As I looked around at the other items, I found several books of interest; an original, still sealed in the box, plastic model of an Alfa Romeo Giulia Sprint GTA and additional magazines.

Then I spotted a couple of old trophies among the other items and my host said there were two more she would retrieve. While the four trophies were not from SFR races, they were of interest because they were from historical eastern race venues - Brynfan Tyddyn, Giants Despair and two from Thompson Raceway. I bought the trophies, books and the model then gathered up the donated SFR material and departed the garage sale.



Gary Horstkorta

Vic Forno's trophy from Giants Despair Hill Climb 1956

Before heading home, I drove a short distance to meet the deceased's best friend who had stored all his belongings and still had several boxes of items to dispose of. He asked if I was interested in any of the old racing photos and gave me a nice stack of black and white images from what looked like the 1950's. These would provide several important clues to my research later on and some of the images are part of this article.



Vic Forno in Jaguar outside local car dealership

A few days after returning home, I took a good look at the trophies and inscribed on one of the Thompson trophies was the name Phil Forno. Curious, I did a little research on the Internet and found three racers with the last name of Forno, all of whom raced SCCA events in the 1950's and early 1960's. More research revealed that Vic Forno raced at Brynfan Tyddyn, Giants Despair, Thompson, Watkins Glen and several other eastern race tracks. Checking race results for the first three venues showed the three of races matched the three trophies.

The fourth trophy inscribed with Phil Forno's name also showed the venue, date and finishing position. Pulling up race results from old copies of SportsCar, I found the exact race with Forno's finishing position plus the car he raced, a Porsche RS. I began checking other race results for Forno around the same period and found quite a few from 1956 into the early 1960's. Along the way I discovered Phil Forno had been a mechanic/test driver for the famous Alfred Momo which led to his becoming a team driver for the even more famous Briggs Cunningham. Forno's teammates include four of the best drivers of their day - Cunningham, John Fitch, Ed Crawford and Walt Hansgen. Wow, I had a trophy for a Cunningham team driver, what are the odds of that happening?

This brought up a several questions - were Vic and Phil Forno related? How did the trophies get to the west coast? What happened to them after they finished racing? It took me a couple of weeks to find answers to these questions with information I found on the Internet, in a few books and emailing other enthusiasts who might have some information. I am still not finished with the research but I now have a good understanding of the Forno's background.

Vic Forno was from Endicott, New York and Phil Forno was his son. Vic was involved with a local foreign car dealer and began racing a



Phil Forno with Moto after winning race at Thompson in 1959



Forno in Cunningham Lister Jaguar he shared with Walt Hansgen



Phil Forno, 2nd from right at Jaguar Tech Training in UK

Jaguar XK-120 in mid-1954 and continued through 1956. Then for some reason he moved to the west coast where he raced sporadically at tracks including Phoenix, Palm Springs, Oakland Airport, Laguna Seca and Cotati. His last race was in mid-1963. He lived in San Jose and San Joaquin Valley where his primary hobby was racing slot and radio control model cars until he passed away several years ago.

It appears Phil Forno followed in his father's footsteps and became involved in the auto industry initially as a mechanic. After graduating from high school and since his father was involved with a dealership that sold Jaguars, he was enrolled in the Jaguar Training School at the factory in the England. Upon finishing his training and working at the dealer level for a period, he was able to land a job with Alfred Momo, a very famous engineer and mechanical whiz who had his own foreign car repair facility in New York. Proving his skill as a mechanic, Forno was soon promoted to preparing and testing Porsche and Jaguar race cars.

Prior to joining Momo's shop and shortly after turning twenty-one years old Forno ran his first race at Brynfan Tyddyn in his father's Alfa Romeo Giulietta. His next race was at Thompson Raceway in a Lotus 11/Maserati. With his excellent mechanical skills and racing experience and with Momo becoming a member of Briggs Cunningham's team to look after all his race cars, Forno joined the team as well. In mid-1957 he was given a chance to drive one of Cunningham's Jaguar D-types at Thompson where he finished fourth overall.

Proving he was a competitive driver, Forno would continue with the Cunningham team in his dual role as mechanic/driver until 1963, racing in twenty-one races. He had his greatest success in a Porsche 550RS which included a number of podium finishes and a couple of overall wins. He also raced the D-type, a Cooper F Jr., Lister-Jaguar, OSCA, Lotus-Elite and raced a the Sebring 12 Hours and was a reserve driver for Cunningham's team at Le Mans on a couple of occasions. After his racing days, Forno became a car dealer eventually becoming president of a dealership which he ran for many years. He passed away in late 1999.

So the mystery of the four trophies has been solved with quite a few surprises encountered along the way. I've corresponded with several interesting people and websites that provided pieces to the puzzle and look forward to adding more details to the story. It's been a fun journey and there is truth in the saying, "The thrill is in the chase".



#83 Nick Sommers leads the large field of Spec Miatas up the hill into turn two. Nick took two out of the three races during the weekend.

# DOUBLE REGIONAL 7 AND 8 SPEC MIATA FESTIVAL

BY LYNNE HUNTING PHOTOS BY AARON MEYER

With the announcement of the 2018 SCCA Runoffs at Sonoma Raceway, it didn't take a rocket scientist to figure out that attendance at the San Francisco Region's lone trip to the Wine Country would produce a full paddock. Add into the mix a favorable weekend on the calendar far enough away from the country's celebration of Independence; and a full paddock is what we had. The SFR Championship Series Regional 7 & 8 Featuring Spec Miata Festival was a weekend that reminded everyone that there are still plenty of racers out there. You just have to have the right event.

SFR played host to three SCCA National administrators: Eric Prill, Vice President & Chief Operations Officer; Deanna Flanagan, Director of Club Racing; and John Bauer, Director of Technical Services. They were observing SFR operating a club race at Sonoma, and meeting with SFR Chiefs and race officials. This was a

fact-finding and learning mission in preparation for the 2018 SCCA National Runoffs at Sonoma Raceway.

