



# The wheel<sup>®</sup>



VOL. 59 | DECEMBER 2018

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

## Runoffs Friday Race Report

p. 16

## FRESNO SEASON FINALE

p. 10

## SFR SOLO ROUND 14

p. 12





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DECEMBER 2018

On the Cover: Contestants gather for round 14 at Crows Landing Photo by Ric Quinonez  
Above: Rod Horrell, Memphis Tenn gets into a little trouble during the HP race, photo by Aaron Meyer.

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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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SCCA

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# CALENDAR

## 2019 FRESNO CHAPTER SOLO SCHEDULE

Driving School - January 26	Event 4 - April 13	Event 8 - June 8
Event 1 - January 27	Event 5 - April 14	Event 9 - June 9
Event 2 - March 16	Event 6 - May 25	Event 10 - November 9
Event 3 - March 17	Event 7 - May 26	Event 11 - November 10

All events held at Fresno Fairgrounds

\*More dates and locations may be added; check our website for updated calendar: [www.FresnoSCCA.com](http://www.FresnoSCCA.com)  
For more information, visit our website: [www.fresnoscca.com](http://www.fresnoscca.com)

## SATURDAY, DECEMBER 29



## FREE TRACK TIME AT THUNDERHILL

All SCCA members can take advantage of a FREE – all-day test day at Thunderhill Park on Saturday, December 29th. This annual dividend to the members of the Club has been taking place for decades and represents close to \$400,000 in value over the years when compared to the retail version of the free-days.

Gates open at 7AM Saturday with the first session set for 9AM. The day ends at 4:30PM. There is no camping prior to Saturday's free-day and gates will close at 7PM that same day.

All race-prepared vehicles are welcome as are all recognized licenses. Pas-

sengers will not be allowed in cars on track. Test groupings will depend on the mixture of car classes.

Calling in advance to sign up will help make the test-groupings the best they can be. Call Geoff Pitts at 530-934-5588 Ext 105.

SCCA volunteers are encouraged to participate in the event in their customary disciplines. Contact Shannon Ell to sign up to join the free-day value. 530-934-5588 Ext. 101.

## 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:

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**Phil Munoz**  
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Patterson - Central Valley  
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- 1 car/\$10.00 + mileage
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# 2019

## 2019 SFR/SCCA RACE SCHEDULE

### JANUARY 13-14

SONOMA MAJORS – SONOMA RACEWAY

### FEBRUARY 15-17

DRIVERS SCHOOL – THUNDERHILL

### MARCH 16-17

DOUBLE REGIONAL 1-2 – THUNDERHILL

### MARCH 28 -31

CALIFORNIA 8. WEATHERTECH RACEWAY LAGUNA SECA\*\*

### APRIL 6-7

DOUBLE REGIONAL 3-4 WEATHERTECH RACEWAY LAGUNA SECA

### APRIL 13-14

TIME TRIALS. THUNDERHILL. (WITH RENO)

### MAY 3-5

TRANSAM. WEATHERTECH RACEWAY LAGUNA SECA\*\*

### MAY 9-12

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

### MAY 11-12

REGIONAL 5-6. THUNDERHILL

### JUNE 1-2

DOUBLE REGIONAL 7-8 WEATHERTECH RACEWAY LAGUNA SECA

### JULY 6-7

DOUBLE REGIONAL 9-10 SONOMA

### JULY 25 – 28

HOOSIER SUPER TOUR WEATHERTECH RACEWAY LAGUNA SECA + TEST DAY

### AUGUST 10-11

PRE-REUNION. WEATHERTECH RACEWAY LAGUNA SECA\*\*

### AUGUST 15-18

REUNION. WEATHERTECH RACEWAY LAGUNA SECA\*\*

### AUGUST 31-SEPT 1

DOUBLE REGIONAL 11-12 WEATHERTECH RACEWAY LAGUNA SECA

### SEPTEMBER 12-15

IMSA. WEATHERTECH RACEWAY LAGUNA SECA\*\*

### SEPTEMBER 19- 22

INDY CAR. WEATHERTECH RACEWAY LAGUNA SECA.\*\*

### OCTOBER 25-27

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

\*\* Denotes Pro Race Support for Volunteers

Double points for all three races at Season Finale

BY BARBARA MCCLELLAN

2018 is over and 2019 is around the corner.

But I don't need to tell you that. I do hope that everyone is having a great Christmas season. However, there are some folks in our Region who were affected by the devastating wildfire in the Paradise area. If there is anything our Region can do to help, I do hope our members feel they can reach out—SCCA is a wonderful family. If you know of someone who needs help, let the Region office know and we will pass the word.

Speaking of reaching out—we are definitely reaching out to find more volunteers for several of our Race Official crews. Plus we are in need of several new Chiefs. Jerry Platsis has retired as Chief Pit Marshal and Paul Gilbert has retired as Chief Worker Trans. In addition, Nan Mendes, who has been our Social Chief for the past couple of years, will be taking on more Region Office responsibilities so we're looking for someone to take on her position of Social Chief. Lynne Huntting has done an excellent job of describing these duties on her Wednesday Worker postings on the Facebook SCCA SFR Public Group page. Take a look and see if you or someone you know might be interested. Plus we're always looking for Race Officials who get their racing fix by flagging and communicating out on a turn or enjoy being inside and working Timing & Scoring.

As mentioned, Nan Mendes is taking on more Region Office responsibilities since Sherry Grantz, our long time Region Manager, has decided to have a change in status. Wanting to be closer to her daughter and grandson, she's sold her home in Willows and has moved to the South Bay area. For the present, Sherry continues to work from home, but this is only for a few months. So the SFR is looking for a new Region Manager. We're currently in the process of putting together a job description for this position. Look for a posting, probably in the next issues of The Wheel as well as our web page.

It's hard to believe that our Road Racing season starts in a couple of weeks at Sonoma Raceway. It is a two day Majors race on Sunday and Monday, January 13 and 14. Our fingers are crossed that it's not a rainy weekend. We certainly don't expect the large number of entries we saw at the Sonoma July race last year. So we are budgeting for 90-100 drivers who want to start accumulating the participation points needed to compete in the Runoffs at VIR next October. As you look at the 2019 schedule, you will see that the July 25-28 event at WeatherTech Raceway at Laguna Seca is a Super Tour Majors Race. Thursday July 25 will be a Test Day. So in 2019 we are 2/3's of the way to having a Majors race at all three of our tracks. As I said last month, we are working with the National office to make that happen in 2020.

Also as I told you in last month's column we lost Rich Reins, one of our Flaggers, to a tragic accident at Laguna in October. And within days we heard of the death of Bill Chamberlain, who over the years was a flagger, Turn Marshal, Chief Turn Marshal, and Tech crew member. Your BoD decided we wanted a way to remember them as well as others who have passed recently. We decided to undertake the formation of a 501(c)3 Benevolent Fund—a non-profit where members can donate in memory of our members. Once the fund is set up, the Region will donate \$1000 to get it started. For example, a fund such as this would be able to help members who have special needs, such as those who lost everything in the recent fires.

One of the things we are excited about this year is the Drivers School which is February 15-17 at Thunderhill Raceway Park. We believe that the SFR Drivers School is one of the most advanced programs available for the amateur drivers. And we think it is time that we promote it. Kevin Rogers, the Chief Instructor, is working with his fellow instructors to have a very

comprehensive program which has the potential to move a Novice driver directly into a Competition License. Each novice will be evaluated by his/her instructor and if the instructor feels that new driver is qualified, a recommendation will be made to Gary Meeker, the NorPac Driver Licensing Chief, that student receive a Competition License. As I said, we're really excited about this.

And as this is the last column of 2018, it seems appropriate to let everyone know what my wishes are for the 2019 racing season. First, and most importantly, I wish for a very safe racing season, both for Road Racing and our Solo community. Speaking of the Solo community, I wish the Bay Area Solo Chapter success in identifying a permanent site for their activities. I wish that we find a way to have enough Race Officials at each event without having to resort to begging or having the tracks provide paid workers for us. I wish that we had more volunteers step up for Chiefs positions. We certainly could use your help.

Til next time, your RE. Barbara



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WHEELWORKS BY BLAKE TATUM

Well we made it through the year from Hell. We are still in business and have a fresh face on the board of directors, Welcome Seth Reed. I want to thank everybody who voted for me and thank everyone who participated in the election. Some people say it was cumbersome because they had to create an account with motorsportreg. I agree, I hope everyone knows that they can request a paper ballot and it will be mailed to you. We certainly would like to see a better turnout of voters.

2019 will see a new Chief in Solo. Megan Anderson has completed her term and is passing the torch to Ed Runnion. Megan did an outstanding job with the Solo community and her talents will be sorely missed. Ed is a very experienced Solo member and brings a lot of energy and knowledge to the position. I look forward to working with him and hopefully 2019 will be the year the Solo people have their own permanent site.

Most of the planning for 2019 has been centered around the schedule. As everyone knows the schedule determines your ultimate outcome for the year. The problem with making a schedule is the thousand and one factors that determine whether or not we run on a certain date. The most glaring factor is the pro racing schedule. Pro events get first pick of the race weekends and naturally those are the weekends with the best weather.

Based on the attendance and based on years experience we know that two things drive participation at our events. Number one is competition and number two is weather. Competition is number one because if the competition is good enough people will show up no matter what the weather is. We know this from experience. When winning the regional championship was a big deal the first race of the year was the best attended. It did not matter that it was in March when the threat of rain is about 90%. People showed up because they needed to get a good start on the racing season because back then winning the regional championship was a highly sought after accomplishment. Weather was a secondary factor especially later in the year when the regional championship had already been decided.

When we set out to establish our schedule we wanted to have a majors event at all three of our tracks. The reason we are looking at the Majors events has a lot to do with competition and a lot to do with bottom line. The bottom line tells us that our Majors event in April at Thunderhill has consistently produced a healthy bottom line for the club (the runoffs location has not affected this event). Majors events have over the years shown to have a broader depth of competition and therefore better attendance throughout the run groups. Unfortunately we were not able to get everything we asked for. The National office decided that the regions to the North of us needed to have a Majors event and since there is a limit on the number we can have in the conference we only got two. Another unfortunate outcome is our Thunderhill Majors date for 2019 was taken away. The good news is we will have a Majors event at Sonoma in January and our very first Super Tour event at WeatherTech Raceway at Laguna Seca in July. Hopefully by 2020 we can have three Majors events and begin to establish a strong Majors program in the region.

People may ask why all of sudden are we looking to establish our Majors program when in the past our Regional program has been more than sufficient to support us? It goes back to competition. Competition across the board drove our regional program. Back in the nineties if there were fifty regional classes 40 of them had enough participation to earn a regional championship. 2018 saw only 23 regional champions out of fifty five possible classes. The market place has moved away from the regional championship towards the majors. It has also been diluted by competition from other racing organizations. Back in the nineties NASA was not the

force they are now, track days did not exist to the level they are now, and Auto Racing in general was more popular.

Our goal is not to abandon the Regional program at all. With this years schedule we are trying to establish a strong Majors program and also have a strong Regional program that has 15 races with about four weeks in between each event. The 2018 schedule through no control on our part had several weeks that were back to back. One thing we know is the typical SCCA racer cannot keep pace with races every weekend. It is just too much. This year we plan on having the first regional race in March at Thunderhill then 3 weeks before the next event at Laguna. With about one regional event per month until the finale in October at Thunderhill. The good news is that all of our regional events will be two day events and all will be doubles. The finale will be a triple header with the final race of the year on the five mile track.

In addition to our ambitious road racing schedule we will staffing seven pro events at WeatherTech Raceway at Laguna Seca. This represents 20 days that San Francisco Region will be providing support. One of the new additions for 2019 will be the return of Indy Cars to WeatherTech Raceway at Laguna Seca, The Indy cars never delivered a good show at the Indy car course at Sonoma Raceway. There was no passing and the cars looked slow there. The Laguna Course is much better and allows for some very distinct passing zones.

Also for the first time ever we will be hosting a Time Trials event at Thunderhill in conjunction with the Reno Region. This is an area of the market that we are new to. We feel it is a gateway for people to get their feet wet on a road course and hopefully become full time road racers.

