



The wheel®

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



SFR SOLO 12 & 13

YEAR-END FUN PHOTOS

REGIONAL 13 & 14

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FEATURING THE RDC ENDURO

p. 18

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On the Cover: #36 Lawrence Bacon, #22 Jerry Kroll, and #18 Jeff Read. By Ron Cabral.
Photo Above: #47 Joe Reppert. By Ron Cabral.

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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.

SAN FRANCISCO REGION SCCA

REGION OFFICE

MAILING ADDRESS

PO Box 308, Willows, CA 95988

LOCATION

5250 Hwy 162, Willows, CA 95988

530 934 4455

530 934 7275 fax

office@sfrscca.org

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BOARD OF DIRECTORS

BARBARA MCCLELLAN Regional Executive
barbaramcclellan@aol.com

BLAKE TATUM Secretary
wheel@sfrscca.org

Tim Sullivan Treasurer Director
Timbo0724@msn.com

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

CLINT DEWITT Director
clint@sfrscca.org

ROGER EAGLETON Director
roger@gofivestarp.com



PUBLISHER: THE WHEEL PUBLICATIONS

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

Art Direction & Design **JULIE LEFRANCOIS**
julielefrancois.com

CONTRIBUTING WRITERS Blake Tatum, Lynne Hunting, Gary Horstkorta, Bruce Richardson, Ryan Panlilio, David Vodden, Davey Drouin

CONTRIBUTING PHOTOGRAPHERS & ARTISTS Laura Stich, Ron Cabral, Aaron Meyer, Dave Jeffords, Ryan Panlilio

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2018 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

FEBRUARY 16-18
DRIVERS SCHOOL
Thunderhill

MARCH 3-4
REGIONAL 1 & 2
Thunderhill Raceway

MARCH 16-18
REGIONAL 3 & 4
Mazda Raceway Laguna Seca

APRIL 7-8
MAJOR
Thunderhill Raceway

APRIL 21-22
REGIONAL 5 & 6
Thunderhill Raceway

MAY 3-6
FERRARI CHALLENGE
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MAY 18-20
SPRING CLASSIC
Mazda Raceway Laguna Seca | SCRAMP Support

MAY 31-JUNE 3
TEST DAY & REGIONAL 7 & 8
SPEC RACER FESTIVAL
Mazda Raceway Laguna Seca

JUNE 29-JULY 1
MAJOR & REGIONAL 9 & 10
SPEC MIATA FESTIVAL
Sonoma Raceway

JULY 27-2
REGIONAL 11 & 12
Mazda Raceway Laguna Seca

AUGUST 18-19
PRE-REUNION
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AUGUST 23-26
REUNION
Mazda Raceway Laguna Seca | SCRAMP Support

AUG 31 - SEPT 2
REGIONAL 13 & 14 SEASON
FINALE
Thunderhill Raceway

SEPTEMBER 7-9
IMSA
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SEPTEMBER 27-30
RENNSPORT
Mazda Raceway Laguna Seca | SCRAMP Support

OCTOBER 16-21
SCCA RUNOFFS
Sonoma Raceway

OCTOBER 25-28
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Ferrari '59 250GT Series I Pinin Farina Coupe	Ferrari '61 250 GT Short Wheel Base Recreation
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Jaguar '62 XKE Roadster	Lotus '64 30 Sports Racer
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Mercedes-Benz '71 280SE 3.5 Cabriolet	Mercedes-Benz '71 280SL
Porsche '76 930 Turbo	Porsche '87 930 Turbo
Porsche '79 930 Turbo	Shelby '66 GT 350
Shelby '64 Daytona Coupe Recreation	Talbot-Lago '39 T-23 Major Cabriolet

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FREE TEST DAY FOR SCCA MEMBERS SET FOR SATURDAY DECEMBER 30

The annual FREE TRACK DAY for SCCA members will take place Saturday, December 30th from 9am to 4:30 pm at Thunderhill Park. The \$349 value is provided to all racers who are current members of the San Francisco Region of the SCCA as a dividend for ownership of the track. Gates will open at 7:30 AM on Saturday with signups taking place in the track's Pro Shop.

On track groupings will start with "open wheel and closed wheel" as the designations. Those planning on testing can help by calling or e-mailing their intention to attend in advance to Schuyler Van Buskirk at schuyler@thunderhill.com. While membership is required it should not be a deterrent as they will be sold at the Pro Shop that day to accommodate all attendees. The day will also be one session for street cars driven by current SCCA members so as to extend the value of the free track day to members, family and friends who do not have access to a race car. Some rental Miata's are also expected to be available.

Friday night camping for the Saturday event is available for a fee of \$25 per unit reserved in advance by calling Shannon Ell at 530-934-5588 E 102 or Ray Mudd on extension 105. No access will be permitted Friday night, other than those making reservations in advance. This move is designed to contain the rising costs of the event to one day of access and services in order to allow the program to continue.

SCCA volunteers including corner workers are encouraged to attend and help out. The event is ideal for volunteer training and as a refresher course for all who will man the courses in 2018 for SCCA events. Call Schuyler at 530-934-5588 E-107 if you plan on helping out.

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209-620-0559

RATES

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

LETTER TO THE EDITOR

I just finished reading the candidate statements for our club's upcoming board of directors election. One of the themes that seems to be consistent in these statements is the need to attract new members.

As a 12 year member, my personal budget does not allow for me to compete (I'm trying to put two kids through school), so my participation comes in the form track volunteer. I actually joined the club 12 years ago because I wanted to get closer to the action knowing I could not afford to actually jump behind the wheel of a car.

My son has contributed as a volunteer, which motivated me to sign up for a family membership. I only had the time to participate in a handful of events the past couple of seasons, but my participation requires membership, which is accompanied by dues regardless of the number of events I work.

I understand there is a discount program that is tiered by the number of volunteer days that I work, but why am I paying at all???

As I evaluate my participation with the club going forward, my financial obligation becomes a real factor in that decision. In order to volunteer, I need to pay for membership which exceeds \$100 when you factor in national and regional dues), gas to get to events and food (breakfast and dinner in many cases). I drive back home to Sunnyvale on Saturdays in order to avoid incurring hotel costs.

So to volunteer, I'm PAYING the club.

If the club is serious about retaining volunteers who do not race, the decision makers should consider a more amenable fee structure for membership. I'm not asking you to pay for my gas, but the current membership fee structure should be evaluated to take workers into better consideration.

Regards,
Mike Lee

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WHO WAS NAUGHTY AND WHO WAS NICE?

WHEELWORKS BY BLAKE TATUM

Here it is the day after the SCCA banquet and all the SCCA racers are busy thinking about the next race season. They are thinking of what it will take to win the championships, who will show up next season, will they have a crew to support them?

Many wonder if they have the resources to continue, while others think about what might have been had they had the extra little piece of the puzzle to finally put them on the top rung of the podium. While some anticipate running for the regional championship others are thinking of being national champion at the Runoffs, which for the second time in the last four years will be run on the West Coast.

The weather is chilly with the sun barely peaking through the clouds. It is early in the morning and we find several SCCA Racers waiting in line. Only this time it is to see Santa not Linda Rogaski and Claire Kelly. All in attendance figure Santa is their key to SCCA glory. Santa will solve all their problems. Whether it be equipment related or talent related, Santa will certainly have the answer.

Of course not everyone in line will get what he or she is asking for. It is not because Santa plays favorites (he does like SCCA better than NASA for some reason). It is because some of these people landed on the naughty list. You see, Santa can see you when you're sleeping, he knows when you're awake, he knows when you've been bad or good, so be good for goodness sake.

Santa knows when you squeezed your competition off into the dirt, he knows when you are telling the truth to the Stewards in impound, and most importantly he knows when you are traveling faster than a brisk walk in the paddock.

As the long line of SCCA racers took their turns, we elves got to listen in. First up was Joe Briggs. Joe is a driver of a Spec Racer Ford and told Santa that he gave all of his competitors plenty of racing room especially at the starts. He said that he was nice to all the SCCA volunteers and because of his good behavior he asked Santa for a few items. He said that he did not win the championship and feels that a test day here and there would really make him more competitive. He also would like Santa to bring him driver accessories like Helmet shields, gloves, and a cool shirt because in order to be comfortable going fast first you have to be comfortable. Speaking of comfort Joe needs to spruce up his paddock space so he would like Santa to bring him a couple of specialty designed SCCA lounge chairs and an ice chest. Lastly when the last checkered flag of the day falls he would like to enjoy a beer while relaxing on those new chairs.

Jerry Aplash was next to sit on Santa's lap. As he shyly made his way up to the jolly ol' fellow in the big red suit, you could tell that Jerry did not have a list in hand. As Santa asked Jerry his name and before he could answer, he blurted out TIRES! Santa said do you want anything else and Jerry just said TIRES, TIRES, and more TIRES. Just to make sure Santa got the message as he was walking away Jerry whispered in Santa's ear "Did I say Tires?"

We have to wait through several five year old kids to have their turn with Santa as the next SCCA racer Roger Eagleton lost his place in line when he got distracted by the throng of people that surrounded him wanting to wish him good luck as a new San Francisco Region board member. He will certainly need it.

As Roger walked up to sit on Santa's lap several of the girl elves swooned. They must have had a little extra eggnog that morning because one was over heard saying "He can drive me anywhere!". Roger was oblivious to this extra attention, as he wanted to tell Santa what he is hoping to get to bring him to that next level. Of course he wanted the usual stocking stuffers like brake pads, he wanted a set of tires, but number one on his list was a combo package of a new racecar and personal coaching lessons from Ross Bentley. Roger did not specify what kind of racecar so lets hope Santa has been paying attention and gets him a Mustang.

As Ken Fukuda made his way towards Santa, he totally ignored the elves handing out the free candy canes. His focus was the big man. You see it has been several years since Ken has asked Santa for anything and he wanted to make sure he did not stumble or stutter his words. Ken did not want to ask Santa for too much so he asked if Santa could provide him with a sponsorship. In his excitement he did not tell Santa how much of a sponsorship or from which company, so it was up to Santa to decide whom it should be. Ken's only other request was some old school high top racing shoes so that gave Santa an idea. Santa contacted his buddies at Converse to see if a deal could be worked out. That way not only could Ken get his old school racing shoes, the entire crew would be decked out in the original high top shoe: the Chuck Taylor Converse Canvas all star. That is unless his team wants to run faster and jump higher, then they would have to opt for PF Flyers.