The weather was warm and breezy. The car count was up from previous events, with an average of 223 for each race, and that's not counting the visiting PCA cars in Group One. SFR is on a

streak. For the fifth consecutive race weekend, ten races later, The Region That Knows How, has beaten all odds to have no rain races yet for the 2017 season. Some of our Novices will get their Regional Licenses and still have no rain

As with all of our 2017 regional races, the Sonoma weekend was a double event, which

basically means the competitors get two full races to test their expertise on the technical 2.52 mile elevated road course. Although the track lacks that long straight to really leg the car out, it does call for a high level of concentration, as a faulty move can lead to expensive repairs.

With all fifty classes shoehorned into six run groups, and a slot sale to the Porsche Group, track time was at a premium. There is nothing like a full paddock and the constant sound of cars racing at full song to create an excitement in the air.

The Friday schedule was consumed with practice and qualifying, so the first session that meant anything was mid day Saturday. Luckily the San Francisco Region schedule gives the competitor a qualifying session for each race. Absent a significant influx of new entrants, the Saturday and Sunday qualifying orders have the tendency to mirror each other.

## GROUP SEVEN

The feature group of the weekend was the first group to take to the track in anger. Group Seven is made up of Spec Miatas (SM), Sealed Spec Miatas (SSM), and Spec Miata Tire (SMT). Although all the cars in this group are the fabulous Mazda Miata, there is actually three different races going on in this group. For the casual observer the only way to tell who is leading which class is to read the four inch high class designation on the side of the car, which can be difficult because most of these racers enter multiple classes during the weekend; so it is not uncommon to see three class designations on the side of the car. It is also not uncommon to see the decals of NASA on the side of the car which is a constant reminder that we are not the only game in town anymore.

Fifty cars signed up for the weekend, but due to three no shows, 47 took the Green Flag. In a normally highly contested class Nevada City's own, Nick Somers, won the race in a flag to flag victory, driving No.83 1993 Miata. His father, Greg, is his Crew Chief and Bottle Washer and biggest fan. Nick was one of two teenage winners in the field. One of the other talented teens in the group, Tommy McCarthy/No.23 2001 Miata in the SM Class was a DNS.

Second and third in SMT were veteran Marco Gallaher/No.8 1990 and Andrew Holifield/No.44 1991.

With SMT cars taking the first four positions, one had to go back to the fifth car to cross the finish line to find the winner of the SM class, which was the other teenager, Robert Rodriguez Jr., of Danville CA in No.46 1999 Miata Rodriguez started the race from the fifth position, and had a great opening lap passing two of the SMT cars gridded ahead of him. He fell back to fifth and maintained that spot until two laps from the end, when Glen Cherry out of Vacaville took the class lead. Rodriguez was not going to be denied and was able to get around Cherry on the last lap of the race.

Back in 15th overall was the winner of the SSM class - Helmuth Jones, driving his No.63 Red



#97 DSR Kurt Ladendorf and #71 FB Rod Rice



#4 Todd Harris and #99 Greg Umphendour side by side cresting turn 3a

Orthopedic Associates of Northern California 1991 Miata. He made it as high as 14th overall, but was displaced by the faster qualifying car of Tupper Hull/No.50 1990 Miata. Jones finished the race seven positions higher than he qualified, after overcoming three other competitors in his class which had out-qualified him. The task was helped along when Alan Gjedsted/No.14 1990 Miata had a fan belt come off and his car would not start.

The top Novice was Joseph Ysais/No.16 SMT 1991 Miata, finishing seventeenth in Class, twenty-fourth overall. Four other Novices, all in SMT, finished further down the line - Yoni De Buele/No.91 1997 Mazda Miata; Tyler Lee/No.54 1991 Miata; Michael Herbert/No.43 1999 Miata; and Daniel Deluna/No.22 1990 Miata. Well done, Rookies. You're on your way to a Regional License!



#89 FC Paul Marino and #44 Jon Brandstad approach turn seven. Both won their class on Sunday



#78 Robert Sachs 2005 Lotus Elise and #44 Nate Stacy



#80 Angelo Zucchi at speed in turn ten



The 47 car field jockeys for position through turn 3 and 3a

## GROUP SIX

The next race of the weekend was the Group Six competitors. Before the Generation Three (Gen3) racer was introduced, this used to be a one-class-only group; but with the faster variation of the Spec Racer Ford hitting the tracks three years ago, SCCA was forced to allow the older Generation Two (Gen2) cars run in a separate class. With a healthy field of forty-seven cars racing, this is a very competitive, yet close-knit group of racers. Five cars DNS. The drivers hailed mostly from SFR, with out-of-region drivers from Oregon, Northwest, Cal Club and Houston Regions. It's called Runoff-Reconnaissance.

Perennial Runoff competitors Mike Miserendino/No.11 2011 SRF3 and John Black/No.17 1985 SRF3 fought for the overall honors of the group. Miserendino lead flag to flag, with Black doing all he could to take the win by turning in a lap almost two seconds faster on the final go-around. The fastest lap of the race and new track record was turned in by Jack Wiles/No.90 1988 SRF3 one spot off the podium. His lap was 76.638 mph/1:47.328.

The Generation Two Spec Racer Fords are about four seconds a lap slower than the Gen3 cars. To find the winner of this group, one had to look back to the 23rd overall finishing position, where Connor Solis/No.22 SRF finished first amongst the Gen2 cars. Solis fell back as far as 33rd overall before he made a steady climb to the top rung of his class. There were 12 drivers in this class.

Hard charger of the race was Court Cardinal/No.88 SRF3 who started the race in the 41st position and ended up 18th overall and in class, by virtue of not posting a qualifying time.

## GROUP 4

Group 4 was the next race on the bill. This group is supposed to be the small bore formula cars, but as of the last few years the larger faster 2.0 litre Formula Continentals have been added to the group. Nineteen cars took the green. While that is not quite comparable to the numbers of Groups Six and Seven, this was a respectable showing for a group that has been on life support



#48 ITE Skip Rebozzi, #71ITE Igor Lyustin, and #92 SP Nicolai Elghanayan race up to turn seven



#95 GT1 Rob Davis leads, #81 ITE Behram Soonawala, #19 ITE Mark Kibortt, #01T2 Tim Wickersham



#23 Jim Devenport sets his eyes on the entrance to turn four as he leads #57 Bill Booth

for the first half of the regional season.