At the end of the day the entire calendar represent 49 days of track activities. That is a lot of time that will need to be staffed. We have a dedicated group of volunteers that run our events. However we need additional help especially at the pro races.

Cost of attending pro events is a major problem for the volunteer work force and the amount of time the pro events take away from their jobs in a major concern.

Tim Sullivan is looking into more affordable accommodations for our volunteers when they are in the Monterey area.

Staffing has always been a problem but it has become a much bigger concern with our schedule and the amount of time it takes to run the events. The board is open to any and all suggestions. The problem is the board members all have regular jobs and this is a job that needs full time attention.

Goals for 2019:

1. Build both the Majors program
2. Re-establish the significance of the Regional Championship.
3. Find creative ways to increase the volunteer work force and to reduce the costs of volunteering
4. Most importantly, Have a permanent Solo site up and running
5. Have Fun, because if we are not having Fun it makes no sense to do this.



# OVER ANALYZING YOUR OUR AUTOCROSS RESULTS

BY PAUL TIBBALS

SOLO NATIONALS, 2018: 1373 SIGNUPS PLUS 17 FORMULA JUNIORS, FINAL TALLY 1375 COMPETITORS WHO TOOK A START.

Someone recently asked/commented on baautocross.com about the number of trophies and Championships from Nationals brought home by San Francisco Region – has it been decreasing? I've been spending my over-analysis time on local events for the most part, but it did seem from a quick perusal that SFR was less of the total than it has been at times past.

John Kelly, RIP, had Champions and Trophies as a big concern years back when I started attending Steering Committee meetings around 2000. John, who had competed at the Nationals since the 1970's and helped start our Autocross/Solo program, felt that we should grow Champions here. Vic Sias, another National Champion, was promoting trying to push the top people in SFR further. I recall special events planned with top drivers, extra training, that sort of thing. These leaders thought it was important, and apparently thought there had been a downturn to counteract.

So how do you measure Nationals performance? First we will look at numbers, then try to find meaning. You have to look at total attendees, since the Nationals have been steadily expanding. If our total attendees haven't been growing at the same pace then we'd expect fewer trophies and champs. The growth in number of classes has been outpaced by the growth in attendees. With expanded fields in many classes, it's that much tougher to be on the sharp end of the bell curve in those classes.

Dang, now I was curious and had to go count. The 2018 Solo Nationals were the largest they have ever been, and according to SCCA the event is the largest participatory motorsports event in the world. The number of available classes has continued to grow (a topic for some other time). Quoting various SCCA.COM sources, and The Book (see footnote\*), this year it was 76 classes, and 1375 competitors recording an official start. Out of these, there were 50 attendees from "SFR"; this always includes some people who have moved out or in, and haven't changed their affiliated Region. Anyway I counted 5 Champs, out of 18 total trophies.

What's the trend? In 2009 there were 6 SFR Champs, 23 trophies, 66 attendees, out of 1300 signups. That is a little bigger but maybe not really statistically different. In 2003, the oldest easily available listing on the SCCA site, it was a slightly longer drive to Kansas, and from SFR there

were 5 Champs, 26 trophies, 60 total attendees. Again, not that different – some more sampling found this was about average for the past 15 years. But throughout the 1980's SFR averaged around 10 Champs, in fact averaging almost 1/3 of the total overall class victories possible! (Fewer classes.) And SFR still leads all Regions historically in total trophies. The last time SFR had the highest trophy count among Regions was 2003. Some stats are not available for Regions, but Central Division has the most trophies total, followed by our Northern Pacific Division, despite not being close to having had the largest number of attendees (MidWest is highest). Central Division has been pretty much the top trophy getter since 2000, followed by Northeast. But Central Division's total attendance is half again larger than Northern Pacific.

More data: 470 SFR SCCA members list their main interest as solo in the current membership list. Over 700 people have run at least one autocross with us this year. This number is buoyed by the Tour which brings a huge chunk of out-of-Region folks in.

Back to the original question: Is SFR doing "worse", and what to call success? SFR apparently had an early lead in getting its program developed, and good leadership? A statistical fluke can be pretty much ruled out because of the consistently high performance throughout the '80's and early '90's. My conclusion is that it's more that other parts of the country have increased their participation and the quality of their programs. High quality classes like the Evolution School are now available across the country. Still, it's possible to get in more seat time around here than most areas – from the Bay Area it's possible to find a yearly diet of 30-plus large events, and another 5 to 10 marque club events, within 1 to 2 hours' drive. Stiffer competition can motivate improvement, and large fields increase the competition.

I decided to look at whether dividing out the increase in overall attendance at Nationals would mean something. What I found is that, making guesses for early participation numbers from SFR being similar to later years, is that our numbers are not that much different on average, given the huge increase in competitors from other areas. See my graph

for Trophies and Champs equalized for our smaller attendance relative to the total. So our attendance at Nationals is lower than decades past but still decent. Our rate of Championships has not really dropped more than our percentage of attendees, and our rate of trophy positions has roughly kept pace, or even improved, considering we make up a smaller percentage of attendees.

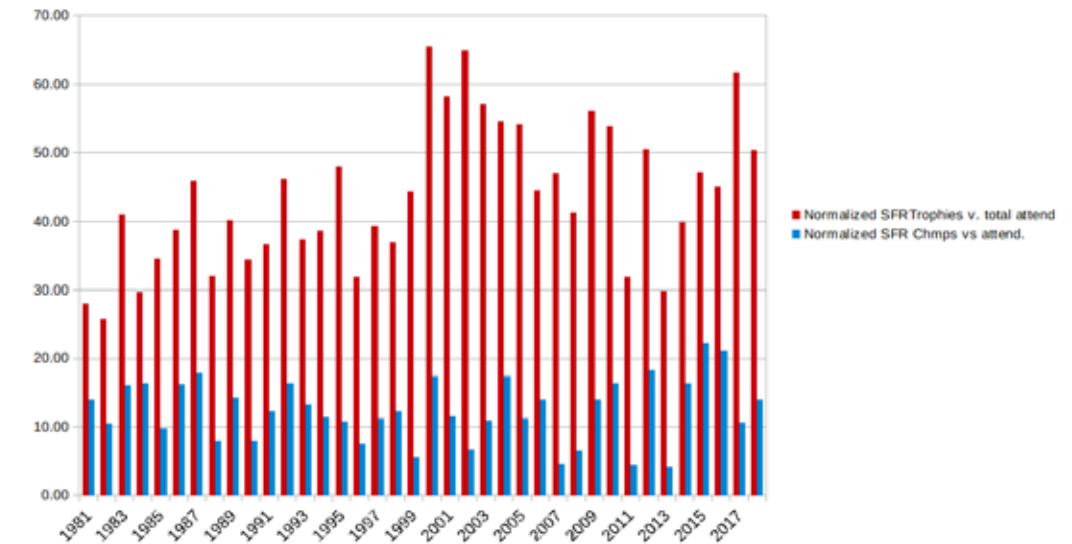
That's numbers. Next up, the search for meaning. What is the value of knowing how our tribe (West Coast!) is doing versus the world? Bragging rights, status? Or a benchmark to show us how we are developing enthusiasm and skill in our fellow members? Do we put out extra effort for the 10% of members who will make that trip, versus putting that effort into getting more younger, beginner and intermediate drivers to attend more of the local events? You have to seed the field for the future. I remember a Round 1 (nicknamed Boondoggle) once with 340 attendees, event averages pushing 200 for the year, and six to eight run groups needed to hold everyone. This year the numbers are only 50-60% of those of yore. Why aren't more coming to more events? Inconvenient drives to the sites, discouraging seat time/participation/mentoring? Younger people not buying into car culture, with California leading the way culturally? Demographics, with decline related to the Boomers aging out?

Think about it, text amongst yourselves, volunteer to support your sport. And have you asked anyone to come try autocross lately? TTYL, Paul.

(\* - Many stats gathered from The Solo Nationals Record Book

Trophy and Championship Count, SFR

Normalized for total attendance vs. 1981



2017a.k.a. "Solo Stats." Sections include a short history of solo and Nationals Highlights 1973-2017, Nationals records top-10s, a list of all champions (including supplemental classes and "national winners"), champions and winners by region/division, the Silver Circle (drivers who've done 25 or more events), the Who's Who (unofficial top 10% points rankings) and much more including Your Personal Record section. Available in hardcopy (\$54), PDF on CD (\$42) or e-mailed (\$40). Or combo of book + CD for \$79) (these are 2017 prices, subject to change, 2018 will be out in a month or so) contact rocky@spitfire4.com.

2019 Entry fees:

\$850 thru February 10

\$1250 February 11-14

The three-day school consists of on-track training with instruction by nationally licensed drivers, practice starts and races, and personal download sessions to discuss your driving sessions. On completing the school, students receive an SCCA Novice Permit or a Full Competition License which allows them to enter SCCA Regional Road Racing events anywhere in the US.





Ahren Renner dropped in from Reno to take top time on Saturday and top PAX on Sunday

## FRESNO 2018 SEASON FINALE WEEKEND

BY PAUL NEWTON PHOTOS BY JIMMY AU-YEUNG

With summer heat over, and the Big Fresno Fair in the past, Fresno SCCA returned to take over the asphalt at the fairgrounds one last time to close out the 2018 season. The weekend of November 10 and 11 saw autocrossers from across the valley (and beyond!) battle between the cones for a last chance to grab championship points.

In what's become an annual tradition, Fresno SCCA opened its final weekend with a standard autocross Saturday, and closed with the popular enduro format, a multi-lap run autocross, on Sunday. Unfortunately for team Fresno, it's becoming another tradition to see out-of-towners show them up on their home turf.

Saturday's Event 12 kicked off the weekend, as 52 drivers burned up the course on a mild fall day in the Central Valley. Leon Weinroth helmed the event, chairing his second event of the year, and designing a fast and open course that was very well received by all in attendance.

The Californians couldn't top Ahren Renner of Reno, Nevada, as he raced a STU Nissan 350z to the top of the charts with a run at 31.223 seconds. Fresno's Paul Newton posted a 31.363 in his AS Lotus Elise, coming up just short of Renner's mark. Less than two-tenths of a second covered the overall podium, as Steve McLaughlin, also of Reno, co-drove the Z to a time of 31.411. CAM cars rounded out the rest of the top 5 overall, with Michael Gardner and his GT350 taking 4th place over Ryan Gutile in the C4 Corvette in 5th. Sixth place went to Ken Vaughn in an NB Miata, followed by Ryan Zelinski in an Integra, Gary McDaniel in a C5 Corvette. Radical 1960s Chevrolets closed out the top ten, with James West's El Camino 9th and Louis Lira's Prepared Corvair 10th.

Saturday's PAX standings proved to be the only instance the Fresno contingent would grab top honors on the weekend, with Paul Newton taking first. Renner and McLaughlin slid into 2nd and 3rd respectively, with Gardner and Ric Quinonez in the SSC FRS placing in the top 5. Rounding out the top ten in PAX were West, Vaughn, and Gutile, followed by Jerry



Jerry Kell placed top 10 PAX both days

Kell with a strong showing in the STH WRX and Jonathan Cadiente placing 10th PAX driving his brother's ES MR2.

In class results, Newton took AS over codriver Audrey Tan, with Keith Bullock debuting his new C7 Corvette to a close 3rd. Jake Harris in a WRX STI just edged out Leon Bennett's Focus RS for the BS victory. Anthony Vang ran unopposed in DS in an FRS. Six drivers contested ES, with Jonathan Cadiente besting Gary Lieb's Miata by less than a second. Richard Cadiente, driving an NB Miata, took third, while Josh Cadiente, codriving the MR2, finished 4th, followed by Dennis Feasel and Samantha Oaks, both in Miatas. Three drivers, driving three brands representing three nations, battled for victory in FS. When Corky Schroeder won, America won, as his Ford Mustang defeated John Monroe's Kia Stinger GT and David Ruiz's BMW 335i.