Santa was getting pretty tired at this point so he decided to open some of the mail he recently received. Santa reached into his mailbag and just so happened to pull out a letter from another SCCA racer. It was from none other than Helmuth Jones, a Sealed Spec Miata driver. Santa had all of his elves gathered around sitting criss/cross applesauce in front of him. The letter went like this:

Dear Santa,

Everyone knows that SSM is the 'purest' racing class in SCCA in these days of ever increasing complexity, horsepower, and FLASH. However, respect has not equaled purity. How often have we been battling for position with another SSM competitor, only to have another Group 7 SMT car with Runoff SM power (we all know who we're talking about) slot in between with all their straight away speed, and end up blocking in the corners, fully messing up that 'Mano el Mano' SSM contest. And who hasn't been cursed with that Group 5 SMG Mustang that can block, but not turn. Oh Santa, can you not deliver us from this nonsense??

Hamilton, Vettel, and Ricardo have DRS, Indy's have PTP, it is now our time to get back that respect. Santa, all I want under the tree is my own SSM Push To Pass System, my own DRS, only to use when that over-powered, under-driven, non SSM race car is interfering with my own race. To keep the SSM race as pure and equal as always, of course, I will never use this gift to gain any advantage on any of my fellow SSM class competitors.

P.S. It'd be best to present this gift in a way that would not get our Tech Stewards involved, they have enough on their plates anyway.

Merry Christmas

As Santa finished reading the letter he texted the North Pole and told his head design elf to get started. You see Helmuth has been an exceptionally good boy this year and Santa did not want him to wake up Christmas morning disappointed.

Tao Takaoka was the next SCCA racer to have his turn with Santa. Tao has had a tough year and his always present smile has most recently been missing from his face. Santa did not have to ask him what was wrong because Santa certainly knew that all of Tao's cars have taken a beating. Before Tao could make his request Santa said "I know what you want. You want a new racecar". Tao's bright white smile suddenly returned to his face and he walked away a very excited boy.

It seems the Spec Miata drivers like to hang out in line together because on the heels of Tao was SSM 2017 champion Alan Gjedsted. Alan told Santa it was a tough season and he raced hard all year. He won the regional championship at the last race of the season and when he reflects back on his racing career he thought he would ask Santa for a special device to be placed on all of the cars in his group. He asked Santa if he could design a spring-loaded, rubber-covered halo that would wrap around each Miata. He described this device as something like the bumper cars at Playland in San Francisco. He thinks it would make the race starts much more exciting and it would certainly bring a whole new meaning to the term bump drafting. As Alan walked away Santa had to shake his head about this one.

Just as Alan got down there were some loud high pitch squeals coming from behind Santa. It seemed the elf that was swooning over Roger had passed out. The eggnog must have had something slipped into it and the elf fell face first onto the ground. Lucky Alan was there as he was able to revive the poor little gal and once she awoke she had a new favorite driver.

Once all the commotion was over Santa had to make sure all the eggnog was disposed of as there was no way he was going to get through the throng of people with a staff of inebriates.

Robbie Rodriguez Jr., who finished second by four points in Spec Miata to Tommy McCarthy, was next to pay a visit to Santa. Robbie had a few big requests for Santa. He would like a street circuit to race at and a key to Sonoma Raceway. He then asked Santa if he could make sure more Miatas show up at the races because more is always better. Robbie likes the extra challenge of rain races and asked Santa if he could make it rain more often during his races. Lastly Robert asked Santa if he could have a marble dispenser for the back of his car to ensure victory. Santa looked at Robbie with a sense of puzzlement, but as Robbie walked away he told Santa he was only kidding about the marble dispenser because he is fast enough to win on his own merit.

The next group of SCCA racers to pay a visit to Santa was some open wheel racers. First up was Larry Bacon. Larry is a big guy and seemed to be in an exceptional mood this day. He waited in line a long time but did not seem to mind. I think he was showing off for Santa as he wanted his Christmas request to come true. Larry just bought a new car (surprise, surprise). He wants to go to the Runoffs in 2018 and wants to have a good showing. So the only thing he asked for was some test days. As Larry walked away he had his fingers crossed.

A long time competitor of Larry's was up next, Scott Meyer. I think Scott and Larry are in a personal contest with each other to see who could buy and sell the most racecars before they retire. At this point Scott has a slight lead. Scott had two requests. One has a very remote chance of being granted the other has a snow balls chance in h... of being granted. Scott requested a Ginetta G57 and asked for a return of 40 car Formula Vee fields. I will let you decide which wish is most likely to happen.

The last open wheel competitor to have his go with Santa was Kevin Gordon. Kevin is a FV racer who happens to be a very good driver. He just needs a little more power. So his request was quite simple. He just wants five more horsepower from Santa. Santa did not seem to think that was going to be a problem, but did not know if the FV engine elf (Ronnie Chuck) would ever get it done because Ronnie is busy building his revolutionary FV.

The last person in line was Brandon Miller. Brandon was the ITA regional champion for 2017. He spent a lot of time getting the car ready to race and a lot of time driving to the racetracks. He would like to spend a little less time doing both so he asked Santa for a racecar that can never be damaged and never needs repairs. He also asked for what every track enthusiast in the Bay Area wants: A hyperloop from the bay area to Thunderhill

As Santa waved good-bye to all the SCCA racers at the mall the well wishers watched him load up into his ride. Santa gathered his elves. He did a head count and had FV racer Kevin Gordon do a field sobriety test on the ones that were sampling the eggnog. The elves that did not pass received an extra dose of magic dust and soon everyone was loaded up and departing for the North Pole. Santa lifted off and his final departing words were "Merry Christmas, Happy New Year to all, and don't forget the tech sticker goes on the left shoulder roll bar!!!"

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Marco Fernandez finished 4th in X class in his Nismo Sentra.

SFR SOLO II ROUND 12 RETURNS TO CROWS LANDING

BY RYAN PANLILIO PHOTOS BY RIC QUINONEZ

Round 12 of the SFR SCCA Solo II series was held on Saturday, November 4, 2017, at Crows Landing. It was co-chaired by Youmna Zalzal and Ryan Cirillo, and the course was designed by Tony Rodriguez.

Dusty Perryman ran uncontested in AS in his 2008 Saturn Sky.

Larry Sharp edged out John Leckrone for the top spot in BS. Both were driving 2016 Ford Focus RSes. Greg Back finished third in a 1999 Corvette. Carole Zepeda, piloting a '17 Focus RS, took the top spot in BSL over Jamie Leckrone, who was in a '16 Focus RS.

David Peterson took first place in CS in a 2016 Miata. Mark Lewis was nipping at Peterson's heels in second place, also in a '16 Miata.

Lloyd Feaver, piloting a '97 BMW M3, took first place in DS. He was followed by Fred Campbell in second in a '99 BMW M3. Keving Bui rounded out third in a '14 Subaru BRZ.

Alex Kang finished in first in ES a '03 Toyota MRS spyder. Vernon Head came in second in a '01 MRS, while Craig Boyle finished in third in a '94 Miata.

Richard Jones, in a '12 BMW M3, took first place in FS. Sean O'Boyle was a very close second driving a '13 BMW M3, while Gary Fazekas rounded out third in in a '12 Ford Mustang.

Yongzhe Wen ran uncontested in GS in a '13 Focus ST.

The SS class was an all-Porsche podium, with Monty Pack taking first place in a '14 GT3. Eric Lam took second, while co-driver Karlton Lew finished in third. Lam and Lew split time in a '15 GT3.



Dusty Perryman ran uncontested in AS in his Saturn Sky.



Josh Paulsen ran uncontested in JA in his Beril Kart.

a '02 Corvette (-S).

Stacie Naumann ran uncontested in CAML in a '66 Pontiac GTO (-C).

Glen Bennett took first place in STP in a '16 Mustang GT. Leon Weinroth came in second in a '14 Mustang V6. Colleen Echter ran uncontested in STPL in a '16 Mustang GT.

James Laeno ran uncontested in STR in a Mazda MX5.

Brenna Comacchio, in STS, also ran uncontested. He was in a '91 Miata.

Paul Tibbals, in a '06 Subaru WRX STI, finished in first place in STU. He was followed by Aaron Dawson in a '04 Subaru WRX STI. King Pui Chen rounded out third in a '12 Mitsubishi Lancer Evolution.

Brothers Mack and Justin Tsang finished 1-2 in STX in their '13 Subaru BRZ. Richard Lee came in third in a '14 BRZ.

Noe Valencia, piloting a Lancer Evolution (SM), took first place in N. He was followed by Daniel Caughran in a '14 Scion FRS (SM).

Daniel Marien finished in first place in NS in a '17 WRX (STX). April Thompson came in second in a '17 Mazda 3 (HS).

Jake Obniski, in a '95 Miata, took first place in SM. He was followed by Jacob Dawson in a '06 Lotus Elise. Jeff Eikenberry rounded out third in a '95 Miata.

Micah McElravy took the top spot in SP in a '91 Miata (C-). Darrell Moskowitz, in a '94 Prelude (D-), came in second, while Richard Schreiber finished third in a '03 WRX (D-).

The X class saw Matt Jones take first place in a '10 Corvette GS (AS). Tony Rodriguez, in a '13 FRS (STX), came in second, while Ryan Cirillo finished third in '14 WRX STI (BS). Marco Fernandez came in fourth in a '17 Nissan Sentra (HS).



Alex Kang took first place in ES in a MRS.



Todd Winstanley finished 10th in STX in his Lexus IS300 Sportcross.



YEAR-END FUN
IN THE SAN FRANCISCO REGION
PHOTOS BY LAURA STICH





Robin and Mark are so tired from their 5 laps that have to take a knee

SACRAMENTO SOLO ENDURO

BY DAVEY DROUIN, PHOTOS TAKEN BY DAVE JEFFORDS @ CORILLATORNADO.COM

Well they say lightning can't strike twice in the same spot. I beg to differ. The Sac Chapter has put on another great auto-cross event at Thunderhill. The first event was back in July and used parts of the track, it was epic. This time the Sac Chapter used the dedicated autocross pad which has to be one of the best autocross sites around.

The Bill Fleig Enduro is not your normal autocross. The first day you get three runs with two laps each. The timers are running and laps are being recorded, but nobody really cares. The only thing anybody is watching is whose line is fastest.

Day two of the event everybody gets one five lap run, winner takes all. Trophies are awarded at the end the second day. It really changes the mind set and approach to autocrossing: the old "well I just need to get one good run doesn't work." Another thing that people tend to forget to do is count. Five laps doesn't seem that hard to remember, but when you're in the thick

of it, counting is something that can easily get mixed up.

The largest class of the day was CSP with five drivers. Starting off, Ben French and his RX-7 ran a 156.57, but pulled a DNF. Enkhjargal ran a 161.113 in his Scion. Robin Merod in his "Stay Tuned Motorsports" Miata ran a 147.879. Mark Heinrich sponsored by Stay Tuned Motorsports and Radial Tire Service ran a 143.680 in Merod's Miata. The winner was Troy Dewell in a 1999 Miata with a 139.459.