Five Formula Continentals (FC) were entered but only two showed up for the race. Scott Vreeland/No.51 2001 Van Dieman lead flag to flag, had the fastest lap of the race, and beat the second place FC car of Lyn Greenhill/No.88 2002 Van Dieman by 22 seconds.

Third place overall was the Formula 500 of Jeff Jorgenson in No.84 2004 Novakar Jw-10. Jorgenson is a very accomplished driver, and it would be nice to see some other F500 show up and give him a run for his money.

Seven Formula F (FF) cars showed up. Chuck Horn driving No.54 1993 Swift DB6 powered by a Honda motor finished first

amongst the FF. Second in FF was Jon Brandstad driving his No.44 1991 Swift DB6 Honda. Michael Bernstein, who came from the very active Solo program, finished third in No.12 1990 Swift DB1.

Club Ford (CF) had five entries. The winner was Tom Duncan in his No.27 1981 PRS RH02F, with the second fastest time in the class. Michael Edick, driving No.36 1976 Le Grand Mk21, set the fastest time in his class and was leading with one lap to go when his car ran out of gas.

Formula Vee had three cars show up and run. This is not much compared to days gone by, but for this year that is three more than the number that have shown up so far this season. Stephen Saslow won the Saturday race by putting down some pretty respectable times in his No.09 2011 Vortech. Stephen was good friends with Formula Vee legend, the late Brian McCarthy; and he made sure to acknowledge his absence by listing Brian as his sponsor for the race weekend.

## GROUP THREE

Early afternoon brings out the loud ground pounding machines, which is what Group Three is all about. It has the potential for fifteen different winners, but rarely are all the classes represented. This group has everything from pur-

pose-built tube framed fiberglass bodied cars very loosely based on a production car, to production cars very slightly modified. Nine of the fifteen classes were represented at this event.

Nate Stacy running out of the Flying Lizards racing garage must have really liked the warm weather, as he not only had a flag to flag victory - he put down the fastest race lap of the group. On Lap Three, he turned a 1:38.687 in his No.44 GT1 2015 Porsche 991. Stacy hails out of Owasso Oklahoma and was most likely out here trying out the track in anticipation of next years Runoffs.

The next three positions were taken by ITE competitors with Cameron Rogers in his No.67 1999 Mazda RX7. Rogers moved up two spots from his starting spot to take the second overall spot. Nicolai Elghanayan driving No.92 2013 Lotus qualified third overall and ended up in the fifth spot; but the Muellerized Lotus driver took first overall in the Super Production Class (SP).

Kip Olsen showed up in his No.2 Driving Ambitions 2000 Honda and not only won his in class (T1), he set a new track record doing so.

Conditions were prime because the T2 winner also set a track record, and that was Tom Wickersham. Again. Tom parks his No.01 2012 Mustang in the Competition Autowerks Coral, and he beat seven other T2 competitors all driving Mustangs.

Jim Rappaport out of the Reno Region drove his No.17 2011 Porsche Cayman to the GT2 victory beating out two other GT2 competitors. This was a new car for Rappaport running its first race.

David Allen/No.61 SS, Wilson Powell/No.77 EP, Bill Okell/No.7 NL, all won their class, but unfortunately there was no competition in their respective classes.

After four morning races with plenty of action and entertainment in the books, the volunteers were able to break for lunch. Then, after a full SFR lunch and brief period of inter-action with their fellow volunteers, they promptly occupied their stations and got ready for the second half of the day.

## GROUP FIVE

The first race after lunch was the Group Five cars, with a 51 car field. However, only 43 raced. This group usually has the Spec Mustangs (SMG) taking the top honors. Pole Sitter Roger Eagleton, driving David Ray's No.30 2007 Mustang made sure the class stayed true to form, as he had another flag to flag victory beating runner-up Clark Nunes/No.79 by nearly 16 seconds. Eagleton also turned the fastest race lap of 73.905 mph/1:50.627. The battle for second was close the entire way between Robert Rodriguez, Jr./No.28, Jason Hoffman/No.18 and Nunes. Officially, after penalties were assessed, Nunes ended up second overall and in SMG. Hoffman finished sixth in class after a penalty for passing under yellow, and Rodriguez ended up eighth in class after a time penalty.

Anthony Bonino/No.90 SMG had a crash and DNF. He was not hurt.

Kurt Kaub driving No.80 Volkswagen Sirocco showed the rest of the world that you do not have to drive a Mazda Miata to win ITA. Kurt was able to keep the Mustang of Don Van Nortwick/No.75 between him and the second



#99 SRF Greg Umphendour, #53 SRF Michael Boyle, #9 SRF Joe Biggs



#19 Mark Kibort



#16 ITX Brendan Hermalyn, #88 STL Mark Gordon

place finisher Andrew Holifield/No.44 Miata

Ben Brandt/No.57 took on a field of seven other cars, all Mazda Miatas, to win ITS. Ben finished fourth overall with the nearest competitor in his class ten places further back.

ITX had ten competitors all driving Mazda Miatas. The class was won by the 15th overall finisher Derek Stewart/No.17. He beat out Helmuth Jones/No.63 who had already won the SSM class earlier in the day. Jones' sponsor is an Orthopedic Group. I wonder if his crew tells him to break a leg before each race?

STL had five competitors with the Miata of Wilson Powell/No.77 beating out Wesley Mollno/No.10 who was visiting out of Cal Club. Powell really had his car roaring compared to his competitors with qualifying time of over four seconds faster than the second place qualifier in his class. On his cool-off lap, he stopped at Turn Seven to present his Checkered Flag to Flagger Alan Mertens.