Kell claimed the win in STH, followed by Pao Xiong in a Focus ST. Renner and McLaughlin swapped the lead a few times in STU before Renner came out on top. SSC, STR, STS, and SM all saw only one competitor each, with Quinonez, Vaughn, TJ Villarreal (Miata), and Austin Reilly (BMW 318is) taking those classes. SMF saw the biggest field of the day, as Zelinski took top honors over six other drivers. Yang Moua scored second in a Civic with Richard Jensen's Mini Cooper S also on the class podium. Shane Clifton, Adam Dominguez, Pao Yang, and Irvin Velasco took the remaining spots in class, all in Civics, except Yang's Civic, which was an Integra.

Gardner claimed top honors in CAM-C, followed by Leon Weinroth, in a Mustang. CAM-S went to Ryan Gutile over McDaniel. West took the



Gary Ratliff took top time at Sunday's Enduro event

win in CAM-Traditional over Tyler Oaks, driving a Camaro. All drivers in Street Prepared ran alone, with Eric Gillis taking CSP in a Miata, Justin Tang taking ESP in a 300zx, and Mas Vang taking FSP in a Sentra SE-R. Lira took C-Prepared over Bill Sanders, in a similar Corvair. Larry Anderson ran his Challenger unopposed in XP and Manfred Oesting did the same in an FP Mini.

Eugene Cole ran alone in Index class in his STS Infiniti G20. Ladies class saw Pam Schroeder and the yellow FS Mustang coming out ahead of Laura Gutile in the CAM-S Corvette, securing the season championship in doing so. Novice class saw six drivers trip the lights, with Joshua Stephens in an STX Civic SI taking the win and cementing novice class championship honors in the process. Following Stephens were Laurenz Straeter in an FP Mini, Danne Bounxou (STX Toyota 86), Roberto Echeveste (AS Corvette), Jose Hernandez-Vasquez (SM FRS), and Jerry Xiong (AS Corvette).

Sunday's Event 13 marked Fresno's 2018 season finale with the traditional Enduro event, but with a new twist. In an effort to avoid an early sunset, event chair Gary Lieb put a new event format to a vote at the drivers' meeting, proposing a 2-lap practice run, followed by a single chance at a 5-lap competition run. The new format, borrowed from Sacramento chapter, rewarded consistency and punished mistakes. Competitors enjoyed the new pressure-packed challenge and some new contenders emerged on top.

"The enduro format is a unique challenge and something that has always felt special," said Fresno racer Bryan Heitkotter, making an appearance in the event. "I like how it introduces an aspect of extended focus and endurance without making a course design too long to memorize. An Enduro run can be long enough to get into a groove, an experience normally reserved for driving on the track."

"Altogether it's a fun experience that doesn't come around often and so it feels like a can't-miss event."

If the enduro format gives drivers a chance to burn off what's left of their tires heading into the off-season, the 45 drivers who set times definitely took advantage of that opportunity. Gary Ratliff of Manteca, CA scorched the course as his EM VW Dune Buggy, though never pointed straight, laid down the top time of the day at 164.1 seconds. Ahren Renner kept him honest, with a run of 165.244 again in the 350z. No other driver could break under the 170-second mark, as third place went to Michael Gardner at 170.147. Paul Newton, switching to a CS ND MX-5 for the second day's activity, finished 4th overall, while Ryan Gutile took the last top 5 position. Following Gutile were Steve McLaughlin, Ricardo Quinonez, and Ken Vaughn. Jonathan Cadiente, also switching up cars for day two, put in a great run on street tires, finishing 9th in an SMF Focus ST. Brandon Terry, up from Bakersfield, rounded out the top ten in a 1997 Miata.

Saturday's top time winner took top PAX honors Sunday, as Renner cleared the field on day two. Newton grabbed 2nd PAX, and Gardner took the last spot on the podium. Quinonez finished 4th followed by McLaughlin, Yongzhe Wen in a GS Focus ST, and Gutile. Bryan Heitkotter, out for a Sunday drive in his MR2 Turbo on ancient street tires, managed 8th place PAX, followed by Ken Vaughn and Jerry Kell.

ES saw a three-way, all-Miata battle with Richard Cadiente holding on for a dramatic win that secured the season championship for his son Joshua. Gary Lieb took second in the event and second for the championship, coming up just two points short, while Dennis Feasel finished third. In FS, Gary Fazekas wheeled his Mustang to first, grabbing the season trophy in the process. Two more drivers in Mustangs finished behind: Greg Back and Larry Date. In BS, Leon Bennett ran alone, and clinched season honors. CS went to Newton, running in the class for the first time this season, having secured the AS title already.

Kell took the win in STH, both for the day and the season, ahead of Gorje Osuna and Victor Lara, both in WRXs. Vaughn took a narrow victory in STR over Terry, as Vaughn clinched a trophy in the process. In STU, Renner excelled in the enduro format, taking victory over codriver McLaughlin by more than 7 seconds. German Pulido claimed STX honors on the day, winning by just under 2 seconds in his FRS over Jose Ojeda in a Mini Cooper. Quinonez ran alone in SSC on the day, he too will be getting a class trophy at the end of the year.

SMF saw a whopping 10 drivers appear Sunday, with Cadiente taking



Bryan Heitkotter making his annual appearance at Sunday's Enduro event



Michael Gardner in his class winning Mustang GT350



Ric Quinonez placed top 5 PAX both days

a narrow win over Richard Jensen. Shane Clifton slipped ahead of Ryan Zelinski for third, as Zelinski had a spin on the money-run. The spin was Zelinski's only fault on the season, as he will be taking home the championship trophy in that class. Rounding out the SMF field were Adam Dominguez, Rudy Velasco, Rich Phothivongsay, Jezevet Camberos, Yang Moua and Irvin Velasco, all in various Civics. SSM saw only one competitor, that being Brian Romero in a WRX.

CAM-C saw Gardner again take the win over Leon Weinroth; Gardner will be taking home season honors in that class. In CAM-S, it was Ryan Gutile seizing the day again, and punctuating his championship season with the victory over Roger Oaks in a Corvette and Felix Flores in a Charger. In CAM-T, Tyler Oaks took the win, having already secured his class championship weeks prior, as James West lost oil pressure on his practice run, and withdrew. West borrowed a Miata for fun runs and set a 5-lap time right up with the best of the day.

Justin Tang and Mas Vang both again ran alone in ESP and FSP respectively, with Vang taking home a season trophy in the class. Ratliff ran alone in EM as did Louis Lira in CP, a class he's locked down all year for the championship. Larry Anderson claimed XP in his Challenger SRT8 over Mikey Bringetto's 1986 Corolla, two very different, yet very sideways cars. Anderson clinched his season championship in the process. Yongzhe Wen took Index class over Bryan Heitkotter and finally Laura Gutile ran alone in Ladies class.

Final class champions that haven't already been mentioned include Gary McDaniel in CAM-S, William Marlow in Index, and Casey Horn in STU. Thanks for a great 2018 season; we'll see you all in January, 2019!





SFR Solo starter signals for the next car.

## SFR SOLO II RD 14, CROWS LANDING

BY RYAN PANLILIO

PHOTOS BY RIC QUINONEZ

Round 14 of the SCCA SF Region's Solo II competition was held at Crow's Landing on October 13, 2018.

Craig Boyle led the all-Corvette AS class in a 2004 Z06. He was followed by Artem Rakhov in a '08 Corvette, while Mike Crocker rounded out the top three in a '16 Corvette Stingray.

Darrel Huckabay handily took first place in BS in a 2011 Porsche Boxster. He was followed by Robin Riner in a '16 Ford Focus RS.

David Peterson finished in first place in CS in a '16 Mazda MX-5. Arvind Govindaraj needed his fourth run to finish in second in a '16 MX-5, while Trevor Pontifex took third in a '09 Mazda RX-8.

Lloyd Feaver, in a 1997 BMW M3, finished in first place in DS. He was followed by Kurt Wong in a '13 Scion FRS. Fred Campbell rounded out third in a '99 BMW M3.

Alex Kang led a trio of '03 Toyota MR-S in ES. He was followed by Vernon Head in second, with Monica Tsang coming in third.

Gary Fazekas took first place in FS in a '18 Ford Mustang, with Greg Back in second place in a '14 Mustang GT.

Yongzhe Wen led the hot hatch in GS class in a '13 Ford Focus ST. He was followed by Al Andersen in a '16 VW GTI, while Christian Deering finished third in '18 Focus ST.

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

Porsches dominated in SS class, with Ovidiu Predescu taking first place in a '16 Cayman GT4. Nipping at his heels was Monty Pack in a '18 GT3, while Boris Elpiner finished third in a '16 GT4.

Chevrolets filled the podium in Classic American Muscle, with Karlton Lew taking first place in a '06 Corvette Z06 (-S). Michael Erickson took second in a '67 Chevelle (-T), while Eric Lam finished third in a '03 Corvette (-S).

Ricardo Quinonez led the Toyobaru SSC class in a '13 Scion FRS.

Nipping at his heels was Dhiraj Jadhav in a '13 Subaru BRZ. Ed Runnion rounded out the top three in a '16 FRS.

Troy Jennings led Tyson McPherson in STP. Jennings was in a '18 Mustang, while McPherson was in a '14 Mustang. Kim Jennings ran uncontested in STPL in a '18 Mustang.

Praneil Prasad, in a '16 Miata, took first place in STR. He was followed by Todd Winstanley in a '08 Honda S2000, while James Laeno took third in a MX-5.

Cliff Fong beat out co-driver David Chau for first place in STS. Fong and Chau were in a 1989 Honda CRX. Eileen Blando finished third in a '90 Miata.



Ric Quinonez won SSC or as the class is affectionately known Toyobaru

Jimmy Au-Yeung, in a '06 Mitsubishi Lancer Evo, took first place in STU. He was followed by Justin Tsang in a '16 Nissan 370Z, while Hal Dorton rounded out third in a '03 BMW M3. Carole Zepeda ran uncontested in STUL in a '17 Focus RS.

Tony Rodriguez finished in first place in STX in a '15 Scion FRS. Richard Lee, in a 14 Subaru BRZ, eeked out second place from Erik Acks, who finished third in a '13 BRZ.

Brian Heitkotter handily took first place in M class from co-driver Ben Martinez. They split time in a '84 Van Diemen RF84 (CM). Jake Obniski rounded out the top three in a '17 Exocet (EM).

Dustin Hatcher took the top spot in NS in a '18 WRX (DS). He was followed by Thomas Matthew in a '15 BMW 335i (FS), while Jason Rhoads took third in a '93 BMW 325is (GS).

Danial Stalcup ran uncontested in P class in a '15 Cadillac CTS V sport (EP).

Mack Tsang wrestled his way to the top spot in SM in a '14 Nissan GTR. Close behind was Isaac Acks in a '06 Lancer Evo, while Tsang's co-driver Hung-Jen Hung finished in third.

Glen Cortez ran uncontested in SP class in a '87 Toyota Corolla sedan.

Andrew McKee also ran uncontested, in X class, in a '93 Mazda RX7.



Yongzhe Weng does a little three-wheel action in GS in a 2013 Ford Focus ST.



Artem Rakhov finished in second place in AS in a 2008 Corvette.

## FULL BODY CONTACT

BY BRUCE RICHARDSON PHOTO BY RON CABRAL

### SpecRacer Enterprises & CSR News

A group of SFR drivers made the trip to the Pro race at COTA in November. The race was about a month after the F1 race and was an opening series for the Hankook 24 Hour race. The race was held over 3 days and included 3 practice sessions, 1 qualifying session, and 2 races. Everyone including the crew had a great time on and off the track. Be sure to talk with Court about all the restaurants and food.

Next year Robey Clark, president of SCCA-E, is working on more Pro races that will open for other large races. Opening for a Pro race and having prize money for the top 10 finishers adds to the fun of racing, plus you can tell people you are a professional race car driver. Let's hope we get one on the west coast.