G Street was another dog fight for the trophy. Christopher Nilsen ran a 160.242 plus one duck. Yongzhe Wen ran a 146.488 in his Focus ST which was good enough for third place. Chris Estrada Sr. ran a 145.803 his Toyota Celica. The class was won by Karl Hannah and his GTI. Karl ran a 143.786. Rumor has it Karl is going to be running ES in a Miata next year, and that Chris might be picking up a new autocross toy for next season.

I had to talk about Super Street Mod when I saw the results. When the Jedi Master has taught his young padawan everything, he knows it is only a matter of time before the padawan teaches the master a lesson or two. Tom Nivison bought a new race car and wanted to have someone teach him the ins and outs of a high horsepower machine. Bob Weisickle has been co driving Tom's car all season and has been a great teacher. Bob has time and time again shown Tom that there is still time left on the table that he isn't finding on course. Bob's line and times have pretty much always been faster, but not today.



Nothing like resting in the shade of a viper

Today was the day that the student taught the teacher a lesson. Tom took home the trophy with a 134.363 over Bob's 136.120.

It has been another great season with the Sac Chapter. They are always thinking outside of the box and putting on the highest caliber events. If you have never run with the Sac Chapter it is worth the drive. See you next year.

CLASS WINNERS

- SS Alan Patterson
- AS Brad Fleig
- BS Tony Monoogan
- CS Maurice Velandia
- DS Bryan Hiestand
- ES Chris Kannan
- FS Logan Hensley
- GS Karl Hannah
- HS Bill Tubbs
- STX Kenny K
- STU Trung Hoang
- BSP Ken Yeo
- CSP Troy Dewell
- ESP Andrew Barrious
- SSR E.J. Fontaine
- CAMC Steve Howe
- CAMT Robert Tyler
- CAMS Kenneth Allan Mitchell
- XP Carl Graf
- SM Rob Custodio
- SSM Tom Nivision
- AMOD Marcus McAfee
- FMOD Douglas Hargrove
- ESL Pam Kannan
- BSPL Penny Hubbard
- SSRL Susan Fontaine
- SML Nicole Custodio

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FULL BODY CONTACT

BY BRUCE RICHARDSON, INDY RUNOFFS UPDATE FOR THE SPECRACER

SPECRACER ENTERPRISES & CSR NEWS

NEW SEAT OPTION - SCCA-E has developed a new seat option that will allow drivers to use expanding foam or a bead insert. The seat frame is similar to the fiberglass stock seat but has a larger seating volume to accept the custom foam insert. The seat should be available next year. This will allow different drivers to quickly install a new seat inserts for endurance races.

NEW SPRUNG HUB CLUTCH DISC - The new SRF3 Kevlar Sprung Hub Clutch Disc has been tested with very positive results production is going forward. Look for a 1st quarter introduction.

NEW BRAKES - The new Wilwood brakes are in full production and are currently shipping on new cars. The brakes will not be available until after the January races in California and Florida.

PRE-SEASON MAINTENANCE
Winter and the off season is a great time to do annual maintenance. Annual maintenance is

a good way of finding and reducing failures at the track. The following includes; a summary of the maintenance, details on recommended maintenance, and information on parts that you might need.

MAINTENANCE
SHOCK CHECK OR REBUILD - The shock check is at the top of the list because it can take weeks if you have them checked or rebuilt. There are three options; one is to do nothing, the other is to have them performance tested, and the last is to send them off to be rebuilt. If the shocks or car is new and you were running well at the end of last season then probably doing nothing is OK. If you think the shocks are getting old and your lap times are not where they should be consider one of the other options.

Shock testing can be done at most high-end racing shops on a shock dyno or you can send them to AccelRaceTek, they can turn them in about a week. The recommended shops that can rebuild the shock are on the AccelRaceTek website. We recommend sending them to Penske in Reading Pa. or Performance Shock, Inc. in Sonoma Ca.

PRESSURE WASHING - We recommend removing all of the body covers to allow for a good cleaning and inspection. We warm up the car and with the engine running spray the engine with an engine degreaser. Focus the degreaser on the lower end of the motor (or where the grime is) and not the ignition and exhaust. Spraying the spindle and brake area isn't a bad idea too. After a few minutes, use a pressure washer or spay nozzle, on a hose, to spray down the car. We restart the engine and then use a leaf blower to blow off most of the water. Let the motor run until most of the water has evaporated.

SAFETY CHECK - Check the fire bottle expiration date and the gauge to be sure it is still full and/or in the green area. Check the dates on the seat belts to be sure they have not expired. Also, check the seat belts for any signs of wear or defects. Replace as necessary.

HALF SHAFT CHECK OR REPACK - Depending on the last time the half shafts were replaced or repacked you should consider repacking them. At a minimum check the boots for leakage and for any wear or cracking. Replace and repack as necessary.

Continues on Next Page>>

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WHEEL BEARING CHECK OR REPLACE – Depending on the last time the wheel bearings were replaced you should consider replacing all of the bearings. At a minimum check the bearing slop with a dial indicator to be sure the slop does not exceed +/- .003". If you don't replace the bearings at least re-torque the front hub nuts and the rear axle nuts.

BRAKE MAINTENANCE – Rebuilding the wheel cylinders should be done every season. Remove the wheel cylinders, disassemble them, clean them with brake cleaner, and then inspect them. Replace the Viton O-rings and the rubber dust boots which cover the pistons. To make assembly easier use a little brake fluid to lubricate the pistons, do not use grease. It is a good idea to replace the bleeder valve/screws or at least remove them and check them.

Check the brake pads and rotors and replace as necessary. The rotor thickness should be checked and the lower thickness limit is 13.25mm (0.522 in.). Install the rotors, pads and rebuilt cylinders and torque to specs. Then flush and bleed the lines using a high temperature brake fluid.

ENGINE MAINTENANCE – It is a good idea to pull the plugs and look at their color and replace if necessary. If the plug color looks different and/or you haven't had the injectors flow check, sending them off to be flow tested should be considered. AccelRaceTek has flow matched injectors for exchange or can flow test your injectors. At the same time check the plug wires for abrasion and cracks.

This is a good time to pull and check the alternator belt. Small rock can build up in the grooves and they should be removed before installing the belt.

Check the air cleaner and clean it or for a GEN 2 replace it. For a GEN 3 you will have to clean the filter, go to the K&F or AccelRaceTek website for instructions.

The last thing is to drain the oil, replace the oil filter, and add new oil.

TRANSAXLE FLUID CHANGE – Drain the transaxle and look at the old oil for fine metallic particles and/or larger pieces of steel. Any of these are an indication the transaxle might have problems in the future. The transaxle has an internal magnet that collects normal levels of particulate.

COOLANT CHECK – Check the level and color of the coolant. If the coolant hasn't been changed in years and/or it is very rusty looking you might want to consider changing it.

COMPLETE NUT & BOLT – Check as many nuts and bolts, as feasible, to be sure they are tight and at the same time do a general check.

ROD END CHECK – Go around the suspension and check the rod ends. If they have any issues replace them. We recommend replacing the rear outer

lower rod ends, these have the highest loads and they break more often than any other rod end.

HOSE CHECK – Go around the car and check the water lines, oil lines, and fuel lines for wear and any leaks. Also check the lines for cracks and hardening. If they have any issues replace them.

FRAME CRACK CHECK – Walk around the frame and do a visual check of all of the critical frame rails. Also check the upper and lower steering shafts for cracks, these shafts have been known to break during a race, not good.

ALIGN THE CAR – It is a good time to put the car on the scales and check the alignment. It is also a good time to check the bump steer on both the front and the rear.

NEW RADIATOR – Consider changing to the new high cooling capacity radiator. This new radiator was designed for the SpecRacer and has about 20% more cooling than the old Brat radiator.
Parts Available from your Local Auto Parts Store

Description	SCCA-E PN	Name/Generic Part	
Spark Plugs			4
GEN3	G301041	NGK ONLY LTR7IX-11	
GEN2		Motorcraft AGSF 24C Motorcraft AGSF 34C	
Air Filter			
GEN2	592231F 592231	FramCA Motocraft P/N FA-1031	1 1
Oil Filter			
GEN3	G301022	FL910-S Only Motocraft	
GEN2		Motocraft FL-400 Series	

SCCA-E Maintenance Parts (not available at your local parts store)

Description	SCCA-E PN	Name/Generic Part	
Spark Plug Wires			1 Set
GEN3	G301052	WR6126 ONLY Motocraft	
GEN2	990137 990135	SPARK PLUG WIRES MAGNECORE SPARK PLUG WIRES MOTORCRAFT	
Brake Pads	801993	BRAKE PADS	2 Sets
Brake Rotors	800065	VENTED BRAKE ROTOR	4
Brake Rebuild Kit	800035	CALIPER SEAL KIT	4
Bleeder Valve	800036	BLEEDER VALVE CALIPER	4
Fuel Filter	598005	FUEL FILTER ELEMENT	1
Wheel Bearings	200436	WHEEL BEARING	4
Rod Ends	280365 280555 280397F 280397R	ROD END 7/16 MALE RH (LCA inner) ROD END 7/16 MALE LH (Tie rod inner) ROD END ADJUST LBJ FRONT ROD END ADJUST LBJ REAR	8 4 2 2

Other Parts of Interest

Description	SCCA-E PN	Name/Generic Part	
Bleeder Valve	800036	BLEEDER VALVE CALIPER	4
Fire Bottle	180541 180542 180542A	RECHARGE KIT FOR AFFF FIRE EXT SYSTEM - AFFF FIRE EXT SYSTEM - LIFELINE	1 1 1
Rub Rails	180557 180558	RUB RAIL LH RUB RAIL RH	1 1
New Radiator	480465		1
Upper LH Baffle	480464		1

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HOW TO QUALIFY FOR THE 2018 RUNOFFS

The question on many drivers' minds these days is how to qualify for the Runoffs at Sonoma Raceway in 2018. The following is from the 2017 GCR, so may see some changes, but we can predict that the following describes the methods for getting to Sonoma next October 16-21.



EXCERPT FROM 2017 GENERAL COMPETITION RULES

3.7.4. SCCA RUNOFFS

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Division Championship participants who meet the invitation qualifications. A competitor must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es). The SCCA Runoffs determine the SCCA National Champion in each eligible class. SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details. Invitations to the SCCA Runoffs Three distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in each Runoffs-eligible class based on the following minimum qualifications:

1. MAJORS TOUR SUPER TOUR AND/OR CONFERENCE EVENTS

A competitor must meet participation requirements.

PARTICIPATION REQUIREMENTS

PARTICIPATE ON TRACK IN A MINIMUM OF THREE SEPARATE U.S. MAJOR SUPER TOUR AND/OR CONFERENCE EVENT WEEKENDS AND HAVE A MINIMUM OF THREE INDIVIDUAL RACE STARTS, ALL IN THE SAME CLASS. EVENTS MAY BE A PART OF ANY CONFERENCE. A DRIVER MAY SUBSTITUTE TWO REGIONAL-SANCTIONED WEEKENDS FOR ONE OF HIS THREE MAJORS WEEKEND PARTICIPATION REQUIREMENTS.