Bruce Trener, driving his trusty No.2 2002 Acura RSX, had no one else show up in his class, so he raced anyone around him. He started 15th overall, and by Lap Eight, he moved up to ninth overall. Trener finished fifth overall, and I'm sure he was completely satisfied with his performance, with the class win in STU.

Izzy Sanchez/No.8 2006 Mustang won T4 and Patrick Casey/No.15 1990 Miata won GTL. Both of these guys showed up wondering where all of their competitors were. If you own a GTL car or a T4 machine get your car out there, these guys want to race you!

## Group Two

The last SCCA race of the day was Group Two. It is affectionately called wings and things. Thirty-three cars, of the 39 entered, showed up in to race in this group, which is pound for pound the most expensive group of race cars in SCCA. And the fastest. But not loud. There were no sound advisories for this group. There are significant speed differentials in this Group, so they had a split start. The guy that has been dominating this group left his car at home.

Jim Devenport decided to race in Spec Racer Ford this weekend, which left the door open for P1 driver, Charles Chi in No.98 2016 Norma M20FC, to fill the void. Chi took first overall and first in Class, but he had to battle Pole Sitter Rod Rice/No.71 FB Stohr F1000 for the first six laps

Finishing right on the tailpipe of Chi was the first place in P2 and second overall (at the Checkered Flag) - Tim Day, Jr./No.10, who calls Scottsdale Arizona home. Day was only 0.157 seconds behind Chi at the finish, and he made one last valiant attempt to pass in Turn Ten and there was side to side contact under a double yellow, but Chi prevailed ... and then pulled off past the Start stand, with a flat tire. Day runs out of Cal Club, as does the third place finisher and second in P2, David Ferguson/No.75. 2003 Mazda Van Diemen. I did not talk to Day or Ferguson, but it's a good hunch they showed up in preparation for next years Runoffs.

Day went from hero to zero. He set a new track record of 1:34.940 for the P2 Class, and was also assessed a three position overall penalty by the Chief Steward, with the results showing him finishing fifth overall, second in class.

Chuck Bona III showed up after a very extended absence and had a good showing. He took his 2009 Stohr WF1 to fifth overall and third in his P1. He improved 11 positions from his grid spot - which was last of the first group, as he did not run Qualifying.

Formula Enterprise had four cars show up which is three more than what we have been seeing. These cars look good, they are fast, and they have lots of sex appeal; but for some reason, they have not taken off in our region. Bradford Shaffer/No.8 won the class out of the Cerini garage, after starting second of the four. Bradford beat Jeff Read/No.18 whose day job is selling the coolest cars in the world at Fantasy Junction. FE Pole Sitter, Brandon Aleckson/No.83 normally dominates this class, but during a full course caution he ran up the back of a fellow competitor as he anticipated the green flag coming out which ended his day after tapping the Turn Ten wall.

Sports Racers took the top six spots. The guy who showed everyone that full-bodied cars are not everything was Rob Riner in his modified No.91 Star Formula Mazda. Riner enters in Formula S, which is basically Formula Libra. Gregory Perrin/No. out of Kailua Hawaii must have found a pineapple express as he made up 20 positions from his starting spot to finish second in FS in No.42 Pro-Formula Mazda. What makes this even more exciting was this group spent the last five laps of the 18-lap race under caution.

Carter Williams, from Cal Club, is in his second year in the VMB Driver Development program. The 18-year old won the Formula Atlantic Class, driving No.55 World Speed Formula Speed car. Williams improved ten spots over his starting positions. In addition to winning the West Coast and Triple Crown National Championships in the Formula Car Challenge Series, he also competed last month for Cal Poly Racing in the Formula SAE Competition, finishing ninth overall. Finishing behind Williams was Colin Mullan/No.72 in another of the Cal Club World Speed cars. Gregory Perrin/No.42 was third. He originally entered as FM, but changed to FA as he was driving a Pro Mazda, not the Star Mazda Car. This weekend there were ten Star Mazda cars. It was good to see them running with us again.

Formula Mazda was won by Bill Weaver/No.67, who gained nine positions. Second place was Stew Tabak/No.28 who hails from Stockton California, followed by Brad Drew/No.78 in third. Back in the day Derry O'Donovan/No.77 was the dominant force in this group. O'Donovan says right now he cannot match Weaver's speed. When asked, he said "Weaver is on his game, his stuff is fresh, and he has everything prepared. With the Runoffs coming to Sonoma, a lot of the FM guys wanted to get back in the SCCA game." There is one thing he does not miss, however, and it is the fendered cars in their run group. O'Donovan finished fourth in FM.

ASR had three cars entered. The winner was Steve Zadig driving No.88 Norma M20F, which was 12 spots ahead of Roger Hett in No.34 1999 Downs Engineering Realm Runner, which is a front engine Sports Racer powered by a Suzuki Hayabusa engine. The third car in the class was Scott Meyer in No.21 Elan NP01 Prototype, which was designed to compete in the NASA prototype series. It would be nice to get a contingent of these cars showing up at SCCA events.



#77 SRF James Chartres, #28 SRF Bruce Richardson, #14 SRF3 Paul Marino, #55 SRF Stephen Controulis



#15 P1 John Shine, #2 Pro Mazda Gregory Perrin, #71 Fb Rod Rice



#89 FM Bruce Semler

DSR was a two car affair with Kurt Ladendorf driving No.97 AMAC AM5 Suzuki Powered machine beating out the father of DSR, Robert Fox, who drives No.94 AMAC Squirt, who retired early on in the 18-lap race. Ladendorf had a spin in Turn Seven which caught out

The fastest car in the field was the Formula B (FB) of Rod Rice which turned in a time of 95.526 mph/1:33.985, but his car only lasted 12 laps. He finished first (and only) for FB, but was credited with P30 on the results. Although he lists SFR as his Region of Record, Rice hails from Austin Texas; and you can expect to read more about him when the Runoffs roll around.

With the SCCA races finishing mid-afternoon, the rest of the day was filled with the Porsche Club of America and Qualifying for the Sunday races.