New High Capacity Radiator Upgrade – A reminder that SCCA-E has a new and improved radiator. The Subaru Brat radiator that most people buy comes from many sources and some radiators have less cooling capacity than others. SCCA-E developed a new radiator custom to the SpecRacer Ford with about 20% higher cooling capacity to address this issue. The new radiator also does not have all the extra transmission cooling lines and it doesn't have a radiator cap. The higher capacity radiator requires two new parts. If your car runs hot in the summer you should consider upgrading to the new one in the off season. The parts required to upgrade to the new radiator are:



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480469	BRACKET RADIATOR SIDE LH HIGH CAP	\$17.48





Car show display

# SACRAMENTO AUTO SHOW

BY BEN FRENCH

Each year in October the greater Sacramento new car dealers Association hosts the Sacramento international auto show. This event is unique in it is one of only two auto shows across the country that donates all the show proceeds to charity. The show organizers go at great lengths each year to not only show the new makes and models that will be hitting our dealerships soon, but to also feature many types car enthusiasts following

their passion. With this the SCCA was invited to be a part of the Sacramento Autoshow and did a great job sharing to the greater Sacramento area what the SCCA is all about.

A big thank you to Gayle Smiley and the whole Sacramento chapter of the SCCA for organizing a strong showing at this event. With the help of David Vodden the Sacramento crew had great swag and an awesome display promoting the many benefits of being a member in the Sports Car Club of America. It was a real treat to walk through the show building and overhear stories being shared about autocross, road racing, rallies and more. Many people were interested in the volunteer race official program



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and most did not realize how easy it can be to get their car out on a real race track with the SCCA Track Night in America program. There was also a strong interest in driver school and great conversations about race cars, rotary engines and more.

I want to thank Tom Smiley, Ken Yeo, Bill Tubbs, Robert Tyler, Kevin Rodgers, and Luke French for displaying their race cars in the show. These members went above and beyond answering questions, taking pictures and sometimes even letting show goers strap in and feel what it's like to be in a real race car. In addition there were several other club members working tirelessly all weekend long to spread the SCCA word. As someone who has been involved in motorsports for over twenty years I can definitely say that its events like this that make the difference in getting folks off the couch and out to the track.

Hope to see you at the Sacramento Auto Show next year,  
 Ben French  
 Automotive Instructor  
 SCCA Racer



SFR Booth



Mr French's race car



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GT-Lite Champion Troy Ermish leads Joe Huffaker up the hill into turn two. Ermish went on to win Huffaker DNF'ed

# RUNOFFS RACE REPORTS SPECIAL SAN FRANCISCO REGION EDITION

BY LYNNE HUNTTING PHOTOS BY AARON MEYER

Special thank you to Philip Royle.

It is through the gracious spirit of SCCA racing that the editor of SportsCar, Philip Royle, has shared these stories of the runoffs with the readers of the WHEEL. These are the stories as written by the SportsCar staff and published in the SportsCar magazine. We did add a San Francisco Region flavor to every race report to give our region members a shout out from their contribution to the event. The next three issues of the WHEEL will cover the Runoffs in addition to the local activities. Each issue will cover a day's worth of racing starting with the Saturday races.

**RACE 1, FRIDAY, OCT. 19, 2018 8:30 A.M.**  
BY REECE WHITE/LYNNE HUNTTING

Remember the story about the tortoise and the hare? There may be a lesson buried in there about continuing to try – but, at least at Sonoma Raceway, the hare still won.

Mike Lewis scored the Tire Rack pole and ripped away from the field at the green flag, using his two-second qualifying advantage in his old-school, traditional Trans Am-style Goodyear Jaguar XKR. That lead was 14 seconds by lap four, when Preston Calvert (our “tortoise” in this case, though that’s a relative term in GT1) began to pick away at it in his Calvert Dynamics/Phoenix Porsche 991.2 GT3 Cup car.

Things looked heated with four laps to go, as there was just over a four-second gap, and Calvert was ticking off laps a second faster than Lewis. Fortunately for Lewis, Calvert caught traffic at the wrong spot on the track, broke his momentum just slightly, and left Lewis alone for his ninth Runoffs title, his sixth in GT1.

The race showed the differences in the two types of cars eligible in

today’s GT1 class. The traditional machines are faster, although perhaps more fickle; conversely, Calvert’s Porsche is built to FIA GT3 specs and designed for endurance racing. Calvert’s car brakes deeper, handles better, and is typically reliable to the end, but it gives up hundreds of horsepower in return.

So, did Calvert’s forward charge have a lot to do with his car’s design? Maybe, but Lewis also had something to do with it. “I probably took too much out of the car the first few laps, because right around lap eight it started to show the effects,” Lewis admits. “I was getting everything it had to give; it just didn’t have much left.”

Calvert, meanwhile, relished the underdog role. “Michael did a wonderful job taking out a big lead when his tires were good, there was no way I could keep up with him,” Calvert says. “I had to hope that the ‘little engine that could,’ turtle approach would reel him in, and it started to work a little bit.”

The ninth championship was a highlight for Lewis, especially with it coming on the West Coast. Lewis was a member of the SCCA Board of

Directors when the decision was made to move the Runoffs every year. “It was one of my things, after being in the Runoffs for years and traveling all over and never being close to home...I wanted to bring it to the West Coast,” Lewis says. “I was able to convince my fellow Board members, and I think it was one of their better moves. It really energizes the driver base. There were more than 100 rookie drivers [at the 2018 Runoffs], and they’re going to get hooked. It’s so valuable for that.”

Among the energized rookies was third-place finisher Michelle Abbate. Though mechanical issues left her with just two laps of qualifying all week in her Cybersight/CraigRaudmanRacing/GRR Chevrolet Monte Carlo, she hung on for a “dream” podium finish.

“This is pretty unreal,” Abbate says. “I kind of dreamed to see the podium, but I really just dreamed to see the checkered flag. That was the big accomplishment.”

**RUNOFFS: RACE 1 - GT1**

This was the first race of the weekend, with a small field of eight cars. The weather was sunny clear, and cold.

SFR was represented by Rob Davis/No.81 Chevrolet Monte Carlo and Michael Fine/No.66 Camaro.

Fine had drive train problems and pulled off in Turn 2 and retired.

Once the cars sorted out in the early laps, the race was processional except up at the front at the last, when the top three were going for it.

Rob Davis moved up from seventh on the Grid to finish fourth.

Michael Lewis from Cal Club had the pole and led all 20 laps to take his first Runoffs Championship of the weekend, making him fifth on the list of Runoffs Championships won. No driver was faster than the track record.

**GT1 CHAMPION**

Michael Lewis

San Diego Region

**GOODYEAR JAGUAR XKR RACE 2, FRIDAY, OCT. 19, 2018, 9:35 A.M.**

**FORMULA CONTINENTAL**

BY: TOM SCHULTZ/LYNNE HUNTTING

Everyone knew that this race would have an unanticipated conclusion when the first-, second-, fourth-, and seventh-place qualifiers never made it to Turn 2. Tire Rack polesitter Timothy de Silva and fellow front-row sitter Robert Armington led the field at the green, only to have the field rocked when contact with the rear of de Silva in Turn 1 spun his DFR/Tommy Bahama/Harin de Silva Van Diemen RF01 around, sending the rest of the pack into chaos. The incident collected race favorites Armington, Tom Hope, and Paul Rodler, which put an entirely new complexion on the race.



#81 San Francisco region driver, Rob Davis leads the Mustang of Don Noe



San Francisco Region Driver Skip Streets came within half a car length of winning FV



The Jetsons versus the Flintstones, Jason Isley #1 ended besting Brain Linn #21 in HP.

Mike Egner led the first lap but dropped to 11th on the second go round. Paul Marino took over first, followed by Russ Werner up from 11th, Peter West, Jason Reichert, and Chuck Moran. The order was in flux, as several cars made stops to assess damage. By lap seven, Reichert had moved up to second, and when Marino slowed drastically on the next lap, Reichert took over the lead. Egner continued to advance, taking third on the ninth lap, and second on the next lap.

The next several laps saw Reichert and Egner nose-to-tail and side-by-side as they disputed the lead. Egner got alongside Reichert’s Lucas Oil/Layrite/Coast Fireplaces Van Diemen RF03on a couple of occasions, and then took the lead on lap 13. He held the point through the 16th lap, but then was bit by the DNF bug, sustaining front-end damage. He was out, but not until after he put on a great run from almost last place.

Reichert was now in first, but Robert Negron and Scott Vreeland had also been advancing from deep in the pack and were in second and third positions. Negron was definitely on the charge in his Terri Negron Web Design Van Diemen RF99 and he took over for Egner, constantly filling Reichert’s mirrors. Negron made one mighty effort in Turn 1, getting alongside Reichert, but was unable to complete the move. The race finished in the order of Reichert, Negron, and Vreeland – which was not what could have been predicted from the grid order.

Afterward, a delighted Reichert told of his eventful race. “At the start, I thought that there would be an accident in the first turn, and there was one,” Reichert says. “There were cars and dust flying everywhere. I was able to get through without damage. My car was handling great and I was able to move up the field.





Hard Charger Award - starting tenth and finishing third. Lynn Greenhill finished sixth.

Negron had broken his "best wing" the first day of testing. To fix it, he carved a piece of wood and stuck it in there, and off he rode.

Congratulations, Drivers!

Only one driver had a lap faster than the track record, Mitch Egner/No.4. He started third but retired after an accident - not the big accident at the start.

**FC CHAMPION**

Jason Reichert

Las Vegas Region

Lucas Oil/Layrite/Coast Fireplaces Van Diemen RF03

"In the second half of the race, my engine began to sputter a bit, and I was losing some speed on the straight," he explains. "Behind me I could see Negron closing on me, and it was at one second a lap. I knew that it was going to be close. He nearly got around me in Turn 11, but I was able to hold him off."

Bob Negron also had an adventurous run, especially through the Turn 1 madness. "I buried the nose of my car into the back of another and tore it up," he says. "I then made a pit stop to have everything checked out. It was alright, so I went back into the race. This result is good because this is my last race."

Scott Vreeland's race almost mirrored that of Negron. "I went off course in Turn 1 and did not know if anything was broken," he says of his run from 10th to third in his Redhorse Constructors/BV Training Van DiemenRF01 - a charge that earned him the Sonoco Hard Charger award. "I went past the pits slowly, so the crew could take a good look. It was OK, so I just put my head down and drove."

**RUNOFFS: RACE 2 FC**

SFR drivers gridded second, sixth, eighth, tenth and thirteenth. Robert Armington/No.11 (2), Robert Negron/No.9 (6), Paul Rodler/No.68 (8), Scott Vreeland/No.51 (10), and Lyn Greenhill/No.88 (13.) All cars in this class are Van Diemen RF03 cars with Ford engines.

An accident in Turn One sorted out the front pack and four cars retired, including the pole sitter- Timothy De Silva, who races in SFR regionals and historic races; Armington and Rodler. Negron was hit by cars and landed in dirt, sorted it out and continued, in twelfth. As front runners had more problems, Negron stayed clear and moved up to fourth, and then second. Vreeland did likewise.

Negron came in second, only 00.355 seconds behind the winner, Jason

Reichert/No.32. He earned a Silver Medal.

Vreeland finished third for Bronze Medal, and earned the Sunoco



Andrew McDermid leads the AS field into turn two, unfortunately he did not finish



Early action in FM action Byce Cornet takes control as Bruce Semler gets tagged from behind and spins



Ermish and Huffaker side by side into turn two

Armington and DeSilva tangle going into turn two, setting off a chain reaction.

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**RACE 3, FRIDAY, OCT. 19, 2018 10:40 A.M.**  
**GT-LITE**

**BY: REECE WHITE/LYNNE HUNTTING**

SCCA members are like a family. Everyone in the Club knows that. But surely, when it's your closest competitor, at your home track, and every tenth of a second is going to count – that “family” shows itself as more of an “estranged uncle holding a grudge” – right?

Not in GT-Lite.

After a big crash in Tuesday's qualifying that involved contact with a concrete barrier exiting Turn 11, Troy Ermish was in a mad scramble to repair the front left corner of his LSEnergy/Rebello Racing/Tory Ermish Nissan PL510.

“Joe Huffaker offered me his shop if I wanted to stay,” Ermish says. “He gave me the keys to his shop and said you can stay all night long if you'd like. I was really appreciative of that.”

Luckily, Ermish was only an hour and a half from his own shop and had the tools he needed to fix his car. Ermish pulled back into Sonoma Raceway at 5 a.m. on Thursday morning, running on just three hours of sleep, and landed on the Tire Rack pole – less than a tenth ahead of Huffaker, and another two seconds from the rest of the field.