Eligible Regional weekends shall occur between

January 1 of that year and a date not less than three weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Endurance races are not eligible. Drivers in the following classes may replace participation in one Majors weekend with an SCCA Pro Racing weekend in the corresponding class. Drivers must request this replacement through the Club Racing Department, and pay the entry fee to a Majors event of their choice, to be collected and distributed by SCCA. GT1- TA GT2- TA2 or TA3 T1 – TA3 or TA4 T2 – TA4 FA – F4 This replaces participation but not the Majors starts requirement.

2. DIVISION CHAMPIONSHIP EVENTS

There are both participation and performance requirements to qualify for the Runoffs through Division Championships.

PARTICIPATION REQUIREMENT: A COMPETITOR MUST PARTICIPATE ON TRACK IN A MINIMUM

OF FOUR OF A SINGLE DIVISION'S CHAMPIONSHIP POINTS WEEKENDS IN THE SAME CLASS.

Performance Requirement: A competitor must finish in the top three positions in his class point standings, except SM and SRF3 where the top five will

be invited. If a Division Championship is not concluded at the time of the Runoffs, invitations will be extended to competitors meeting the requirements at a period of time three weeks prior to the start of the Runoffs event. This allows Divisions to run programs year-round, if desired. In addition to the Top 3 (Top 5 SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in CenDiv and Great Lakes Divisions for 2017 to be eligible for Runoffs invitations on a space available basis.

3. DEFENDING NATIONAL CHAMPIONS

In addition, a current defending National Champion, who has not met the Runoffs invitation requirements in 3.7.4.A.1 or 2, may be accepted as an entrant even if he did not meet the participation requirements of 3.7.4.A.1 or 2. a. The entry will not be included in the total count of Runoffs invitations. b. He may compete only in the class(es) being defended, though he may compete in any car eligible for the class(es). c. He will not bump anyone from the field who was invited based on the qualifications in 3.7.4.A.1 or 2. d. A driver may not invoke the provisions of this section in two consecutive years in the same class, even if he repeats as a National Champion.

4. ADDITIONAL REQUIREMENTS

The driver must hold a current SCCA Full Competition License or SCCA Pro License.

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JAGUAR C-TYPE

BY GARY HORSTKORTA



Bill Pollack, a past winner, drove a C-type at the 1953 Golden Gate Park race.

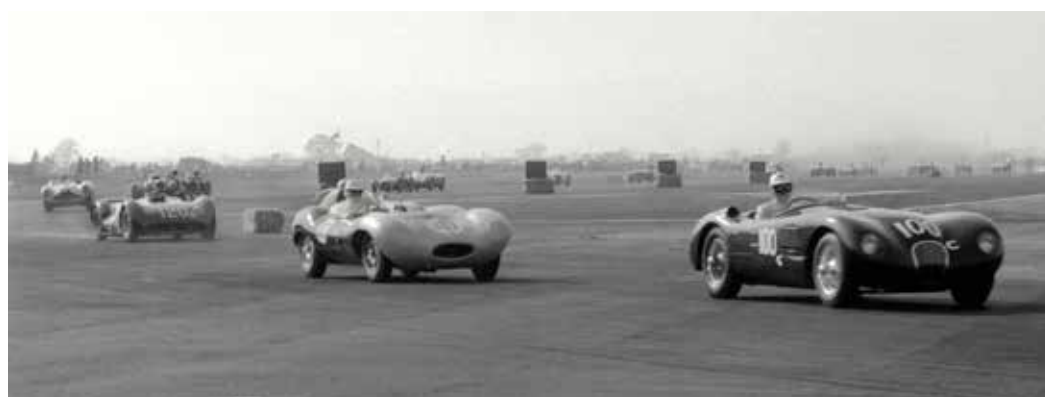
You have not doubt heard the Enzo Ferrari proclaimed after the introduction of the Jaguar E Type as the most beautiful car design he had ever seen and rightfully so. Even today the E Type is still a beautiful car to behold. As wonderful a design as the E Type was (is) it came from good bloodlines including a car with simple, flow-

ing lines which helped it become one of Jaguar's most famous race cars - the C-type.

Prior to the C -type, Jaguar had already gained notoriety when the entered three factory cars for the 1950 Le Mans 24 Hours race.

Two of the cars finished 12th and 15th, a respectable finish for the relatively new XK-120. As sports car racing began to find its footing in the U.S., the Jaguar XK-120 was the car of choice for many racers that could afford one. Not only were they fast but also quite reliable. Several 120s appeared in local races driven by Phil Hill, Sam Weiss, Bill Breeze and Ray Seher.

After the relative success of the 120 in the 1950 Le Mans race, Jaguar decided to move ahead with



Ray Seher driving the ex- Edwards, Brero C-type at Arcata in 1956.



Eventual winner Gregory spun during the 1953 Golden Gate Park race.

a redesigned car with a more aerodynamic body but using the 120 mechanicals. This new, shapely design was called the XK-120 C or C-type for competition. Hoping to enter the cars in the 1951 Le Mans race, three C-types were hand built in just six weeks, finished just in time for the event. While two of the cars retired, the third car won the race over the second place car with a margin of 77 miles.

The C-types greatest success came at the 1953 Le Mans 24 Hours. The cars came to Le Mans sporting two major changes that played a large part in the race results - all four factory cars were equipped with disc brakes and triple Weber Carburetors. Three of the four

cars finished placing first, second and fourth, a convincing victory for Jaguar and the C-type.

The Le Mans victory did not go unnoticed in the U.S. as orders for C-types began arriving at the Jaguar Importers in New York (Max Hoffman) and Los Angeles (Charles Hornburg). The first C-type and the seventh one built was purchased by Hornburg who enlisted Phil Hill to race the car in several events to help promote sales. Hill did a good job by finishing fourth at Elkhart Lake, first at Watkins Glen, second at Madera Airport and first at Torrey Pines. The car was then sold to Cal Club racer Carlyle Blackwell who raced it 1955-57 before selling it on to a Robert Lane. Lane took the car to Bonneville in 1957 where he reached a top speed of 157 mph. Since then the car has passed through several owners, appeared at the Amelia Island and Pebble Beach Concours and is currently in a private collection.

Only fifty-four C-types were built from 1950 through 1953 with eleven being shipped to Charles Hornburg on the west coast and of those seven, five competed in SFR events. Sterling Edwards bought the first C-type in the area and entered it at the 1953 Pebble Beach race but his mechanic, Phil Remington (yes, THAT Phil Remington) crashed the car during a practice run. Undaunted Edwards immediately approached another SFR race, Al Coppel, and bought his new C-type on the spot then finished fifth in the feature race.

Edwards original C-type was repaired and sold to rising star, Lou Brero who raced it through the balance of the 1953 and the full 1954 seasons. He then sold the car to Reno, Nevada resident Ray Seher who raced it for two full seasons, 1955-56 doing very well with many podium finishes. The car then passed through several owners, all of which raced it right up until 1970 when it was retired to storage. In 1987 it was acquired by Jaguar restorer Terry Larsen who has raced it in over 100 vintage events.

In 1954, the C-type gave way to the next iteration of Jaguar race cars, the D-type. Using the same basic mechanicals as the C-type but with an improved chassis and more aerodynamic body, the D-type was a much faster race car. It's exploits at Le Mans are well know and continued on the winning tradition established by the XK-120 and the C-type.



Lou Brero winning the six hour endure at Torrey Pines in the ex-Edwards C-type.



Sterling Edwards in his C-type before the practice crash at Pebble Beach in 1953



Bob Bradfield leads the group five competitors at the start of the race.

REGIONAL 13 & 14 FEATURING THE RDC ENDURO

BY LYNNE HUNTING PHOTOS BY RON CABRAL

It was beautiful fall weather for the season's finale race at Thunderhill Raceway Park, warm and sunny all weekend. The midday's were hot and everyone was in hydration mode. A whole season with no rain racing. By now the number of actual novices were hard to be found. The overall entries were good for the last race of the year and after the Runoffs. And there were 23 entries for the last RDC Martin Illgen Endurance Race.

It was a little thin on the Worker side for Friday, but in the spirit of cooperation, various volunteers crossed ranks to help out other specialties and it all worked out. One for All and All for One! Job Well Done! It was this spirit that earned all the weekend volunteers the Worker of the Weekend Award, as determined by Race Admin.

With one notable exception, it was a fairly drama-free weekend. And that exception ended on a positive note.

In honor of Breast Cancer Awareness month, the Starter Crew sported pink shirts and waved a special pink Checkered Flag.

RACE 3A

This was the first race of the weekend, Friday mid-afternoon. The Group has 15 classes, but only half were represented among the 16 entries. Only GT2 had more than two entries. Twelve drivers qualified and ran the race,



#89 Robert Moline



#50 Darrell Anderson catches some air enroute to victory

and all drivers had a podium finish. Darrell Anderson/No.50 SS Mustang had the pole but Michael Fine/No.66 GT1 Weaver Camaro led at the start and for 10 of the 14-lap race, before Anderson regained the lead. Anderson prevailed to take the win, overall and in SS, with a Margin of 24.466 ahead of Fine, who won GT1, and also turned the fastest race lap of 93.156 mph/1:50.756. By the end of the race, Anderson had lapped up to the fifth place in the field, and near the end Fine might have been having shifting problems. Joe Montana/No.88 Ford Fusion had a nice run with Igor Lyustin/No.71 Acura, despite a brush in Turn 5. Montana won GT1. Mark Kibort/No.19 Porsche 928 started and finished fifth, winning GT2. Second and third in GT2 were Matthew Insley/No.42 Camaro and Dennis Thoney/No.16 Nissan. Chris McMillen/No.11 Corvette and Rudy Peters/No.64 Chevrolet dived, with each taking a class win - McMillen winning SP and Peters GTA. Ron Randolph/No.09 Porsche Cayman was a late entry in T1, which he won.

Kibort stopped to give his Checkered Flag to Pat Dancisin working Turn 14.

RACE 2A

The second race of the day was the formula cars, with six of its ten classes represented. Fourteen drivers competed. Pole sitter Charles Chi/No.98 Norma was the only P1 driver. Robin Riner/No.91 Mazda Formula gridded third, but took the lead at the start. He led for the first two laps. Chi tried an unsuccessful wide inside pass in Turn 9, before he was able to pass Riner in Turn 8 on the next lap. Brandon Aleckson/No.83 Van Diemen on the inside of Turn 7 on the first lap, pulled ahead and led the rest of the 12-lap race. For the most of the race, it was a parade with drivers holding their status. Chi won by a Margin of 17.843 seconds ahead of Riner, and turned the fastest race lap of 100.281 mph/1:42.887 - the fastest race lap of the day. After the race, Riner gave his checkered flag to Flagger Dave Irwin at Turn Seven.