## SUNDAY RACES

### GROUP SEVEN B

The Group Seven B cars rolled out at 11 am to hammer out their first race of the day. Since this was the Spec Miata festival weekend these racers would have another chance at the end of the day to race again. The question leading into the race was could Somers sweep the weekend? Or could Marco

Gallaher/No.8 make a move and hold Somers off?

Even though the first two starting positions were the same as Saturday the end result was swapped. The two leaders were turning lap times in the low 1:56 range when on Lap Five Somers missed a shift coming out of turn 11. That was all Gallaher needed, and he was able to get by. From this point on, Gallaher had to battle Somers and the yellow flags. A full course caution for a stranded car on the outside of Turn Five brought out the first caution. The second full course caution flew when there was a crash on the front straight a lap after the restart. Gallaher was able to get good restarts and held off the relentless Somers. Andrew Holifield/No.44 finished third in class, fourth overall. The top three SMT's battled each other around the track, making for an exciting race, lap after lap. The race ended under caution with the rubber game of the weekend set up for the Festival Race.

Robert Rodriguez/No.46 won the SM class, finishing third overall; but more importantly, he set fast time of the race of 78.052 mph/1:56.230, which meant he would start on the pole for the Festival Race. Wesley Molino/No.10 finished second in SM, sixth overall.

Way back in twenty-fourth was SM's third place. Todd Launchbaugh/No.3 1999 Mazda. He had qualified third overall and finished third in SM. However, Sunday, he started shotgun on the field (P40 of 43) due to a gearbox issue and no Sunday qualifying. He made it up to 24th by the half-way mark.

With his fan belt fixed, Allen Gjedsted/No.14 was the class of the Sealed Spec Miatas. He says he really likes Sonoma and wishes we raced there more often. Gjedsted felt really good about the weekend and his times reflected that. He gave a shout out to Helmut Jones/No.63 SSM as he has taken the next step up and has started to run with the front-runners. Ross Lindell/No.76 came in second and Jones was third.



#79 Clark Nunes



#2 Bruce Trener in the ever-faithful Integra



#67 FM Bill Weaver and #55 FA Carter Williams go at it



#98 P1 Charles Chi shows #17 FA Julian Kift the fast line through turn ten

### GROUP SIX B

There is something about these Spec Racer Fords. The guys that race them have a great time, the cars have really gotten fast, and the camaraderie amongst the drivers is unequalled. Oh, I forgot to say, the class is very competitive!!!!

Pole Sitter Mike Miserendino/No.11 SRF3 out of Bakersfield, California took the second race of the weekend. However it was not as easy as the Saturday race (like winning any SFR race is easy). His nemesis, John Black/No.17 SRF3, did everything in his power to take the top spot away and make his drive home sweeter. Black was able to lead for four laps before Miserendino took over the lead for good. Jack Wiles/No.90 took third in class and overall.

SRF Gen 2 saw Connor Solis once again take the class victory. Which on the surface sounds like a ho-hummer. But the action behind Connor was never ending. Take for example our own James Chartres/No.77. He started the race seventh in the Gen 2 group. On the first lap he had contact with Stephen Controulis/No.55 in Turn

Two. On Lap Five, Gary Umphendour/No.98 and Chartres ran out of racing room at the exit of Turn Eleven forcing some off-road racing. The Safety Car came out on Lap Six. Lap 12 saw the cars of Hank Raymond/No.12, Joe Briggs/No.9, and Nei Ng/No.48, tangled in a Spec Racer Ford Pretzel at Turn Seven. All the drivers were ok, but Briggs collected a two-class position penalty.

And finally, on the final lap of the race, Umphendour and Controulis decided they wanted to see if two cars could occupy the same space in Turn Two. Chartres ended up third in the race and was able to collect his first podium.

Umphendour was named Driver of the Weekend, selected by the F&C Crew. "He showed great sportsmanship by staying out of the way of the faster competitors and running very clean races."

### GROUP FIVE B

If you say the names, Eagleton, Hoffman, and Nunes, sounds like a name for a rock band out of the seventies, I don't know about their musical talents but these guys sure can rock the rolling

hills of Sonoma Raceway. Roger Eagleton/No.30 SMG Mustang is perfect for Sonoma for 2017 with his second victory of the weekend. He also turned the fastest race lap of 82.154 mph/1:50.427.

Jason Hoffmann/No.19 SMG Mustang got into the groove of the track and the car after a three year absence from Sonoma and laid down some times that he was quite proud of. He was runner-up. Hoffmann had a steering knuckle break during his Saturday qualy session, and wanted to thank his dad Jeff and the Spec Mustang Community for making sure he got back on the track.

Clark Nunes/No.79 SMG Mustang finished third in class and overall.

Bruce Trenery came in fifth overall in his Acura RSX and first in STU. This has to be the best race car for the dollar, as Trenery has won several championship with it; plus Bruce has probably had more fun with this car than any amount of money can ever buy. He tells me he probably has 400 hours of track time with this car. I asked him how he finished so high; and he said that he just drove around and didn't hit anybody. True modesty.

Wilson Powell and Derek Stewart exercised their advantage over the competition in the second race of the weekend and again beat all comers. Powell again gave his Checkered Flag to Flagger Alan Mertens on Turn Seven, this time with a nice speech.

ITS saw Ben Brandt/No.57 Miata (first) put Tao Takaoka's/No.72 Miata (second) fire out, while Scott Wilcox/No.12 Miata (third) was left with curling up the hoses.

ITA was the biggest IT class when I first started. The likes of Datsun 240Zs and Mazda RX3s would rule the day. Redwood City's Andrew Holifield/No.44 Miata won the ITA class by a knockout over the Saturday race winner Kurt Kaub/No.80 Miata. Glen Cherry/No.81 Miata lost



#27 STL Ken Fukuda



#19 Mark Kibort



Members of the E-Crew demonstrate what it means to ride shotgun at the Spec Miata Festival at Sonoma Raceway.

his second place finish due to a three position penalty for passing under yellow.