“I was probably dumb and delirious, that's why I was faster,” Ermish jokes.

Sadly, though, the heavyweight fight never materialized. Huffaker pulled off on just the second lap while chasing Ermish, a broken left rear axle the culprit. With that, Ermish was the National Champion in GT-Lite, with some 35sec to spare.

“It's just hard to explain when you've got the drive,” Ermish says. “All of my life, I wanted to be a professional driver. This is as close as it gets.”

Ermish and Huffaker have sparred throughout the years on the West Coast; always friendly, good-natured rivals. Ermish had gotten the best of Huffaker on occasion, inching closer and closer to a true competitor. That final step was put to rest during this Runoffs.

“The high of setting fast time is almost as good as winning,” Ermish says. “I couldn't believe I did it. As soon as I did that, you get so much confidence. Before, I always thought I could run with him, but I thought I'd have to run on the ragged edge to beat him. I'd be on the verge of crashing.”

Behind Ermish were a pair of Club Racing lifers, Joe Harlan and Jonathan Goodale. The pair battled for position deep into the race, which became for second place with the retirement of Huffaker and Peter Zekert (blown motor).

Harlan had been an engineer and crew chief for a number of Runoffs cars over the years but was making his first appearance as a driver in the Top Tech Motorsports/Nissan/Hoosier Nissan 240SX.

Goodale, a second-generation SCCA member from Colorado, earned his second Runoffs podium this year in his Mazdaspeed/Hoosier/Hawk/Summit Mazda MX-5. His first Runoffs podium came at Laguna Seca in 2014 – another twisty track that depends on driving and handling rather than horsepower. That's no coincidence.

“I'm everything from building the car to driving the car here to setting up the paddock to mounting tires,” Goodale says. “My car hasn't been on the dyno in five years. That's my story with everything. But that's what this is – you and your friends doing the best you can.”

Just a part of the success stories from the SCCA family.

**RUNOFFS: RACE 3-GTL**

Pole sitter, Troy Ermish/No.38 Nissan led flag to flag, and turned the fastest race lap of 1:49.458. This was his first Runoffs Pole Position, having pipped Joe Huffaker/No.77 MG Midget last lap in qualifying. Huffaker, who started second, pulled off in Turn 11 infield on Lap 2 to retire with rear axle woes. Three laps later Taz Harvey/No.8 Mazda Miata, who was third on the grid, drove off mechanical at Turn 6 and retired with shift linkage



Troy Ermish



The battle for what eventually turned out to be second place was between Joe Harlan and Jonathan Goodale

problems.

Ermish stayed out of trouble and all that went on behind him, which was drama and exciting racing. His Margin of Victory was 35.855 seconds ahead of Oregon racer, Joe Harlan Nissan, racing for Cal Club.

Tim Linerud/No.95 Volkswagen Rabbit finished twelfth, after starting 14th.

Ermish was one excited winner in Victory Circle!

When the excitement wears off, Ermish can prepare for his Sunday afternoon race in T2 in his Ford Mustang. Harvey will also be racing Sunday, in his Mazda RX-7 in GT3.

**GTL CHAMPION**

Troy Ermish  
San Francisco Region  
LSEnergy/Rebello Racing/Troy Ermish Nissan PL510

**RACE 4, FRIDAY OCT. 19, 2018, 11:45 A.M.**  
**FORMULA VEE**

**BY: JASON ISLEY/LYNNE HUNTTING**

Michael Varacins cemented his place in Formula Vee history when he recorded his sixth Runoffs championship in the class at Indianapolis Motor Speedway last year, showing that not only is he the most winning driver in the class, but that can get it done no matter the venue. That said, it was thought that California's Skip Streets, driving the Hoosier/Ron Chuck/Pops/Traci Mysterian M3 his wife recently purchased for him, would use the home field advantage to unseat the reigning champ – and qualifying seemed to back that theory up, as Streets claimed the Tire Rack pole position by a healthy margin.

Opting to take the unconventional outside starting position, Streets got a great start, leading the pack up to Turn 2, as Varacins, starting second, slipped in behind Streets and waited.

A battle quickly developed for third, with Brandon Abbott, Andrew Whitston, and Rick Shields getting after it. Unfortunately, Shields had a moment in Turn 10 and lost touch with the third-place battle.

As the laps unfolded, Alex Scaler, who had started seventh in his AdvantageMotorSports.com/Autowerks Mysterian CM2, was on the attack and ready to challenge for a podium spot. Scaler made his move on lap five, snatching third place from Abbott.

Up front, Streets and Varacins continued to pull away from the field, with Varacins apparently saving his car for a late-race charge. But that all changed on lap eight as Varacins drove his Speed Sport Engineering/Life-



The battle for what eventually turned out to be second place was between Joe Harlan and Jonathan Goodale



#6 Lans Stout and #73 Chris Doodson during the early part of the race, both encountered problems and did not make it to the finish



#80 Stevan Davis and #5 Ron Whitston

Lite Speed Sport AM-5 to the inside at Turn 7 and made the move stick, taking the lead from Streets for the first time.

Meanwhile, Scaler was all alone in third and closing on the leaders – managing to set the fast lap of the race in the process. By lap 11, the top three were within two seconds of each other. Then Streets got a run and passed Varacins into Turn 11 – it would be short lived, though, as Varacins reclaimed the lead on the front straight.

Diving into Turn 7 on lap 12, Streets slipped into the lead again, and as the duo battled, Scaler continued to pull up. As the pair dived into Turn 11, the shallow entry line that Streets seemed to prefer finally bit him as he got loose and spun at the apex. Streets quickly restarted, but was now in third, some 4.5sec behind Scaler.

While this could have easily been the end of the battle, Streets put his head down and mounted a charge.

On lap 15 of 20, Varacins encountered lap traffic and Scaler pushed hard to try to capitalize. At the same time, Streets was using every inch of the track to make up the 6.3sec deficit to the leader.

“We had a really good shot,” says Scaler. “Unfortunately, [we] got in to some lap traffic – all of the gap that I had closed in kind of went away.”

With two laps to go, Streets was in position to challenge Scaler, and did so in Turn 7, making the pass for second. Then the white flag flew, and Timing and Scoring showed a scant 1.2sec margin from Varacins to Streets, with Scaler just 0.4sec back in third.

As the trio approached Turn 11 for the final time, Varacins chose the defensive line so as to not leave an opening, forcing Streets to a wide line, setting up a drag race to the finish. Streets got a great run and pulled a wheel on Varacins, but came up 0.099sec short, with Scaler 1.1sec back for third.

While a seventh championship in this extremely competitive class leaves little room to argue that Varacins is the most dominant driver, Varacins was quick to acknowledge how hard he had to work for it at Sonoma. “Skip was fast all week,” Varacins says. “He was quick from the get go – we were playing catch up all week.”

For Streets, the runner-up finish was a great way to cap off a season that started when his wife gifted him the FV for Christmas. “I'm ecstatic,” Streets says. “I've had a great season all the way through.”

**RUNOFFS: RACE 4-FV**

Pole Sitter, Skip Streets/No.51 Mysterian of SFR led the first eight laps before he was passed by Michael Varacins /No.65 AM-5, who started second. Varacins led for three laps before Streets re-passed and then a lap later executed a perfect pirouette in Turn 11. Streets recovered in third place, and charged back up to second. By the last laps, Streets had caught back up and was on the tail of Varacins. Streets tried and was along-side at the finish, with a gap of 0.099 seconds.

Third place Alex Scaler/No.19 Mysterian turned the fastest racelap of 1:53.639, and Streets figured he would catch them had the race lasted a couple more laps.

Gavin Sweeney/No.91 Crusader finished tenth, after starting eighth. Ron Wake/No.41 Mysterian came in nineteenth, Marjorie Lundberg/No.24 Caracal was 24th, and Blake Tatum/No.3 Crusader retired after 7 laps. Richard Gordon/No.66 Crusader DNS.

Streets received the FV as a Christmas present from his wife, Traci, so he could run the Sonoma Runoffs. Streets won the FV Championship at Road Atlanta in 1991. Currently Streets is competing in FF, and he has that race Saturday noon. Now that he's had his #funwithcars, the Mysterian is for sale.

In Victory Circle, Streets was as animated and excited as any first-time winner, dancing with VC (Lady-In-Waiting) Princess, Ceci Smith before the trophy presentation.



## FV CHAMPION

Michael Varacins  
Chicago Region  
Speed Sport Engineering/LifeLite Speed Sport AM-5

## RACE 5, FRIDA, OCT. 19, 2018 1:30 P.M. H PRODUCTION

BY: REECE WHITE/LYNNE HUNTTING

With the checkered flag at the 2018 Runoffs, Jason Isley capped off an era in H Production that began in 2010 when the first iteration of his Toyota Yaris rolled to the grid. A tiny car by today's standards, it looked giant and out of place next to the tiny British cars that made up the majority of the grid. At the time, some were concerned it would destroy the spirit and soul of H Production. Eight years later, the car still looks large on grid and it's no longer unusual to see a more modern car on the grid, but there are still plenty of British cars competing.

In fact, the last four years have been a new school vs. old school showdown between Isley and Brian Linn. Isley crossed the 2018 finish line for a back-to-back title, 13.254sec clear of Linn, to earn two consecutive titles following a pair of gold medals by Linn. With that, Isley's version of the H Production Toyota Yaris rolled into the sunset.

"The Yaris program is coming to an end and the car is going back to Toyota," Isley says of the project he headed for SportsCar magazine in conjunction with Toyota. "I've got other duties now that I'm on the SCCA Board of Directors, and my wife is racing in Spec Miata. I may just take a year off and relax a little bit, build a project car with my dad and go do some autocross. Just take a break from all the pressure and the stress."

But it was a fantastic way to go out. Linn was the Tire Rack polesitter and elected to start on the outside of row one. But Isley used the torque of the TRD/Hoosier/OS Giken/Racer.com Toyota Yaris to his advantage, moving in front of Linn through the right hander and setting the pace from the front of the field.

And though Isley created a gap early, Linn fought back and was looking for the lead on lap 11, just past the midway point. His first look was into Turn 7, running side-by-side before being forced to give up the corner for the run down the Esses. But under braking in Turn 11, Linn locked the brakes and spun his Hoosier/Carbotech/LINNSpeed MG Midget.

Though he recovered startlingly fast, Isley had enough of a gap to sail away. But luckily, with the rapid pace the two had been running all race, they had accrued a sizable gap to eventual third-place finisher Ben Valentine and his MG Midget, so Linn was still comfortable in second place.

For Linn, the spin was disappointing, but his weekend wasn't over – he had been splitting his Runoffs qualifying sessions between his H Production and F Production cars – pulling the F Production Lotus Super Seven (owned and typically driven by Steve Hussey) to pit lane halfway through the combined HP and FP qualifying sessions, coming to a stop, then jumping into his H Production Midget in less than 45 seconds. He qualified both cars in the top two in class.

"If Brian focused on one track, I think either one would have been in trouble," says an admiring Isley. "Hats off to him for the effort to be able to qualify first or second in both classes – that's insane."

Impressive, but aren't the Runoffs difficult enough, even for a two-time champion like Linn? "In hindsight, it's not the best plan," Linn admits. "It compromises the total effort. But it's entertaining." For Linn, that entertainment would continue when the FP green flew the following day.

But regardless, Isley accomplished his goals. He took a pair of Runoffs National Championships and added some spice to one of SCCA's longtime signature classes.

## RUNOFFS: RACE 5-HP

Two veteran SFR drivers ran this race - Mike Cummings/No.32

Sprite and Jon Becker/No.9 Mini-Cooper. Both cars are bright yellow and hard to miss. They are paddocked together on the Grid Corner, with a view of all the comings and goings.

Cummings started and finished sixth overall. He was excited that he "Got to go to the Shed." This is his highest finish of the 18 or so Runoffs he's raced the past 20 years. This is where a car in the top six finishing positions goes for Post Race Compliance Checks. Wife Geneen is his crew and biggest fan.