Jim Devenport wasn't running his usual P1 Norma. This weekend he opted for his No.23 Formula Enterprise, continued his winning ways and won the FE race. Devenport gridded fifth overall, second in FE, but moved up to fourth at the start, running behind FE pole sitter, Brandon Aleckson/No.83 Van Diemen, who retired on lap 7, along with Joe Reppert/No.47 FE Formula Enterprise. Finishing second and third in FE were the Van Diemen's of John Yeatman/No.8 and Jerry Kroll/No.22.

Other class winners were Lars Jensen/No.63 Star Formula in FM; Jeff O'Callaghan/No.9 Swift in S2; and Julian Kift/No.17 Swift in FA, who had pulled off onto the Turn 5 access road.

Anderson stopped in Turn 10 to give his checkered flag to Reno Region Flagger, Pat Housel.

RACE 4A

The FF group was the smallest of the weekend, with eight entries, five racers, two classes, and a partridge in a pear tree. Overall and FC Pole sitter, Paul Rodler/No.68 Van Diemen, didn't start the race. FC driver Troy Tinsley/No.66 Van Diemen qualified third, started second and took the lead at the start, and led for the first five laps. Lyn Greenhill/No.88 Van Diemen, also FC, took the lead which he stretched, and went on to win the race, turning the fastest race lap of 89.616 mph/1:55.131. His Margin of Victory was 14.105 ahead of runner-up, FF victor, Denny Renfrew/No.11 Piper/Honda, who won FF, after starting fourth. Michael Bernstein/No.12 Swift came in second in FF. Tinsley retired on Lap 10, credited with second place in FC, followed by Peter Gregor/No.73 TATUUS FC, who started at the back because he hadn't qualified, and pitted on Lap 4.

RACE 5A

This was the last race of the day Friday, and the second largest race group, with 36 entries comprised of 16 classes. Nine were represented, ranging from ITA's 13 cars to five classes with just one car each. Bob



#45 Thomas Burt leads #11 Perry Richardson



#70 Paul Goudy leads #45 Thomas Burt



#09 Ron Randolph



#8 John Yeatman and #45 Thomas W. Burt



#64 Rudy Peters and #88 Joe Montana



#17 Jim Rappaport

Bradfield/No.50 Mustang led a pack of SMG Mustangs through qualifying and they all finished much in their grid order, save Roger Eagleton/No.3 Mustang who retired after six laps, while running up front. Bradfield's Margin of Victory was 2.890. He turned the fastest race lap of 84.089 mph/2:02.699.

The pack made it all the way to Turn Two before the action began with a series of offs by a few. The agricultural racing continued on sporadically throughout the race. A few drivers were aggressively enthusiastic, earning themselves a visit to Impound after the race.

Gregory Hoff/No.97 ITX provided a moment of drama, pitting with his car on fire. The Pit Fire Marshals came to the rescue and Hoff was OK. Not so the car.

Bradfield, David Ray/No.30 Mustang and Ken Pedersen/No.39 Mustang finished 1-2-3 overall and in the SMG class, which had six competitors. ITS was won by Ben Brandt/No.57 Miata; Cameron Wagner/No.09 Miata won STL, Michael Green/No.2 MGB was winner in FP; and Thomas Lewis/No.7 BMW 2002 won ITB.

James Cotcher/No.5 1969 Lotus 7 was credited with the HP victory, despite retiring on Lap 11 due

to body contact. He had started at the back of the grid by choice, in his freshly restored vintage Lotus 7, purposely to avoid damage and enjoy his own race, which was the reason he'd taken a hiatus from SCCA and gone vintage racing. This was his first race back with SCCA.

In the heavier subscribed IT classes, the Miatas of Lawrence Murdter/No.94 Miata, Jeff Page/No.24, and Brandon Miller/No.16 finished 1-2-3 in ITA; and Derek Stewart/No.17, Brendan Hermalyn/No.16, and Helmuth Jones/No.63 finished 1-2-3 in ITX.

RACE 6A

Saturday morning was the first race of the day, and the SRF 3 class was the only one which had a championship up for grabs. It was between Bill Booth/No.57 and Bill Jordan/No.7. Booth had the pole and Jordan was gridded sixth. Booth turned



#94 Ken Sutherland and #87 Will Schrader lead the pack

the fastest race lap of 89.604 mph/1:59.135. Things were going well until a couple of laps from the end. He was caught up in an accident not of his own making. Frank Valente/No.4 SRF3 spun in Turn 6. In his words, he recovered and landed on the inside on the access road. He said he was deciding when he would be able to safely enter the track to "just finish the last lap" and that's the last he remembers. He was hit by Booth, who had no place to go. Booth was uninjured and was clas-

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#9 Ed Iverson and #92 Brandon Miller

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#98 Charles Chi



#36 Lawrence Bacon



#45 Thomas Burt



#87 Will Schrader on his way to victory

sified as fifteenth in class, one lap down. Valente doesn't remember anything after that. He was unconscious and SFR's E crew followed protocol with its rescue efforts, and Valente was airlifted via Helicopter from the corner to Chico Hospital. He regained consciousness and was checked and cleared to go. He returned to the track later that day.

Meanwhile, back in the race, Perry Richardson/No.11 SRF3, who had gridded third, won the race, with a Margin of Victory of 3.298. Robert Breton/No.51 was second, followed by Thomas Burt/No.45, who had pulled off in Turn 5 and needed to be towed. The Safety Car was deployed to tow and lineup the field. Booth finished one lap down in fifteenth class position. Jordan was luckier, finishing fourth overall and in class.

In the hotly contested SRF class, Connor Solis/No.22 finished first in class. He had already won the class championship. Nei Ng/No.48 finished second and Joe Briggs/No.9 was third, all in their starting positions.

There were 27 starters in the race. James Chartres/No.77 had mechanical problems in Friday qualifying and packed it up for the weekend, unable to compete any further.

A shout out goes to fellow competitors, Richardson, Jerry Aplant/No.71 SRF3, and Court Cardinal/No.88 SRF3. Aplant and Richardson took care of details for Valente, calling his wife, and loading up Valente's truck and trailer, so he was able to drive it home after returning to the track and having a day of rest. Cardinal organized a signed SFR Checkered Flag for him.

RACE 7A

The Miata group was the largest field of the weekend, with 37 entries amongst the three classes. The race didn't get off to the best of starts, literally and figuratively. The first start was waved off as a driver was out of position. The second attempt was allowed, despite most of the cars out of position. They made it to Turn Four before the jostling began. Cars were stretching the track limits and getting aggressive.

Ken Sutherland/No.94 SM had the overall and class pole position. He held onto the lead until Lap 7. He began to smoke and was black flagged. Sutherland was still leading at the Five Minute Mark, but soon pulled off in Turn 10, smoking heavily. His day was ended.

Will Schrader/No.87 started second overall and in SM, but took the victory- overall and in class, with a Margin of Victory of 9.342. He also turned the fastest race lap of 81.288 mph. Second and third in SM were Dave Dunning/No.43 and David Vodden/No.11, who had found a car to rent for the weekend in what he maintained was his maybe/possibly last race.

Roland Kamber/No.90 won SMT class and finished second overall. Derek Stewart/No.17 and Mike LaBouff/No.04 finished second and third in class.

Alan Gjedsted/No.14 took the checkered flagger SSM, followed by Brandon Miller/No.92 and Brendan Hermalyn/No.11.

Rookie Justin Cone/No.47 SMT qualified eleventh in class and finished



#5 James Cotcher



#14 Alan Gjedsted



#45 Thomas W. Burt



#47 Joe Reppert

ninth. Rookie Ron Cowen qualified ninth in SSM and finished fifth in class. He also raced the car in ITA.

Thirty-three drivers started the race, and all but Sutherland finished on the lead lap. Tim Sullivan/No.56 didn't qualify and started at the back, and finished eleventh in SSM. Cole Gibson/No.55 was found underweight and relegated to last place in SMT.

RACE 3B

The first race of Saturday afternoon was the small big-bore field, with all 13 drivers claiming a podium finish. Joe Montana/No.88 Ford Fusion had the overall and GT1 pole. SS Driver Darrell Anderson/No.50 Mustang qualified poorly and was late to the grid, so he started on the last row. It took him only two laps to take over the lead and hold on for duration of the 14-lap race. He kept stretching out his lead over Montana, and it was only four laps before he was lapping the field, giving the corner workers a chance to display their Blue Flag skills. He turned the fastest race lap of 92.043 mph/1:52.095. Anderson's Margin of Victory was 1:14.001 ahead of Montana, who won GT1. Steve Toth/No.63 Pontiac Grand Prix came in third overall, first in GTA, followed by Rudy Peters/No.64 Chevrolet, second in GTA.

Other class winners were: Jim Rappaport/No.17 Porsche Cayman-GT2; Igor Lyustin/No.71 Acura-ITE; Chris McMillen/No.11 Corvette-SP; Don Van Nortwick/No.75 Mustang-T2; Ron Randolph/No.09 Porsche Cayman-T1.

Early on Dennis Thoney/No.16 Nissan managed to have loose bodywork dragging, but it was deemed not to be a hazard. The field, in general, was well-behaved and other than lapping, there was little drama.

Flagger Heather Streets on Turn 5 was the recipient of Anderson's Checkered Flag.

RACE 2B

This was one of the smallest fields, with 13 starters. Charles Chi/No.91 Norma again had the overall and P1 pole position. FS driver Robin Riner/No.91 Mazda Formula didn't qualify so started on the back row. By the second lap he had already charged unto fifth place, and the gap between Chi and FE Driver, Brandon Aleckson/No.83 Van Diemen had already stretched from 7.6 seconds to 12.1seconds.

Lawrence Bacon/No.36 Van Diemen spun out in Turn Five, high-centering his FE, bringing out the Safety Car. On the restart, Aleckson, who was running second, was caught unaware by P1 Driver, Phil Fogg/No.1 Norma and Riner, who passed him on either side, making Aleckson the filling in a formula sandwich, and pulled away. Both the passers had started at the back of the pack, whereas Aleckson had started on the front row.

Meanwhile, Jim Devenport/No.23 Enterprise pitted for his crew to work on his car, before rejoining the race. Thomas Burt/No.45 Enterprise spun and continued, and Aleckson had moved back up to fourth place. Another spin, this time by Lars Jensen/No.63 Enterprise, and the race was over - with Fogg the upset winner. Chi had led every lap but the last when Fogg made his move and then pulled away to take the Checkered Flag, with a 27.245 second Margin of Victory. Fogg also set the fastest race lap of 100.461 mph/1:42.703 - the fastest race lap of the day and weekend. Runner-up was Chi, followed by Riner who won FS. Aleckson won FE; with the Van Diemen's of John Yeatman/No.8 and Jeff Read/No.18 finishing second and third in FE.