Veteran Izzy Sanchez/No.8 Mustang in T4; Bill Okell/No.1 MG in NL, and Patrick Casey /No.15 Miata in GTL were looking on the entry list for people to race against.

Another (mystery) winning driver in this group stopped at Turn Seven and presented his Checkered Flag to a surprised Karen Cantu, of the Emergency Crew.

This group had 16 classes, with 48 entries, but only 39 raced. Three drivers were penalized positions in class.

#### GROUP TWO B

Arizona P2 driver, Tim Day Jr/No.10 2006 Stohr made sure his trip to Northern California paid off. On Saturday he raced P1 driver, Charles Chi/No.98 2016 Norma, hard for the overall victory and set a track record. On Sunday after a very spirited race between the top four cars in this group, it was Day's day. After spending the first half of the race in second place, Day found his way around Chi and never looked back. Day finished first overall, first in class, and set a new track record of 1:34.778 for P2. Chi was leading the first eight laps only to fall back to fourth place on lap nine. Chi stayed there until he was able to get past Bruce Brown/No.62 2007 Stohr out of Merced California, on Lap 12. Chi then set his sights on P2's David Ferguson/No.75 2003 Mazda VanDiemen; and with two laps to go, Chi was able to make the pass stick and finish in second place overall, but first in P1. Ferguson took third, after holding down the second spot almost half the race.

Another of SFR's Talented Teens, Carter Williams of Clovis CA, continued to impress, winning the Formula Atlantic class (FA) with another class win in No.55. Gregory Perrin/No.42 Mazda was second, followed by Colin Mullan in third. Williams and Mullan were both driving the Fast

Forward Formula Speed machines, powered by Mazda. Fourth, in another World Speed car was Courtney Crone/No.99.

Pole Sitter Rod Rice again had the fastest lap of the race and the fastest time of the weekend. At 97.800 mph/1:32.761 that is check your underwear fast!!! He was first and only in FB, and finished twenty-second overall out of 30 cars. Nine cars DNS in the 39-car field.

ASR was a two car affair with the No.88 Norma of Steve Zadig winning and taking seventh overall. The No.34 Realm Runner of Roger Hett did not make the race. Scott Meyer in his Élan Sports racer finished second in class.

FE had three cars show up for the Sunday race. Brandon Aleckson/No.83 did not return after the accident in Saturday's race, Jeff Read/No.18 was also a no show. Bradford Shaffer/No.8 won the Sunday event besting the effort of Thomas W. Burt/No.45 who finished second in FE.

DSR was a one car affair, as the Saturday winner, Kurt Ladendorf/No.97 AMAC, did not make the Sunday race, leaving the honors for Robert Fox/No.94 amac squirt. To finish first, first you have to finish.

Bill Weaver/No.67 Star Mazda won the FM class, followed by Brad Drew/No.78 and Dutch Schultz/No.44. Weaver stopped on his victory lap to present his Checkered Flag to new Flagger Greg Martin in Turn Seven.

#### Group Four B

For the first fourteen laps this looked like it was going to be a double win weekend for Scott Vreeland/No.51 VanDiemen. He had the fastest time of 92.338 mph/1:38.248. However as he was trying to extend his lead the curbing on turn 3b caught him out and the resulting spin allowed Marino to get by. Vreeland recovered quickly but the damage had been done. When the checkered flag fell it was Marino by 3.5 second over Vreeland. Vreeland commented the track did not seem to have the speed in it for the second race of the weekend and

he complimented Marino for doing a good job. He was credited with second place overall and in FC behind winner, Paul Marino/No.89 VanDiemen.

Third place overall (first in F500) was Jeff Jorgenson/No.84 who continues to fight above his weight in his F500 Novakar. F500 used to be F440, but now that they have more displacement, these little machines with their 10-inch tires really are fast.

The FF race turned out to be a barnburner. Jon Brandstad/No.44 Swift got a poor start during the Saturday race, and never gave Chuck Horn/No.54 Swift anything to worry about. Sunday was a different story. Brandstad occupied Horn's mirrors for the first ten laps. On Lap 11, Brandstad took advantage of Horn's error, when the rear of Horn's car stepped out on him in Turn Seven. Horn fell back to third in class, and then drove the wheels off the car to close the gap, only to have the rear step out again in Turn Seven. Horn was able to hold on and finish second in FF. Horn later told Brandstad that he was not sure what was happening with the car; he might have been overdriving. Edward Erlandson/No.8 Swift finished third in class.

Group Four had interesting races in almost every class. The Saturday FV race saw Stephen Saslow/No.09 Vortech run away from Ron Wake/No.41 Mysteries and Marjorie Lundberg/No.24 Caracal. Sunday was a different story. Wake and Saslow had a typical FV nail biter, with the veteran Wake eking out a win by 0.118 second over Saslow. Lundberg again finished third in class.

Club Ford was won by Michael Edick/No.36 LeGrand, with second and third places going to Tom Duncan/No.27 PRS and Daniel Wise/No.76 Crossle.

Twenty cars raced, with four DNS.

#### GROUP THREE B

Sunday's race saw only 21 cars take the green as thirteen cars were DNS, including the top three finishers from the Saturday race. This left the door open for Nicolai Elghanayan in his Mueclerized No.92 SP Lotus to take the overall win. Elghanayan led every lap and set the fast time of the race of 82.275 mph/1:42.770. With the Sunday overall victory and the Saturday Class win the drive home to Laguna Beach had to be enjoyable. Bruce Trenery/No.2 Acura came in second, albeit at the other end of the results in P19, two laps down.

Sean Wheeler/No.66, who was second overall and first in ITE, had a race unencumbered by any fellow ITE competitors. That cannot be said for the second and third place ITE runners. Brian Anderson driving No.30 2003 Mitsubishi Evolution and Igor Lyustin in No.71 1992 Acura NSX swapped position back and forth. The first seven laps, Lyustin had the best of Anderson; but then Anderson made it past, only two lose the spot two laps later. Lyustin was then able to hold off Anderson for three laps only to see his work undone for good on the unlucky 13th lap.