Mike, Geneen and close friend/crew, Leslie Berry, put on the Product Party Wednesday night in the paddock, which raised so much money to give to the SCCA Runoffs Workers. Thank you all!

Becker started and finished fifteenth, retired after three laps with a broken axle/drive train. He was philosophical saying, "It's just racing." This is about his 12th Runoffs.

Berry, a former SFR T&S Chief, is working with T&S this week.

Jason Isley/No.1 Toyota Yaris won the race, leading flag to flag. His MOV was 13.254 seconds, and he turned the fastest race lap of 1:54.434. It was a new track record, and the runner-up, Brian Linn/No.21 Midget was also faster than the existing track record.

## HP CHAMPION

Jason Isley  
Cal Club Region  
TRD/Hoosier/OS Giken/Racer.com Toyota Yaris

## RACE 6, FRIDAY, OCT. 19, 2018 2:35 P.M. FORMULA MAZDA

BY: TOM SCHULTZ/LYNNE HUNTTING

The Formula Mazda race was remarkable in that the first seven places were unchanged throughout the entire 20-lap sprint race. That did not mean that it was a dull race, however, as the positions behind the leader were in dispute constantly even though no passing occurred. But up front it was a different story as Bryce Cornet took control at the start in his www.brycecornet.com Star Formula Mazda and pulled away at the rate of one second per lap to cement his first Runoffs victory.

The best chance for overtaking, as it turned out, was at the start and at the restart following an early full course yellow. As the field stormed into the first turn, Bruce Semler was hit and turned around, which scattered the field with some light contact resulting.

The order of the front of the pack as the field took the restart was Cornet, Mike Anderson, Jarrett Voorheis, last year's winner Mel Kemper, and Bill Weaver. Cornet was well aware of the importance of keeping the lead for the second start. "I had to get the restart right," Cornet recalls. "But I was sleeping a little bit and had to really try hard to hold Mike off."

Indeed, Anderson was primed to pounce at the restart. "I knew that it was critical to get ahead of him, but his car was really hooked up," Anderson notes. "At the yellow, I thought that things were okay – here was a second chance. I got a really good restart [and] I got most of the way alongside him, but he was able to maintain that outside line and he just took off."

That he did. Cornet pulled away steadily, increasing his lead by one second per lap, winning with an 18.9sec margin of victory. But second place was another matter. Voorheis and his Mitchell Petroleum Star Formula Mazda was right on the tail of Anderson and never let him get a moment's breather. This was despite Voorheis admittedly being uncomfortable with the track.

"I really struggle at this track," confesses Voorheis. "It is a more aggressive track; more than I am used to driving. I was right behind Mike, but with five laps to go I had burned off my tires and had to fall back."

So, the race ran out with the top positions being unchanged for the duration. Cornet, Anderson, Voorheis, Kemper, Weaver, and Nathan Ratton filled the top six. Unfortunately for Kemper, his car was found to be out of

compliance in post race technical inspection and was moved to last place with all behind Voorheis moving up a place each.

But in the lead, it was all Cornet. He had it all his way with a comfortable sprint to his first Runoffs victory.

## RUNOFFS: RACE 6-FM

Four SFR drivers ran this race Friday afternoon: Bill Weaver/No.67, Stew Tabak/No.20, Woody Yerxa, and Derry O'Donovan. All raced Star Formula Mazda cars.

There was a crash in turn 1 on the first lap, the Safety Car was dispatched. None of the SFR drivers were involved as it was behind them.

The race was otherwise relatively drama-free, and they all finished close to their starting positions.

Weaver finished fifth; Tabak came in eighth; with Woody Yerxa in ninth. Derry O'Donovan finished 11th.

Bryce Comet/No.65 had the pole and led all but one lap. On Lap 3, he was passed by Mike Anderson/No.42, but Comet re-passed and won the race, turned the fastest race lap of 1:37.909, and had a MOV of 18.840 seconds.

The weather was warm and sunny, with a cloudless sky.

## FM CHAMPION

Bryce Cornet  
Oklahoma Region  
www.brycecornet.com Star Formula Mazda

## RACE 7, FRIDAY, OCT. 19, 2018 3:40 P.M. AMERICAN SEDAN

BY: JEFF ZURSCHMEIDE/LYNNE HUNTTING

American Sedan is a perennial thriller. The cars are big and heavy, and the 40-minute format of a Runoffs race always poses a special challenge for the driver: can you keep your tires and brakes working to the end?

Coming into the Runoffs, eight-time AS Champion Andy McDermid was the prohibitive favorite to win – and for a while, it looked like the race was going to play out that way, despite the fact next to McDermid's Tire Rack pole position sat 13-time champion John Heinricy on the outside. Even at the drop of the green flag when a couple of cars tangled in Turn 1, that happened behind the frontrunners, with McDermid taking the lead in his WeatherTech/Felice Performance/Lane Ford Mustang, followed by Drew Cattell in the Hoosier/G-Loc/AEM/Hagan Cadillac CTS-V, Heinricy

in the Hoosier/Hawk/Mobil Chevrolet Camaro, and Daniel Richardson in the Hoosier/GT/PAW/Auto Gear/Anze Chevrolet Camaro.

Cattell quickly settled in to chase McDermid while Richardson dogged Heinricy for third. "I was trying to pressure Andy for a while and trying to get him to run his tires and brakes off," Cattell says.

And, ironically, that's exactly what happened in the fifth

lap. McDermid lost his back, right wheel under braking with the wheel and tire bouncing high in the air; Cattell, meanwhile, watched and wondered. "First, I wondered if there would be a full course caution," he recalls. "Then I thought it might be a little bit easier now because I wouldn't have to pass Andy."

Cattell took over the lead with a solid gap back to Heinricy, now in second place.

"The safety car came out, and I was looking in my mirrors and I didn't see John anywhere," Cattell says. "Then we got bunched back up and I



Stephanie Funk Greenfield MA is about to be passed by Gordon Jones Tualatin OR



Normand OK's Bryce Cornet holds off Temecula CA's Mike Anderson



Lynn Griffiths from Menlo Park finished fifth in AS

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Second place in AS Drew Cattell driving a Cadillac CTS-V



San Francisco Region driver John Yeatman finished third in FE



#48 Brandon Chappell Las Vegas NV temporarily leads #79 Lee Rackley Clinton NC

knew it would be a heck of a race from there.”

Richardson was more than seven seconds behind Heinricy as the yellow flags came out to retrieve McDermid’s car, but the gaps closed up and put Heinricy and Richardson back in the hunt. Meanwhile, Pratt Cole had taken up the fourth spot, with Lynne Griffiths in fifth.

A new green flag flew in the eighth lap, allowing Cattell and Heinricy to show what they had. The two leaders began pulling away from Richardson and the balance of the field. Heinricy filled Cattell’s mirrors, made a few tentative moves, and waited for his moment.

“It was pretty textbook for me,” Heinricy notes. “I could sit there and watch what was going on up front. I had a chance to go on hitting my marks and keeping my tires under me and keeping the brakes there. As long as I could stay in touch, that was what I wanted to do.”

Heinricy made his pass for the lead in Turn 11 on the 15th lap, diving to the inside of the right-hand hairpin under braking. However, Cattell did not retire gently, staying right on Heinricy’s bumper through the next laps.

“John drove a great race and made a clean pass,” Cattell admits. “I tried to stick with him and pressure him, but I didn’t have the speed to stay there. I was hoping for some lap traffic at the end, but that didn’t work.”

By the 18th lap, the leaders were encountering that lap traffic, but it balked Cattell instead and allowed Heinricy to pull ahead into clear track. At the finish line, Heinricy led Cattell by 1.928sec.

“At the end of the race the tires were still working, the brakes were still working, and the engine was pulling like crazy,” Heinricy says.

Richardson finished third, about 26sec behind Cattell.

“For a majority of the race, I was just trying to stick with these guys,” Richardson says. “I can’t thank everyone enough. SCCA runs a great program. I love these guys and I love A Sedan.”

#### RACE 7-AS

SFR had two drivers in this race, Lynne Griffiths/No.31 Mustang and Michael Thompson/No.16 Camaro. Griffiths gridded ninth and finished fifth. Thompson gridded 11th and finished eighth.



San Francisco Region driver John Yeatman finished third in FE

The drama happened in front of them and they stayed clear of that. Two cars clashed on first lap in Turn 1. They continued, but not far, bringing out two tow trucks and cleanup vehicles.

Griffiths had a good race with Jim Wheeler until he faded. GShe is a long-time SFR driver, and is an instructor at our Driver’s School. Two of our long-time volunteer workers work on her crew - T&S Chief Marcy Crawford and Bob Crawford, Worker Trans.

Thompson later did have a contact with another car, but continued on course, and managed to finish higher than he started.

Another driver from our area who races with us was Allison Palitz/No.82 Mustang, who races out of Cal Club. She started and finished tenth-retired.

The weather was warm, although the late afternoon shade was starting to move across the track.

Veteran Runoffs racer, John Heinricy/No.56 Camaro won the race, leading the last six laps and turning the fastest race lap. It was his first Championship of the weekend, one of eventually two.

Previous leaders were Andy McDermid/No.24 Mustang, who led the the first four laps until he lost his RR wheel and had his LF toed out. He made it to Turn 2, before going off course, with his wheel flying and bouncing away. It was priceless watching him walk around the car and give the universal WTF gesture with both arms.

Then Drew Cattell/No.27 Cadillac led for the next nine laps, before Heinricy took over. The top three drivers were faster than the track record.

#### AS CHAMPION

John Heinricy

Detroit Region

Hoosier/Hawk/Mobil Chevrolet Camaro

#### RACE 8, FRIDAY, OCT. 19, 2018 4:45 P.M. FORMULA ENTERPRISES 2

BY: JEFF ZURSCHMEIDE/LYNNE HUNTTING

This was the first year for a Runoffs championship in Formula Enterprises 2. The new class reflects a new engine package for the FE chassis that gives drivers a little more power, plus a few reliability extras. “Overall, they’re just small upgrades,” notes FE2 Tire Rack polesitter Flinn Lazier. “You know, it’s just a little quicker. So, I thought it was a good change.”

After leading qualifying in the first two sessions, Liam Snyder ended up on the outside pole in his Snyder Brothers Racing FE2, sitting alongside Lazier’s Tivoli Lodge/Bell Helmets/Stockit FE2. Lazier bested Snyder by just 0.045sec in the final qualifying session on Thursday. Third place on grid was claimed by six-time FE Champion Scott Rettich in his Alliance Auto-sport/Red Line Oil FE2.

At the drop of the green, the top three drivers fell in line with their qualifying positions – and that’s how it went for 20 laps. At the checker, Lazier

won with a margin of 8.619sec, with Snyder second and Rettich another 13sec back in third. It looked textbook from the outside, but in the cockpit, the story is always different.

“We had a pretty clean day,” Lazier says. “We got away early, which helped us, but Liam definitely kept the pressure on. By no means was it relaxing at any point, but we just ran the race and stayed clean.”

Snyder was philosophical about his finish, especially since his twin brother had won the FE race in the split group session. “We had a great start,” Snyder says. “It was a very clean start. We were having some troubles with getting the setup from the last qualifying session, so I tried to create some pressure and to keep up, but [Lazier is] fast.”

For his part, Rettich showed good humor about the race. “It was a fun race,” he says. “It was relatively lonely there in third. I just couldn’t quite keep up today, but you know, it was fun.”

Coming from an accomplished racing family in the IndyCar series, Lazier looks strong for a career in racing, and a Runoffs win just underlines the opportunities that may be available.

“A lot of people ask that question as if it’s something being forced upon me,” Lazier says of his racing, “but it never is. There’s no pressure. It’s always great family time. I love telling the story that it is a legacy thing, but it was actually not my dad or my grandfather that got me into racing; it was my mother. I think that speaks for itself. I can’t say specifically what I’ll do, you know. It’s about funding and sponsorship, but for the most part I just see myself continuing to race, no matter where it is.”

#### FORMULA ENTERPRISES

With the advent of the new, more powerful Formula Enterprises 2 class, there was ample speculation about the original FE class heading into the Runoffs because the two classes raced together, requiring drivers to choose one class or the other. As it happened, 10 drivers chose to compete in FE.