Jensen won FM and Jeff O'Callaghan/No.9 Swift won S2.

RACE 4B

The FF group was again the smallest of the weekend, with five starters. Lyn Greenhill/No.88 Van Diemen had the overall and FC pole position, followed by fellow FC driver, Troy Tinsley/No.66 Van Diemen and Denny Renfrew's No.11 Piper Honda FF. Once Tinsley got past Greenhill in Turn 2 at the start, it was Tinsley all the way, with the rest of the field following suit.

Peter Gregor/No.73 TATUS pitted twice, Michael Bernstein/No.12 Swift

spun, and then pitted on the last lap. Otherwise it was a smooth race.

Dave Jalen/No.50 Swift had qualified third in FF but had broken belt problems in qualifying, and was unable to make the race.

Tinsley won overall with a 0.284 Margin of Victory and in FC, with Renfrew taking honors in FF. Greenhill turned the fastest race lap of 90.314 mph/1:54.242.

Tinsley gave his Checkered Flag to Flagger Heather Streets on Turn 5.

RACE 5B

This was the largest starting field of the weekend - 35 cars of 39 entries, a veritable alphabet soup of class designations. Three drivers hadn't qualified. The race was mid-afternoon, the hottest of the day. It was the SMG Mustang Posse who led the field, and they pretty much remained in position the entire race - with the exception of pole sitter David Ray/No.30 and Roger Eagleton/No.3, who passed each other several times. Eagleton prevailed, finishing second and Ray third, behind Bob Bradfield, who led every lap. Ken Pedersen/No.39 and Beau Borders/No.21 rounded out the top five. Bradfield's Margin of Victory was 4.866. He also turned the fastest race lap of 84.647 mph/

With more cars, there was more on track activity and activity going on behind the posse.

The ITA Miatas of Lawrence Murdter/No.94 and Jeff Page/No.24 tangled and spun on the first lap in Turn 5. Murdter pulled off on the nearby access road safe. Thomas Lewis/No.7 BMW 2002 spun and dug himself into Turn Three, which required the Safety Car being deployed to retrieve him. Page pitted and retired. There was a flurry of passes under the yellow, which were dealt with officially after the fact. Rookie Justin Cone/No.47 Miata finished sixth in ITA. He runs the car also in Group 7 in SMT class.

Ben Brandt/No.57 Miata won ITS; Sushanth Sureshkurr/No.23 Honda Prelude won STL; Michael Green/No.2 MGB won FP; and Thomas Lewis won ITB.

In the ITX Miata group, the top three were Derek Stewart/No.17, Gregory Hoff/No.71, and Brendan Hermalyn/No.16. The top three in ITA were Brandon Miller/No.92 Miata, Scott Carter/No.89 Miata, and Kurt Kaub/No.80 Scirocco.

Again James Cotcher/No.5 1969 Lotus chose to start at the back - way back, to stay out of trouble after repairing the body damage from Friday's race. He was the lone HP entry, ran four laps, pitted and retired.

Dean Hadley/No.64 ITA Miata lost three class positions for passing under yellow; and Fred Michal/No.08 ITA Miata received no points and loss all class positions for multiple passes under yellow.

RACE 6B

This was the only race of the weekend which had SFR championship



#18 Jeff Read



#31 Schuyler Vanbuskirk and #94 Lawrence Murdter



#30 David Ray

deciding ramifications. In SRF Gen3, it was down to the wire for Bill Booth/No.11 and Bill Jordan/No.7. Bill Booth had to finish sixth or better in the race to win the Championship. Easier said than done. Booth borrowed a race car - his old race car, to run the last race. It was the second to last race of the weekend. No pressure there - to wait nearly all day for his last race.

In the 25-car field, Robert Breton/No.51 SRF3 had the overall and Gen3 pole position, while Connor Solis/No.22 SRF2, who had already sewn up his SRF2 Championship, had the pole in that class. Jordan was gridded second and Booth started sixth.

The group a split start. Both groups got a Green Flag start, although Chris



#11 Lisa Devlin



#47 Justin Cone and #94 Lawrence Murdter



#50 Bob Bradfield

Jackson/No.8 SRF3 was out of position for the first start. The usually active group kept the enthusiastic endeavors to a minimum, for their group. There were some offs and body contacts. By Lap 3 Jordan took the lead in Turn 2, which was retaken by Breton a lap later at Start-Finish. The lead swapped two more times, and then Breton hung on from Lap 7 to the finish. The top seven cars ran together in a tight pack, and then it was the top five running together.

The finishing order for the Gen3: Breton with a Margin of Victory of 2.662., Court Cardinal/No.88; Jordan - who turned the race's fastest lap of 85.540 mph/2:00:617; Jerry Alass/No.71; and Booth. This put Booth on top the points, 517 total to Jordan 460. With Drops, it was Booth 481 to Jordan 460.

Meanwhile back in the Gen2 ranks, Solis was incrementally moving up from his sixteenth place starting position, to finish thirteenth. Right behind him were Nei Ng/No.48 and Joe Briggs/No.9 - finishing in their gridding order. Solis racked up 650 points with no drops. Briggs was second with 582/530 with drops; and Ng was third with 528 and no drops. Solis was later named Rookie of the Year at the SFR Awards Banquet.

RACE 7B

The last regional race of the day, the weekend and the season was the Miatas. Twenty-nine Miatas spread among three classes. Ken Sutherland/No.94 had the overall and SM pole. Roland Kamber/90 was on pole for SMT; and Brandon Miller/No.92 was fastest qualifier for SSM.

Sutherland ran first for 11 of the 12-lap race and the gap between first and second was close much of the race - 0.170. On the last lap Will Schrader/No.87 SM passed for the lead and took the Checkered Flag. The Margin of Victory between Sutherland and Schrader was 0.560 seconds. Schrader won but Sutherland posted the fastest race lap time of 80.311 mph/2:08.471.

The race itself was very calm. There was an off and two cars shortcut through pylons, but otherwise it was incident-free.

Overall it was Schrader/SM, Sutherland/SM and Kamber/SMT, Vodden/SM and Cole Gibson/No.55 SMT.

The top five in SM were Schrader, Sutherland, Vodden, Dave Dunning/No.43 and Jason Brassfield/No.18.

The top five in SMT were Kamber, Gibson, Derek Stewart/No.17, Jeff Page/No.24; and Mike LaBouff/No.04.

The top five in SSM were Bradley Hoff/No.7; Brandon Miller/No.92; Alan Gjedsted/No.14; Helmuth Jones/No.63; and Ross Lindell/No.76.

Later, at the SFR Awards Banquet, Alan Gjedsted was named Regional Driver of the Year.

In what was billed his (possibly) last-ever SFR race, Dave Vodden drove



#17 Julian Kift



#1 Brent Hatchet and #11 David Vodden

a borrowed/rented No.11 SSM. He gridded 14th overall, fourth in class. By the second lap he gained five positions. Vodden kept passing and he finished fourth overall and third in class.

Rookie Ron Cowen/No.41 SSM finished 11th in class; and Justin Cone/No.47 SMT was 9th in class.

Despite entering, Tommy McCarthy/No.23 SM was not able to run all weekend. Nevertheless, he still won the SM Regional Championship 139 points, four ahead of his closest competitor, Robert Rodriguez Jr, who was not entered for the weekend.



SR2 Winners Woolley/Woolley



2/3 of the PU winners, Soonawala/Hoff/Lindell



Enduro overall winner Black/Fogg with crew



part of the happy crew from the Black/Fogg camp



#09 Schachter/Lesher second place in PO

And so the last regional races of the year are history, and there was not one single rain race weekend.

MARTIN ILLGEN RDC ENDURO

In what was billed as the last Enduro, twenty of the twenty-two entries started the race. The No.77 team of James Chartres and Lyn Greenhill withdrew after the car suffered a hole in the fuel cell during Friday regional qualifying. This left Chartres more time to prepare for his nuptials a week later, and Greenhill on the sidelines. The other withdrawal was Doug Alvis and Tim Sullivan in No.46 Miata. Sullivan then teamed up with Clint deWitt in Sullivan's new SSGT Corvette. A late entry was Jake Pipal and Brandon Lewis in No.66 Enterprise.

There were six classes in the enduro - PO, PU, SO, SU, SR2, SR3, and ME. The overall pole sitters were Black & Phil Fogg in No.11 Norma in the SU class.

The overall winner was the pole sitting team of Black and Phil Fogg in No.11 Norma. They were the only car on the lead lap after four hours and 126 laps. Second overall and in SU class were S Meyer & Florence A in No.21 Elan NP01.

Third overall and first in PO class were Don Van Nortwick and Ken Pedersen in No.75 Ford Mustang, who completed 110 laps. Second and third in class were: Schacter & Lesher in No.09 Aston Martin; and Bonino & Anderson in No.25 Ford Mustang.

Brandon Lewis & Jake Pipal won the SR3 class in No.66 Enterprise They ran 109 laps. Second and third were No.89 Court Cardinal & Moline, and Jerry Kroll & John Yeatman.

Mike LaBouff & Hull in No. 04 Miata won ME Class. Second and third were No.06 Rose & Bob Bradfield, and No.16 Roland Kamber & Alan Gjedsted.



SRF3 Winners Lewis/Pipal and crew



Enduro ME class winners Labouff and Hull with crew

Ken Wooley & Michael Wooley in No.01 SRF won SR2 Class.

Soonawala & Greg Hoff & Ross Lindell won PU class in No.5 Miata.

No.1 Porsche 997 with Bruce and Spencer Trenery was the first to retire with cooling problems. No.88 with Jim Cullen pulled off mechanical in Turn 13 and was towed back to the pits where it retired. No.23 sign Nathan Pope retired.

There some spins, offs, some fuel penalties, and some retirements.

The enduro was straightforward, with no really big incidents. It was safe and sane and went well for the last one. For now.



#30 David Ray



Clyde Hoffman finished second in FS in his '14 Chevrolet SS sedan.

SFR SOLO II ROUND 13 CONTINUES AT CROWS LANDING

BY RYAN PANLILIO PHOTOS BY RYAN PANLILIO

Round 13 was held on Sunday, November 5, 2017. The event was co-chaired by Youmna Zalzal and Ryan Cirillo, and the course was the reverse of the previous day's course that was designed by Tony Rodriguez. Competitors got five runs each.



Rory Marin finished second in AS in a '02 Corvette Z06.

The all-Mustang STP podium was led by Troy Jennings in a 2015 model. He was followed by Glen Bennett in a '16 GT model, while Leon Weinroth rounded out third in a '14 V6 model.

STPL was also an all-Mustang podium, with Kim Jennings taking first in her '15 turbo model. She was followed by Colleen Echter in a '16 GT model.

James Laeno, in a Mazda Miata, ran uncontested in STR.