With Nate Stacy/No.44 Porsche not racing, the GT1 skirmish was left to Joe Montana, Rob Davis/No.95 Camaro, and Michael Fine/No.6 Weaver. This was the classic Chevy versus Ford battle, with the No.88 Ford Fusion of Mr. Cool, Joe Montana, coming out on top. Davis came in second with Fine taking up third.

Reno's Jim Rappaport/No.17 Porsche Cayman made it a clean sweep for the weekend by winning the GT2 class - he finished ninth overall. Nice weekend for Rappaport and his new ride. Rick Cameron/No.24 and Robert Roumimper/No.54 Datsun 240Z traded position from the Saturday race with Cameron taking second.

T2 had a good showing with seven cars in the class. Lots of heavy hitters in this class, with the likes of Darrell Anderson/No. 50, Clark Nunes/No.79, and Tom Wickersham all riding Mustangs at the front of the pack. Wickersham set a new class record with a 1:48.799 to take the class win.

EP winner, Wilson Powell/No.77 Miata and T1 winner Ron Randolph/No.09 Porsche Cayman won their classes but did not have anybody to beat. Wilson had time during the weekend to circulate his petition to run for the 2018-19 SFR Board of Directors.

#### SPEC MIATA FESTIVAL RACE

Round Three of the Spec Miata sparring match between Marco Gallaher and Nick Somers. The score was even going into this race, but a third competitor was thrown into the fray, and that was Robert Rodriguez, Jr. Rodriguez Sr (father) and Jr (son) have been racing together for a while; and this is definitely a case where the pupil surpasses the teacher.

This was without a doubt the race of the weekend. Those who had a date with the traffic on the way home missed the best part of the weekend. It was a non-points race, with 24 starters, and 27 DNS. The grid was set by fastest laps in the previous race, putting Robert Rodriguez Jr/No.46 on pole.

By the time the Festival Race got underway there had been thirty-three sessions of race cars on the track. With the heat, the oil, and all the different compounds of rubber, everyone knew the track conditions were going to be like walking on an ice rink with street shoes.

Rodriguez led them to the line, but his day in sun did not last too long. He fell back to second by Lap Two; by Lap Three, he was back in the lead. But it was for only one lap. Gallaher was determined to lead this thing, so every time he saw Rodriguez slip or go wide, he was Johnny-on-the-spot. Lap Eight saw the Mr. Somers introduce himself to the mix. He hung around in third waiting for his turn. He passed Gallaher on Lap Eight and then made it by Rodriguez on Lap Nine. No one could hold the lead and by Lap Ten Gallaher took over the top spot. Early on, Turns Seven and Eleven were particularly good spots to overtake. But by mid-race, a car parked at the exit of Turn Eleven brought out a local yellow. Once the

passing was narrowed down to one good corner, Somers was able to hold on for the win. Gallaher and Rodriguez continued to swap positions and trades place two more times (officially) and more (unofficially) over the next seven laps. Gallaher finally prevailed and at the end of the race all three of the podium finishers had smiles and tales to share with each other.

Sommers won SMT, while Rodriguez took the top honors in SM.

With SMT and SM being decided by the first three finishers, the only question was who was going to win the SSM class. Allen Gjedsted/No.14 said he is kind of superstitious, and because he has had bad luck in previous Festival Races, he decided to skip this one. In fact only three SSM cars answered the call. This allowed Gregory Huff, driving a Larry Oka Racing Miata No.97 to take the victory followed by Brendan Hermalyn/No.16 in second, and Ross Lindel/No.76 in third.

Three days of racing, 35 on track sessions, and more than two hundred entrants at the club's one and only trip to the place we once called home. As with every weekend, there were those who had a long drive home to contemplate what could have been, those who drove home relishing in their achievements, and those who drive home tired from staffing all of those sessions. To a driver, they all agree that it is because of the volunteers that we get to do what we love do, so thank you very much!

And speaking of Volunteers, two things.

Each race weekend one of the Volunteer Crews selects Worker of the Weekend. At Sonoma, the Course Marshal Crew selected Rhea Dods, SFR Communications Chief, as Worker of the Weekend. "Rhea's ability to maintain calm in the center of chaos during multiple race events and sanctioning bodies, not just on this weekend, but over decades of service to the SCCA is truly inspiring. And her cheerfulness and great demeanor while coaching and mentoring her team members is remarkable and greatly appreciated."

Congratulations Rhea!

David Bunch, PCA Grid Steward had so much fun working with Karen Lamm and the SFR Grid Crew at the July Sonoma Double Regional, that he asked to have his photo taken with the crew. And he specifically asked that the PCA group be invited back again to run with SFR.



#37 SRF3 Andre Perra



The morning grid

# SACRAMENTO SOLO ROUNDS 7 AND 8 THUNDERHILL

BY DAVEY DROUIN

Well the first event at Thunderhill is over; let's start with the bad news. It was hot, a long way to tow/drive a vehicle, and work assignments were not the best.

Now for the good news when it is hot tires hug the road like no other, especially the banked turns on the race track. The tow/drive once you get above Sacramento there isn't anybody on the road, which is great. The club house had great air conditioning, and next time the showers will be turned on. The east course showers were working and at our disposal. Last this was **HANDS DOWN THE BEST EVENT ALL YEAR.**

Now for the great news Thunderhill is very excited to have the auto-cross community use their site. They even laid out a 9 or 10 archer slab for everybody to enjoy. It is a very very nice flat slab of asphalt. Some of the Sacramento board members got to take a test run on a course that was laid out by the Thunderhill staff. There was nothing, but smiles from everybody that participated. After the last run group on Saturday everybody got to take a parade lap around the west course track, which was awesome. The last thing that made this event simply epic was after all the racing was done for the day Saturday camaraderie of all the fellow racers that were hanging out and camping that night. Everybody generally had a great time.