After three days of qualifying, 15-year-old Mark Snyder put his Snyder Brothers Racing FE on the Tire Rack pole for the race. Interestingly, Snyder’s twin brother Liam sat on the outside pole of the FE2 contest, and after the FE2 cars took their green flag in a split start with FE, Mark grabbed the FE lead as he crossed the line. Second-place qualifier Brandon Chappell tucked in behind Snyder, with third-place qualifier Justin Huffman in his Cleverspeck FE slotting into his position as well.

“I had a slow start,” Snyder notes of the race’s first few hundred feet. “I looked right, though, and I had a clear path, so I cut right and went up into Turn 1. I looked in the mirror and I just saw 15 FEs, and I’m like, oh, this is going to be crazy.”

By the second lap, fifth-place qualifier Lee Rackley grabbed third. Rackley moved up to second in the seventh lap, while Chappell held onto third before retiring in the 10th lap. Huffman was there to pick up third for the second half of the race. Rackley spun off in the 14th lap, gifting the second spot to Huffman and moving the Bulldog Motorsport/Gold Hill Racing FE of John

Yeatman into third.

“I settled into fourth for a good long while and just kind of kept everybody in sight,” Huffman said. “Eventually, Lee (Rackley) spun, and I started fading back a bit, having overcooked rear tires. Things got a little more exciting in places. John (Yeatman) was coming for me. I think John was actually beside me a couple of times.”

Snyder may have seen some of this in his rearview mirror, but not much because by the 17th lap, he had a gap of 17 seconds over Huffman, while Yeatman continued racing just 1 second behind.

“I started in seventh, and so it was quite a distance to get up to third,” Yeatman says. “There was a lot of attrition, so it’s sad that I had to come up through that. I had some good battles, working really hard for second, but it just never came together.”

At the checker, Snyder took his first Runoffs championship with a margin of victory of 16.379sec, with Huffman second and Yeatman another eight seconds back in third – a run from seventh, earning him the Sunoco Hard Charger award.

“I knew I had to keep pushing, and then I just calmed down,” Snyder recalls. “The shade started hitting the track, and about mid-race my spotter told me I had an 18-second gap, so take it easy. I backed off, and in Turn 1 I was glad I backed off, because that sun was getting really bad. I think my last lap might have been one of my slowest.

“When we crossed the checkered flag I just heard extremely loud noises in my ears,” says Snyder. “That was good. I felt great!”

#### RUNOFFS: RACE 8-FE2/FE

SFR had two drivers each in the two FE classes. The newer SCCA Mazda Enterprises, FE2, had Jim Devenport/No.23 and Brandon Aleckson/No.33. In FE there were John Yeatman/No.8 and Jeff Read/No.18.

This was the last race of the day Friday and the track was all in shade, and cooling off. The race had a split start, with FE2 first. It got waved off, so FE was also waved off. Next time by they all got the Green Flag. Devenport started fifth and ran there, then back to sixth, up to fifth and finished in sixth in FE2 class and overall. Aleckson retired after three laps. All but one of the drivers in the FE2 class were under the track record, including both SFR drivers.

Back in the FE class, Yeatman acquitted himself nicely. In SFR he’s not used to having many class competitors, so it was different racing in traffic with so many of “my kind of cars.” He started seventh and finished on the podium. Yeatman also won the Sunoco Hard Charger Award for the race.

He stayed clear of the drama in front of him, although he was at the tail end of it, and could avoid and capitalize. On the last lap Yeatman described his spin as a perfect pirouette. He continued on and came in third. Yeatman ran the Runoffs at Laguna Seca, finishing Fourth.

Read started eighth and finished fifth in FE.

Mark Snyder/No.29 won the race and FE2, leading flag to flag. The fastest race lap was run by Lee Rackley/No.79 FE2, who came in sixth.

An interesting sidebar to the race was the podium finishes of fraternal twins from Texas, the fifteen-year old Snyder brothers. Mark won the FE race, and Liam was second in FE2. Although fraternal, they are growing more identical all the time, said Liam. So true. They certainly look quite similar, and it’s not just their tall height and slender builds.

#### FE CHAMPION

Mark Snyder

Texas Region

Snyder Brothers Racing SCCA Mazda FE

#### FE2 CHAMPION

Flinn Lazier

Colorado Region

Tivoli Lodge/Bell Helmets/Stockit SCCA Mazda FE2



# PRO SPECRACER FORD RACE AT COTA

BY: BRUCE RICHARDSON @ ACCELRACTEK

COTA IS A "BUCKET LIST" TRACK FOR THE SPECRACER OR FOR THAT MATTER ANY COMPETITIVE DRIVER. IT IS NOW THE ONLY F1 TRACK IN THE US AND IT IS UNQUESTIONABLY A WORLD CLASS FACILITY. THE GROUNDS ARE NOT THE ONLY IMPRESSIVE FEATURE, THE TRACK IS VERY TECHNICALLY CHALLENGING. THE PRO STATUS AND CASH PAYOUTS ADD TO THE EXCITING AND COMPETITIVE NATURE OF A "PRO" RACE.

To start the journey, we left San Jose three days before the "load in" day. We traveled through the central valley down I-5 and then headed east at the northern end of L.A. We started about noon and we ended up making our first hotel stop in Indio CA. The next morning, we got up early and made our way to Phoenix for lunch, stopping at the exit next to the Firebird International Raceway where they have drag boat races. We stopped at a traditional Texas BBQ place, Rudys', before getting fuel and heading back on the road.

The next stop was Las Cruces NM for dinner, at a small Mexican restaurant we found on Yelp, then to the hotel. The next day we again got up early and passed through El Paso about 9:00AM, not the best idea because we ran into a bit of traffic. While driving through El Paso we could easily see the Mexico border and saw the contrast in housing and architecture on the other side of the Rio Grande. After about an hour on the road things got very barren. We thought the drive to Indy was barren but this took the cake. You drive for 200 miles and do not pass a decent fueling station, so we were diligent on using our phones to pick fuel stops. A few hours after leaving El Paso we ran into something we had not encountered before, it was a check point by border patrol. As we passed by the check point all the boarder patrol person asked was "what is your citizenship" we said US and he gave us the go ahead. We thought if we had a bunch of illegal immigrants in the back of our 50 foot gooseneck it would have been easy to get them through the checkpoint.

As we drove for hours on end we realized how big the wall would have to be to span the US - Mexico border. After looking on Google, being bored to death from the monotony of the drive, I found the Great Wall of China is about 6 time longer. The US/Mexico border is 1,954 miles and the Great Wall of China is about 12,000 miles but it took over 22 centuries to build.

Later that evening we arrived in Austin and we met up with Court and Marianne Cardinal for dinner. Court is the president of Casino Fandango in Carson city and does a lot to support the SFR SCCA. Late that night we ended up at a Russian restaurant, the food was good but the Vodka was better.

The next day we got to the track about noon and setup the pits. The pits were in the center of the track and we had access to almost every part of the track. We had time to drive around to get a perspective of the track layout, elevation changes, and turns. During time the SCCA team setup their 50 foot trailer, it was impressive with tents on both sides for tech and registration. Robey Clark and the SCCA team were very organized and prepared. After setting up the pits we headed to dinner at a classic Texas BBQ spot, "The Broken Spoke". The food was good to great, maybe I had too high of expectations.

## BIRDSEYE VIEW OF COTA

The next day the first practice session was early in the morning. They gridded up the SpecRaces in our pit area and then escorted them to the hot pits where the F1 teams had been just weeks before. It was an impressive site, all the cars lined up in the hot pits.

## 1STPRACTICE GRID

All three practice sessions ran well with one early in the day and the other two in the afternoon. All of the practices ran with no double yellow flags - good clean driving.

The first and only qualifying session was early Friday morning. The cars went out in single file and that allowed the field to spread out, giving drivers room to work on reducing lap times. At the end of the session the grid order for the first race later in the afternoon was set. The top 10 qualifiers were:

1. 23 Russell Turner
2. 19 Bobby Sak
3. 4 Denny Stripling
4. 119 Grayson Strathman
5. 83 Mike Davies
6. 7 Tray Ayres
7. 18 Gary Glanger
8. 37 Corey Condit
9. 54 Chris Funk
10. 111 Bruce Myers

The fastest qualifying time was 2:28.609 seconds with an average speed of 83 mph. Some reference lap times are: F1 - Lewis Hamilton - Mercedes-Benz W09 @ 1:32.24, GP Motorcycle - Marc Marquez - Honda RC213V @ 2:02.74, and Porsche 911 GT3 RS 991 @ 2:23.41. The SpecRacer is not fast when compared to an F1 car but it was faster than one of the Hankook 24-hour cars, a BMW M235i Racing Cup car driven by Tibbett-Tagle-Hendrix-Flores with at fastest time of 2:29.641.

The first race was at the end of the day so after preparing the cars the crew took a break. The drivers pulled videos and worked on going faster. As it got closer both the drivers and crews were thinking about what will happen at the first turn, it is a long straight leading into a reasonably tight left-hand turn.

As the cars gridded up for the race the drivers and crews got more and more excited. The cars pulled from grid, made one long warmup lap, and then the pace car pulled off before the last turn before the straight. It seemed like an eternity as the cars made their way down the front straight. The race starter waited until the cars were a good half way down the straight before flashing the green flag. The cars roared and were off into the first turn. To our surprise all the cars made it through the first turn cleanly and the first lap without an incident. It took almost 2 minutes for the leaders to make it back to the start finish and a group of 5 cars pulled out in front in one group with the others following. The front group of 5 drafted on the back straight, the longest straight, pulling farther ahead of the trailing groups. The top five were fun to watch, there was tight racing and swapping of position the entire race. At the end Bobby Sak pulled off the win with Grayson Strathman .252 seconds behind. The top ten for the first race:

1. 19 Bobby Sak
2. 119 Grayson Strathman
3. 7 Tray Ayres
4. 23 Russell Turner
5. 83 Mike Davies
6. 111 Bruce Myers
7. 18 Gary Glanger
8. 54 Chris Funk
9. 21 Wayne Hudec
10. 11 Johnny Meriggi

Mike Davies after the first race taking 5th

At the end 37 cars finished the race, 3 dropped out and with a DNF, and 2 did not start the race. Overall a very fun and clean race. At the end of the race the entire grid was pulled into impound next to the SCCA trailer and tent. The drivers had time to share there racing with crews and other drivers. After about 10 minutes Robey Clark got the top three drivers up on the podium for their awards. The crews went back to prep the cars and the drivers started thinking about a cool place to go to dinner.

Our team, at the recommendations of Perry Richardson, ended up going to the Iron Works BBQ downtown next to the river. This restaurant served traditional Texas BBQ with one exception, it had a salad bar. It looked like the salad bar was there to satisfy the younger generation that is moving into Austin. A few of the drivers made there way to the bar, you know who you are, ended up breaking their fun meter. Everyone seemed to make it to the track for the early start of the second race.

The race grid for the second race was based on the best times from the last race and qualifying. The second race wasn't that much different from the first, a late green, clean driving through turn one, and clean racing throughout the entire race. In this race there was a group of 6 cars that battled it out up front. In the end Bobby Sak pulled off another win but this time by a whapping 1.085 seconds with Grayson just behind him. The top ten for the second race:

1. 19 Bobby Sak
2. 119 Grayson Strathman
3. 7 Tray Ayres
4. 4 Denny Stripling
5. 83 Mike Davies
6. 23 Russell Turner
7. 37 Corey Condit
8. 54 Chris Funk

9. 11 Johnny Meriggi
10. 36 Kelly Toombs

Again, Mike Davies pulled off a 5thplace finish and Corey Condit, a racer from the west coast ended up in 7thplace. At the end 33 cars finished the race, 6 dropped out and with a DNF, and 3 did not start the race.

After the second race Robey thanked the SCCA-E team; Nikki Larue, Mike, and Shanon Snow for all their work putting the race together and everyone gave them a hoot for such a great race experience. Then Robey moved on to the trophy ceremony with champagne and the whole works.