Todd Winstanley finished in first place in STS in a '91 Miata. He was followed by Alan Gruner in second place, also in a '91 Miata.

Paul Tibbals ran uncontested in STU in a '06 WRX STI.

The Tsang brothers, Mack and Justin, finished first and second, respectively. They split time in a '13 Subaru BRZ. Erik Acks rounded out third in a '13 BRZ.

Steven Goldine, in a '01 Caterham SuperLight RV (DM), took first place in M class. He was followed by Barry Goldine in a '73 Tui Super V (AM). Bill Charron took third in a '72 Porsche 914-4 (EM).

Adrian Ruiz-Rivero ran uncontested in N class in a '13 Hyundai Veloster (SMF).

April Thompson led in NS in a '16 Miata (CS). Reza Nourai came in second in a '12 Porsche Carrera S (SS), while Man Ching Sun rounded out third in a Miata (ES).

Isaac Acks, in a '06 Lancer Evolution (SM), took the top podium in SM. He was followed by co-driver Tasha Mikko in second, with Jake Obniski taking third in a '96 Miata (SSM).

Micah McElravy finished in first place in SP in a '91 Miata (C-). James Creasy managed to finish in second despite the '65 Factory Five Cobra (O-) breaking down in a run. Darrell Moskowitz finished in third in a '94 Honda Prelude (D-). Edwin Huestis took fifth in a '05 Pontiac GTO (E-).

Mark Scroggs, in a turbo '16 Chevy Camaro (DS), took first place in X class. He was followed by Matt Jones in a '10 Corvette GS (AS). Des Toups took third in a turbo '16 Camaro (DS). Tony Rodriguez finished fourth in a '14 BRZ (STX), while Rob Luis took seventh in a '11 Mini Hardtop (HS). Jimmy Au-Yeung finished in eighth in a '06 Lancer Evolution (STU). Boris Elpiner, in a '16 Porsche GT4 (SS), came in eleventh, while Steven Bradford came in twelfth in a '91 Miata (STS).

Mary Pozzi led in CAM class in a '73 Camaro (-T). Michael Erickson was a close second in a '67 Chevelle (-T), while Todd Lilly rounded out the top three podium in a '66 Pontiac GTO (-T). Kenneth Allan Mitchell came in fourth in a '89 Corvette (-S), while Damian Huertas finished in fifth in a '70 Camaro (-C).

It was an all-GM podium in AS, with John Lawrence taking the top spot in a '17 Camaro SS 1LE. He was followed by Rory Marin in a '02 Corvette Z06. Dusty Perryman finished in third in a '08 Saturn Sky.

Larry Sharp, in a '16 Ford Focus RS, finished in first place in BS over Greg Back in a '99 Corvette. Carole Zepeda ran uncontested in BSL in a '17 Focus RS.

Eric Shin led the all-Miata CS podium in a '16 model. He was followed by David Peterson, also in a '16 model, while Victor Harris rounded out third in a '16 model.

Kevin Bui, in a '14 Subaru BRZ, took first place in DS. Kurt Lopez, in a '16 Mustang, took second, and Claire Syhongpan took third in a '13 BRZ.

Edison Tran led ES in his '99 Miata. He was followed by Ed Burghardt, who was piloting a '00 Miata. Vernon Head rounded out third in a '01 Toyota MR2 Spyder. Soyun Lee was the lone competitor in ESL in a '00 Miata.

Gary Fazekas, piloting a '12 Mustang, took first place in FS. Clyde Hoffman, in a '14 Chevrolet SS sedan, came in second, while Tyson McPherson came in third in a '14 Mustang.

Yongzhe Wen led the battle of the hot hatches in GS in a '13 Focus ST. Al Andersen came in second in a '03 VW GTI.

Karlton Lew led SS in a '15 Porsche GT3. Monty Pack came in second in a '14 GT3, while Lew's co-driver, Eric Lam, rounded out third in the '15 GT3.



Youmna Zalzal explains cone rules at the drivers meeting.



Isaac Acks finishes in first place in SM in his Lancer Evolution.



Adrian Ruiz-Rivero ran uncontested in N class in his '13 Hyundai Veloster.

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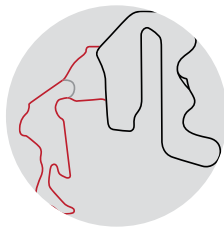
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STANDING

THUNDERHILL REPORT

BY DAVID VODDEN

2018 is the 25th year of operation for Thunderhill Park. It all began in October - 1993 on Halloween weekend when the Club appeared for the inaugural regional race. It was a big deal. Drivers and race officials from afar came to experience the historic event. SCCA National President Nicholas Crow raced his 240 -ITS -Z-car. We had the biggest spectator gate in the history of Thunderhill Park, up to and including this year. It was over \$15,000.



We sold commemorative tee shirts that are collector items today. We had a souvenir program and we had fun. It was a big weekend with some "fun" learning experiences but mostly we made history.

Winners on the historic weekend included: Tom Fogarty - FV; Eric Christiansen - 440; Chuck Billington - CSR; Chuck West - FM; Lee Lucas - S2; Darrell Benner - FC; Al Gambetti - FA; Steve Bresee - SS2; Frank Emmett - SP; Jon Norman - GT3; Jack Skibo - GT2; Jay Norris - AS; Don Inferrera - GT1; David Fraser - DSR; Rich Bontempi - EP; Noel Hayward - GP; Don McCoy - FP; Jon Becker - GT5; Ray Hiatt - HP; Norris Rancourt - PE; John Beckwith - PB; James Sheppard - SGT; Clint deWitt - SSB; Chuck Meyer - PT; Tom McCarthy - SSC; Wayne Richter - ITD; Mike Thygeson - PC; Mike Benson - SR; Ed Demayo - CS; Bob Cartwright - SE; Brian Foster - FE; Tom Lepper - RS; Sean McKenna - ITC; Phillip Hankins - ITA; Cesar Villalba - ITS; Robert Gordon - ITB; John Collins CP; and Reynaud Watt - Vintage.

I was unable to race in this grand opening event because my car, a Prepared Turbo Mitsubishi, was declared "illegal" by then SCCA Tech Chief, Bob Corbitt. I purchased the car from SCCA steward Wally Smith. Smith had raced it many times. The car started life in the SCCA Firestone Challenge race series. It was my bad luck to have the log book run out on the opening weekend of Thunderhill. When requesting a new long book, the roll bar thickness was tested on that ill-fated race day and that was it. No David Vodden in the results for the Thunderhill Grand Opening historic race weekend. This sort of thing happened to me a lot?

To be more accurate, the Club event at Thunderhill in late October of '93 was not the first on-track event held. That honor goes to the Shelby American Automobile Club of Northern California whose members held an event earlier that year. This is more meaningful now that our Club is not racing at Thunderhill in October during the 25th anniversary. As I understand it that Club will celebrate the track's 25th anniversary on Labor Day weekend as part of the final regional race weekend of 2018. Schedules change of course but that is it for now.

Instead of the parent Club we will look to the Shelby Club to celebrate the actual month of the historic silver anniversary of Thunderhill. They have a 2018 weekend event here in October.

For road racers with SCCA legal cars the Thunderhill race dates in 2018 that you WILL want to attend are: March 3-4, Regional races #1 & 2; April 7-8, the annual SCCA Majors race event; April 21 - 22, Regional races #5 & 6; and the season finale, Regional races #13 & 14 starting August 31st and concluding September 2nd. Why attend? Fun and the rewards of racing of course but also because of Bill Jordan's experience.

For his racing appearances at Thunderhill in 2017, Spec Ford driver Bill Jordan, earned Free race entries to all the Club races at Thunderhill in 2018; Free testing days for same; a set of Hoosier tires, hotel nights at the Baymont Inn; free dinners at the Elk Horn Lodge, breakfasts and snack food at the Thunderhill Grill; Sunoco fuel coupons; tire and mounting coupons; plus, merchandise and more. Bill was the lucky winner drawn from some 50 plus drivers who made enough races at Thunderhill in 2017 to be eligible for the prize drawing. Congratulations to Bill and a big thank you to all the SCCA drivers who raced at our track throughout the 2017 SCCA race season.

Now back to 2018 where your attendance at the majority of the SCCA races held at Thunderhill will, once again, inspire some fabulous awards. Tell your friends too so that the four club race weekends at Thunderhill in 2018 will be very well attended.

Everyone wins at Thunderhill with a FREE, All-Day Test day here on Sunday December 30th! Free! All day! Rain or shine. If you are not an SFR/SCCA member no problem. We will sign you up at the event and you will be set for a year including next year's FREE Test day. No over night camping Friday unless you call and arrange for camping in advance. A fee of \$25 per vehicle will get you early access on Friday after 5pm. Otherwise gates open Saturday at 7:30 am with on-track testing set for 9am to 5:00 pm. Call us to let us know you are coming so that we can better arrange any groupings. Otherwise we will use open wheel and fendered grouping. Enjoy and be glad that to support Thunderhill Park all season long in 2018. Did I mention that 2018 is the 25th anniversary of the track's grand opening?



The months of December and January are typically dry and beautiful at Thunderhill just in case you were thinking about some track time on the two, three or five mile tracks. There is a 50%-off deal available for track rentals for certain sizes of users going on now so check out the track's new web page and learn how you can polish your skills, have fun and rent your cars to potential new drivers for your team or just to make some racing cash. Call Shannon for more details at 530-934-5588 Ext 103.

We also have a few garages available for that winter-time storage problem. You can come up to the track and work, unabated, on your stuff for the therapy of doing so. Call Ray Mudd at 530-934-5588 Ext. 105 sooner than later.

Finally, if you want a bigger space with the ability to add a bathroom call now. We are taking reservations for the eight big bay garages that will be available on the 3-mile side of the track starting June 1, 2018. This is a good example of the "early bird, gets the worm" so e-mail me at dvodden@thunderhill.com. We will also have office space, conference room and a showroom available as part of this latest improvement in the property just in case you want to bring your entire business here and enjoy all that is Thunderhill Park.

Imagine, 585 days of people you want to meet and do business with all of whom need help your help and are not already wired into other providers. Wow! The opportunities to build your business in a captured market place are simply endless. This has been done before. Where? Sonoma where the waiting list for garages is endless and the location, while good, has other issues that make locating at Thunderhill, a bit farther away perhaps, much easier to get to and less expensive. Think flying into the airport six miles away. Think moving traffic on I-5. Think books on tape." Why not? Do it now.