It seems pretty evident that the Sacramento Chapter is going to be running events at Thunderhill. With the disappearance of good auto cross sites

over the years Oakland, Golden Gate Fields, Candle Stick Park, and if you go way back the Pleasanton Fair grounds just to name a few. All the pros of using Thunderhill out weight the cons when looking to the future of auto crossing in Northern California. Yes it is a drive to Willows, but it is well worth it.

Being the newness of this venue and the course laid out the raw times and pax times are most interesting.

## TOP TEN RAW TIMES

- 10th Kenneth Allan Mitchell CAMS Corvette
- 9th Doug Hanover F Mod Red Devil
- 8th John Machado F Mod Red Devil
- 7th Tony Manzer BP Cobra
- 6th Al Patterson SS Viper ACR
- 5th Sean Breese CAMS Corvette
- 4th Bryan Stewart CAMS Corvette
- 3rd Bob Weisickle in a SSM Corvette Z06
- 2nd Ken Yeo B Street Prepared Corvette
- 1st Rick Brown BP Corvette



Doug's FMod felt at home on the track



Rick Brown in his BP Vette

## TOP TEN PAX TIMES

- 10th Bob Weisickle in a SSM Corvette Z06.
- 9th John DeAngelis in an AS Corvette
- 8th Jeff Glorioso CAMS Z06
- 7th Kenneth Allan Mitchell CAMS Corvette
- 6th Tom Smiley SS Z06
- 5th Rick Brown BP Corvette
- 4th Sean Breese CAMS Corvette
- 3rd Ken Yeo BSP Corvette
- 2nd Al Patterson SS Viper ACR
- 1st Bryan Stewart CAMS Corvette

The numbers really show that big tires, horsepower and one little formula car took that top spots. One thing that can be said if you came in first or last place everybody had a great time, and with auto crossing that is all that really matters. The next event will be back at the Stockton Fair grounds hope to see you there.

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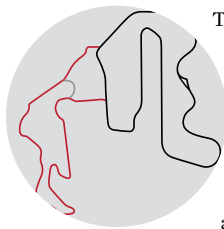
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# THUNDERHILL REPORT

BY DAVID VODDEN

The Season Final for the SFR/SCCA race program will take place at Thunderhill October 27th and 28th. This is a Friday and a Saturday with the Sunday set aside for the resurrection of the Illgen-Classic, a 4-hour Endurance auto race. Thursday, October 26th will be a day test day open to everyone, racer, endurance driver and anyone else who signs up.



This weekend will also kick off the 25th Anniversary of Thunderhill Park, a year-long celebration that will end in October of 2018 at what I hope will be a Club race here celebrating that auspicious Halloween weekend in 1993 when we all assembled to enjoy the track we built called Thunderhill Park. What does this have to do with you? We need your help. I am asking you here to do whatever it takes to race this October weekend! Get your car ready. Call Larry Oka or some other race car rental purveyor and be a part of the October 27-28, 2017, season-final. Bring your friends. Bring your family. Bring a determined will to race and win.

Win by doing the following: Call your fellow racers in Cal Club and Oregon and get them to race too. This is entirely doable and the people you get to come race with you will welcome the invitation and the enjoyment that the race weekend will bring. Call anyone but call soon and often. If you go to the Runoffs in Indy and the race has not already been run when you read this, promote entries at that huge SCCA championship event held in Speedway, Indiana. If you need help, ask. We can find you a rent-a-race car. We can connect you with others of your ilk and race class who can help make things happen. If you are a Miata driver, you have a massive pool of recruits to reach out to. If you race a Spec Racer Ford, any generation, you have friends far and wide who will come race with you if you ask them to. Do it.

This works. With your effort, we can have the biggest race of the year in October of this year, at the most fitting track for such a thing - Thunderhill Park. Why not?

Why not reach out? Why not race with a large contingent of your best racing friends in the biggest driver attendance of the year in Northern California? Why not indeed? Sound silly? It shouldn't. You can do this. Try it and see. It is not that hard. It is not a strenuous task.

If everyone who normally enters would cause one more person to come race with us, the fields of entries would be doubled. Imagine massive high-fives, awesome race stories, great new friends and basking in the knowledge that we made this happen. We will see what a simple change in our roles in making SFR/SCCA racing energized, relevant,

and more enjoyable, feels like. The results our ours to create. It will be fun!

Another thing you can do that will impact your future in Club racing is to VOTE in the upcoming annual election of Directors and the Regional Executive. Election information will be on [www.sfrscca.org](http://www.sfrscca.org) in September. I know there will be instructions in the Wheel when the voting window opens but I also know that almost no one votes anymore. It is just too easy not to and few have the time or the interest to try the process. Not long ago we all got ballots in the mail with the candidate's platforms and positions listed. All we had to do was check the boxes and drop the post card in the mail. Done. I don't think that I have voted since we went to on-line voting. Have you? Is that OK with you? Keep in mind, the absence of a voting population allows things to happen with almost no sense of the wants or needs of the Club. Is that OK? I am not suggesting that we go back to mail-in ballots but I am suggesting that we make the voting thing far more important than it has become over the past few elections. True, if there are no candidates or contested elections then what's the point. I think we have fallen into this state and that it is not good for the Club over the long term. What do you think?

After the Club racing season has ended officially, don't forget that you can rent Thunderhill for a day and bring a bunch of your best friends and enjoy some seriously-fun track time. You could even run the two-mile or the five-mile or run it all the other direction. Why not? Others do. Rent Thunderhill this off-season. It is not expensive. You can make money in doing so. Ask how. You can hone your skills. You can recruit new members, sponsors and friends. Give rides! You do not need an SCCA license to drive at Thunderhill. The list of what you can do is endless. Call. We can tell you all you need to know and answer all questions too!

Store your race cars and trailer for the off-season in one of our garage units. It will be safe. Your home life will be better and you can come visit your stuff any time. We even have lockers so that your garage at home can at least get a little break. Cheap is the word. There is no end to the ways you can use Thunderhill Park to make your "off-season-life" better. If you need more suggestions, help or information, give me a call: 530-934-5588 Extension 101.

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