After the race most stopped to watch the start of the 24 hours of Hankook race. After watching the start some of the drivers packed up and headed to catch a plane. Our crew and some drivers decided to take a break and take a turn at the Go Kart track just in front of the main grandstands. The cart track was very fun and is highly recommended if you ever make it to COTA. After karting we packed up and got out of Dodge.

To get home at a reasonable time before Thanksgiving, we headed west immediately after packing up. The ride home seemed faster maybe due to the benefit of time changes or maybe it was time warp. We ended making good time and were home the third day at about noon. As much fun as it was it was good to be back on the west coast and home.

The drivers and crew would like to thank Robey Clark and the SCCA-E team for organizing the race and doing an outstanding job running the race. I know Robey has plans to have more Pro SpecRacer races next year and we highly recommend you make it to one.

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# THUNDERHILL REPORT

BY DAVID VODDEN

As Thunderhill Raceway Park begins its 26th season it is heart-warming to know how truly well regarded our track is across the nation. At the recent Performance Racing Industry show (PRI), in Indianapolis, track operators, key media personnel and just about every driver I ran into, knew about Thunderhill and offered high praise for its status in the industry and overall success. John Waraniak - Vice President of SEMA, Tim Frost - CEO of Race Track Business Conference and National Speedway Directory, Ralph Sheheen of Speed Sport Media, Joe Repass and Paul Underwood of K&K Insurance, Fred Ferguson of Palmer Raceway in Maine, Lauri Eberhart, Apollo Sports Law Group, Troy Duffin of Utah Motorsports Complex, and Mitch Wright of NCM Motorsports Park, just to name a few, are replete with their praise of what they know or have heard about our 530 acre motorsports complex in Willows CA.

Perhaps the highest form of praise comes when your peers copy your business model. Many tracks, including the Ridge, Oregon Raceway Park, Buttonwillow, Palmer Raceway, and NCM Motorsports Park, have all followed various plans and programs implemented at Thunderhill Park. The late Bill Huth, founder and patriarch of Willows Springs Raceway, used to tell his kids "This or that needs to be done more like Thunderhill."

Such praise does not come by accident. Professional men and women in our sport know the difference between outstanding operational effectiveness and growth versus publicity.

I share this with you because it seems that our Club members, and to a lesser extent, drivers, do not share that same sense of pride in what they have in Thunderhill Park. I used to think we suffered from being in the same marketplace as Laguna Seca and Sonoma Raceway, two famous tracks, neither of which comes close to treating club racers as well as we do. Facility-wise for club-level events, we have them both beaten.

Why then are we so poorly regarded by some of our SCCA race workers, officials, and drivers?

It may be that what comes easiest is least appreciated. It may be the result of old loyalties from old times and old members. It may be that we have never accurately and thoroughly conveyed just how fortunate we all are to have Thunderhill Park as a clean, ever-improving, multi-use venue for all that we do. It may even be old grudges that never had merit and yet somehow, continue. Who knows?

For now, as we begin the 26th year of Thunderhill Raceway Park, I encourage you all, each and every one, to make the following new year's resolutions: "Do not take the track that you own for granted"; share with everyone you come in contact, positive facts and stories about our track and, finally; "support the last road course to ever be built in Northern California with your atten-

dance and race entries!" Thunderhill Raceway Park is a great motorsports venue. It was ranked in the top three in Road and Track magazine and on the Thrill-list social media forum late this year. Thunderhill is an ever-improving, multi-faceted motorsports park, built by racers [all] for racers [all] and its yours. Treat it like it was one of your kids that you love and that you want to be successful and then help make it so. Happy new year.

A Question: If you had a chance to win big prizes, including a year of free race entries and test days before club races, would you go for it? We did something like this several years ago and driver turnout and the battles for class championships were epic.

Consider this, road racing in a real race car, is a very unique experience. Very few men and women ever get a chance to take a green flag and battle for a win or a top finish against serious competitors. You do. This makes you very special and unique.

Now consider how many people who actually race, like you, ever win a season driving championship. Extremely rare!

As the 2019 SFR/SCCA racing season begins anew, think about this - you could be a driving champion! You could stand on that stage in front of your family, friends, and peers, as the driving champion in your class for 2019. And, you could be the winner of a free year or race entries or pre-event test days or other valuable prizes. Could be!

If enough of you say yes, "hell yes", we will recreate the driving championship awards program for you for next year. We will sweeten the pot with free race entries, test days, contingencies, and even cash. Would you like to excel above your peers and be a 2019 SFR/SCCA driving champion and win valuable awards and recognition? Say yes by telling us at office@sfrscca.org and/or dvodden@thunderhill.com.

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COLLECTOR/RACE CAR: This car raced the La Carrera Panamericana 5 times finished 4 times. The engine has been moved back 4", The dry sump Twin-cam engine with (2) 45DCOE is in storage. It has been replaced with the back-up engine, an 1800 with one 45DCOE. The front fenders, cowl and hood are removed as a unit with 6 bolts. The car runs on Aston-Martin rims have (2) sets. Three engines total, extra tranny plus boxes of parts. Price 27k email: mosswoodcv@gmail.com ref:MGA

1990 Spec Miata. Race motor by Haag Performance, in 2016. Four weekends on motor. In Feb. 2017, complete suspension set up by TFB Performance, at cost of \$2,195: new Bilstein shocks front and rear, new Fat cat kit and 99 top hats; attach sway bars with no pre-load, four wheel alignment (TFB worksheet available). Tech inspection in 2017. GPS track data. Trailer, ramps, and straps go with car. \$7,000. John Myers 916-342-2141. jmyers@pacific.edu



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2001 Spec Miata. The car is well sorted and very fast. Has many championships and track records. Third in 2016 Teen Challenge. 1. New motor dyno time only. 2. New shocks. 3. New Clutch. 4. Rebuilt trans, no race time. 5. New wheels this year. 6. New wiring loom. 7. New Coil packs. 8. New Belts. Many extras; Receipts available. (949) 413-2220; noah-greyracing@gmail.com



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

Brand new chassis. Victory circle with Port City front clip. Car has never seen the race track. Have items to add to build such as fuel cell, headers, rear end, shocks. Message more more info. \$2000

for chassis, \$7000 for everything. Willing to split items. 916-425-6251

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



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

1971 Datsun 510 4 Door. SCCA ITC Racer GRP 5. Car won 2015 ITC Champ. Ready to race, good first car. L1600 Robello Engine 40 over. Additional Pictures 4x4xfar88@gmail.com Text 209-613-4813. With spares \$6500



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



For sale: 2006 Winning Blue MX5. Full STR prep. I drove this to second in pax at last SSSCC event of the season by 0.1 seconds. Two sets of wheels with good rubber. RE71R'S and R1R's. \$13000 obo Will deliver with a deposit up to 1000 miles from 99338 for \$0.75/mile. Trophied at the Packwood Tour in 2013

(Rex), 2014 (Mark, Lynn and Dennis Healy), 2015 (Mark & Lynn) and 2016 (Lynn). 2006 Mazda MX5 GT with 74XXX miles Winning Blue, 60,000 when we bought it in 2012. We are the second owners and can put you in touch with the original owner if needed. All in decent condition (for an autocross car, not a show queen) with minor road chips on hood and at rocker panels. 6 speed with stock Mazda LSD. (Only mod it does not have is the OS Giken) PPE Engineering LT Header and midpipe put on in 2014 and much more. Contact me for details. roadracerx@gmail.com 509-551-2681



Two BMW E36 IT-prepared rollers for sale, one with some front end damage. Complete race-ready drivetrain for ITS 2.5l and complete drivetrain for ITA 1.8l available, prepped to IT limits and chipped. Aggressive limited slips for each. Fully built suspensions. 2002 ITA 3rd place SFR region championship car. Make offer. banta@racer.net, 650-472-1486 www.fizzball.com/bmw01

## TRAILER AND CAR



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

## SOLO RACER & TRACK CARS



## STREET CARS



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

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

1712

## TRAILER/TOW



2010, 36'Heartland Toy-hauler with approximately 30,000 mi. Sleeps 8, ideal for extended stays. 10' garage, 100 gal. fresh water, new convection microwave 60 gal black, 2 X 30 gal grey, 30 gal fuel station, Onan generator, new tires and wheels Satellite HDTV, 2 batteries with 50 watt solar charger Power twin bunk beds in garage. \$25,000 530-295-1805 eves. xsrbaldwinsbcglobal.net

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

2002 24' carson toy / race car hauler. if you are a racer this toy hauler is perfect for you!! bought this trailer new and was ordered to my specs. the reason is that i have a vintage race car and needed more garage space then you can get with off the rack style toy haulers. there are so many upgrades and maintenance items that were done that i have a long list. this is no doubt the best older trailer you can buy. needs nothing!! \*comes with a yamaha generator that is about 3yrs old. \*speaker with disco light bluetooth at front door \*new wheel bearing in and out and brakes \*all white outside trim new \*new tires and 2 spares \*\*Much More \$12,500.00 negotiable much more call phil at (602)376-8631

2006 Haulmark 20' enclosed trailer with alum workbench, built in toolboxes, lots of pit-pal equip. Lots of storage and race equip including quad , 20' easy-up. \$6,000. Kenn (503) 879-5519. both \$16,000. call for details

1712



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

## TOOLS/ EQUIPMENT /MISC FOR SALE



Race Car Simulator Product Details: RaceCraft1 Motorsports Training system original cost \$28,000, selling for \$19,500 or best offer (OBO). Motion settings tuned by IndyCar racers James Hinchcliffe and Sebastián Saavedra make this unique SimXperience Stage 5 Full Motion Racing Simulator simply everything you need to enjoy professional racing simulation in your home or facility. The sim comes with the innovative pressure feedback of the G-Seat, a one-of-a-kind custom feature provided for the original customer exclusively by RaceCraft1.

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

White glove delivery, setup, and expert RaceCraft1 instruction available upon request.

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



House in Foresthill. Frank Lloyd Wright design. 2 bedrooms, 1 office, 1 bath, 5 car garage, 4 carports. Design heats and cools itself. Seven acres at end of private road. \$700,000 OBO. Call 916-663-1641 between 5-7 pm

Set of four Hoosier cantilever slicks, 20x9.5-13 R35A compound. They are

mounted on 13x7 steel wheels. (The wheels come with the tires for free.) Barely scrubbed in. They are virtually brand new. Cost me over \$1000, asking \$500. Contact Rich at con-erunner@yahoo.com

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

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

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

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

## SHOP/STORAGE SPACE

SHOP SPACE in Santa Clara, 2600 sqft of available space with 2 lifts. Perfect to keep and work on your race or track cars. Suitable for small to medium size teams as well. Trailer storage also available. Bathroom and small office. Lots of storage racks.Izzy 650.279.7252 or izzysanchez78@yahoo.com.

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

Garage Space Available at Thunderhill starting in June of 2018. 1,400 sq. feet. Large bay door. Bathroom stall available. Rental fee \$1,000 per month. Only eight spaces available. Located on three mile track area near new Solo Pad and SCCA office. E-mail dvodden@thunderhill.com to put your name down on a waiting list. First come, first serve. Great deal!!!

Shop Space: Morgan Hill/San Martin. 2400 Square foot shop with outside trailer parking available. Clean shop less than 1 mile from Highway 101. Space available to work on your racecar. Long or short term available. Trailer storage

also available. 110/220. Restroom. Rod @ 415-298-3917 or Steel.Blue.Rod@gmail.com

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

STORAGE SPACE: Available for smaller race car, hot rod, vintage. Concord area. Very secure long term deal storage only \$125 per month. John (510) 548-1011

## SERVICES

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



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full range of race car services, including prep, maintenance and fabrication at our Sacramento area shop or in the comfort and security of your garage. Trackside support for any type of race car. Experience from vintage to modern, club car to ChampCar. Call or E-mail me to discuss your racing needs. References gladly provided. Competitive rates and will travel. Tim Slagle (916) 730-7223 timsagle@hotmail.com

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



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Auto Spa Racing Service - In our 25th year, still located at Sears Point / Sonoma Raceway , continues to provide our customers with full service race car fabrication , restoration and trackside support . We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment , transaxle service or any

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**P2 1st Tim Day**

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**FB 3rd Mark Nixon**

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