Happy Christmas and New Year

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925-890-3555
Larryokaracing@gmail.com

COOK MOTORSPORTS
SM, ITA, ITX
Ian Cook & Ed Railton
San Ramon
530-676-1940 805-305-0452
iancook@sbcglobal.net

DAVE HARRIMAN
San Jose
SRF, SRF3
HSE Racing
dave@specracer.com (408)507-1531

BULLDOG MOTORSPORTS
FE, SRF3
Jason Hohmann
Modesto
209-857-8181
Bulldogmotorsport@hotmail.com

CERINI MOTORSPORTS
SRF, SRF3
John Cerini
Sonoma
707-938-3979
jcm4@pacbell.net

CSR PERFORMANCE
SRF
Rick Heer
Rescue
530-672-2629

DIAMOND FORMULA CARS
916-801-9728
scott@diamondformulacars.com
www.diamondformulacars.com
Formula First
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LESHER MOTORSPORTS, INC
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Salinas
(831) 240-5347
info@leshermotorsports.com
www.MiataRental.com

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STL, ITE
Mike Lock
Cameron Park
831-801-6803
mikeski38@hotmail.com

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DSR
Ted47dsr@sbcglobal.net

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www.accelracetek.com
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Merced
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neil@porterracing.com

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Al Angulo
Grass Valley
530-277-6311 aracing.org

AUTO SPA RACING SERVICE
707 938-8727
auto-spa.com

BORELLI MOTORSPORTS
San Jose
Spec Mustang
408-770-1220
service@borellimotorsports.com

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

DIETSCH WERKS
Lotus Elise, SM, Boxster S
Vacaville
707-724-9250
dietschwerks.com

OFF LINE RACING
Morgan Hill
SM, ITA, ITX
Ali Naimi
408-679-7143
ali@OffLineRacing.com

Classified Advertising in The Wheel is a service provided to the membership by the SF Region. Ads are free for members. Ad should be 75 words maximum and may include a photo. Ads will run for three months, after which time they shall be removed. They may be resubmitted. Submit your ad by email to editor, Blake Tatum: wheel@sfrscca.org

OPEN WHEEL AND SPORTS RACERS



P2/DSR for sale. 1986 Mariha S2000 converted to DSR in 2007. Full cage, GSXR 1000, Wilwood brakes, AIM dash, Chase cam & Gopro, 2 sets of used tires mounted and a set of stickers. New belts, fire system many spares and tools. \$12,000. Kenn (503) 879-5519 1712



2004 Pro Mazda For Sale - \$28,900 Quick Car! Excellent condition!! Professionally maintained by Auto Spa. Recent motor rebuild. 100% race ready Expansive Spare Package Available - \$2,900. Spare Tub Available - \$3,900. Inclusive, steering Column, Master Cylinder, Pedal Assembly, Wiring Loom, Switches/Cables TAKE IT ALL FOR \$34,500!! **STREET TRADES CONSIDERED** Edd Ozard 925.200.7509 eozard@pacwestsolutions.com 1711



Superlite Coupe Endurance Race Car - \$115000. Car has been completely rebuilt and ready to be raced!! Enter the 2017 25hrs of Thunderhill and win it!! Car comes with two bodies and three splitters and three sets of wheels. Fuel rack included. Many Many spares. Darrell Anderson (510) 928-2423 1717

Vintage Crusader Formula Project 1965 Crusader Formula Vee, needs to be assembled. Everything is there for a complete restoration. Own a part of history and have fun driving it at Vintage events. Call Balke Tatum to discuss, 209-403-2452 1717

98 FM \$15,000. Car has small motec system. Car cover. Spare nose. 3 sets of wheels (one on car with rains). New Fuel cell. New Rads (Ron Davis). New Belts (Simpson). New Masters rebuilt calipers New Pads. New Air filter. Pick up in Las Vegas. Mike Williams 818 522 9676 cer-performance@centurylink.net 1707



SRF Gen 3 #066 (2nd Place car SF Region 2015.) \$32,000 OBO. Well maintained by owner and CSR. 14 Weekends on Engine. 1 race on Clutch 1 yr. on Rebuilt Shocks, Heims and Ball Joints. Analog Gages Warning Lights for Water Oil Pressures Alternator. All Current Upgrades 2 Sets of Hoosier slicks. 1 new unmounted set. Rains on Weld Wheels Bodywork good condition. Traq-mate data acquisition with video sync for GoPro (included). Both softwares included. Call: Bob @916 489 7182. 1716

GT1 Rolling Chassis. Loflin/Philips GT1 tube frame, raced mid-80's Trans Am Series. No engine, trans, body, fuel cell, has exhaust system, stock products quick change, full fire system, NASCAR Modine radiator and oil cooler, 16x12.5 on 5 hubs, Durlite alloy rims, 4 fronts 2 rears, Lockheed front brakes, Hurst airheart rears. All gauges, seat, pedals, dry sump tank and hoses. Documented Trans Am history. Car located Hayward, CA. Make offer. Contact Don at 510-531-6632 1714



For Sale: FC/F2000 Engine. Ivey. Ex Joe Riley/Robert Armington. Last raced in 2014. \$2000. Includes engine stands and header. Want SF Region people to have first shot at this before listing on Apex Speed. David Simerly. 415-383-0960 1714



Super competitive SRF Gen 2. Top 10 in Runoffs past 2 years. Fresh national motor+ quality regional motor. 3 sets of wheels with tires including new rains.

Brakes and rotors have one race session. Re-built transmission last year. \$15,500. Open trailer available for \$1000. Call/text Dan @ 443.742.7702 1712



Spec Racer FordGen2- 2004 Ready to race! Professionally maintained and very well sorted. Chassis completely rebuilt in 2012: new fuel cell, new clutch, new complete belly pans, frame painted with Rust Bullet, shocks rebuilt, all new heims and suspension bushings. 2012 Complete chassis reset- paint, heims, bushings- cleanest SRF on the planet! Includes tons of spares: 3 sets wheels and tires, quick jack, complete bolt on string bars for alignments, quick disconnect steering wheel, hot lap timing set, Butler racing seat upgrade, fire system, 2 sets brake pads, suspension spares, dynamic number system, oil filter, fuel filter, and spark plugs/plug wire set. Please email for extensive photo package. \$13,500 OBO, James "Cotch" Cotcher cell: 530-545-1765 home: 530-573-0505 jamescotcher22@gmail.com 1811



SPECRACER #33 FOR SALE OR RENT Fast and clean SpecRacer for sale or rent as a GEN2 or GEN3 after October. Updates include: new paint, Butler seat, in-cell fuel pump, new air Intake tube, new fuel regulator, Penske shocks, 2 sets of Shelby rims, transponder, removable steering wheel, and Laguna muffler. Motor has 104+ hp and 120 ft-lb of torque. Strong, solid car currently second in points in the San Francisco Region. GEN 2 Price \$17,500 GEN 3 price \$36,000. For more info and rental rates go to www.accelracetek.com or contact Bruce Richardson @ (669) 232-4844 or brichardson@accelracetek.com 1811

FENDERED RACE CARS



For Sale: 1974 Jensen Healey. Chassis and suspension preparation by Race Tech Engineering. Prepared for E Production. 2.0 Litre Jensen Healey Lotus 907E (Mark II). Engine prepared for SCCA E Production specs. Tilton Aluminum

Flywheel with Tilton dual disc clutch. Dry sump oil system with 3 stage pump. Getrag 5 Speed. Carburetors are Weber DCOE 45 with 34 mm chokes (venturis) as specified by SCCA for EP: \$19,000 Don Wollesen 831-685-2545 wollesen@iee.org 1711



Chevy Cobalt SS Supercharged and Race Ready. Prepared and setup by Phoenix Motorsports for the World Challenge Pro Series. Great car for SCCA or NASA Can easily be changed based on the class you want to race. 268hp at the wheels. Setup for Cool suit, radio, and camera Passenger race seat installed. Spares include 2nd super charger, tires, wheels, brakes, radiator and lots more. Sold as is and shipping is at buyers expense. Enclosed race trailer for sale as well. Will consider selling as package. Al Gambetti Cell: 916-532-8303 Phone / Fax: 916-676-9888 agambetti@yahoo.com 1711

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 1710



For Sale, 1980 RX7 Race car Annual tech has been done for class ITA. Recently ran in the regional's 8 -9 at Laguna Seca. The car is race ready. Engine is stock 12b with a Nikki 4 barrel carb, Stainless headers, new aluminum radiator w/ shroud and electric fans. The Kirkey aluminum seat is adjustable for easy driver fit, new G force belts, and a new window net. It has Panasport style wheels with Falken Azenis tires. The roll cage was built by Doug Chase. The car was originally built, or should I say over built, as a 24hr of LeMons car called Laramie. It's great colorful markings were to mimic the M1 BMW racecar of the 1980 Le Mans period. The great front spoiler and high rear wing, though removed for ITA are with the car. Call to make offer or for more info or pictures. Contact: Al Bourdet 510-414-9202 or al@altechconsulting.com 1708

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 1718



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 1717

1970 GT1/BP Corvette roadster. Has vin, pink and two log books. Roll bar numbers match log book numbers. About 20 races total. Engine is an all iron 355 except for the intake manifold and Muncie four speed. Flares are wide enough for 12 inch rims. Tires are currently rollers only. Runs, drives, and stops well. 559-645-2988. \$22,500. 1717



1999 Spec Miata. Well sorted car, super reliable and many podium finishes in SCCA Calclub. ACT Clutch, Koyo radiator, Torson diff, SS brake lines, Racetech seat with head restraint, manual steering rack, Momo steering wheel with quick release. AIM MXL data system. 2 sets of Team Dynamic wheels. Come with spare parts. Current SCCA log book. E-mail me for more pictures and video of races. fhu@performancecomposites.com \$15,550 OBO. 310-927-4368 1717

1971 Datsun 510 4 Door. SCCA ITC Racer GRP 5. Car won 2015 ITC Champ. Ready to race, good first car. L1600 Roberlo Engine 40 over. Additional Pictures 4x4xfar88@gmail.com Text 209-613-4813. With spares \$6500 1714



1978 Porsche 911 Turbo (930) race car, \$50,000. Guard red color; RS 3.8 body style. Fiberglass body except tub; 2300 lbs, 500 hp. 2 hours on GD Racing rebuilt motor, 3.4 L; Rebuilt turbo. GT1R class car with PCA Racing log book. Thunderhill 1:56 using Good Year Bias ply R430 non radial. Rear tires 25x13; front 23.5x10.5 1714

Turnkey, race-ready HP Honda CRX Car has 4 SCCA National Championships with 4 different drivers; third at Laguna Runoffs with 5th driver. 138 MPH trap speed at Daytona Runoffs. No possible Jongbloed wheels; Houseman, 5 racing gears trans; custom air dam/splitter; Tran-X limited slip; highly developed, "bagged" SS header; water-to-oil heat exchanger; custom water radiator; Comptech prepared engine; AEM Infinity ECU; data collection sensors; and "owner's manual" with track session/setup data. Comprehensive spares package available. Contact hussey.steve@gmail.com or 650-823-9927, \$27,500 1712



Spitfire Roller For Sale. MUST SELL - Please Make Offer. Ex-Tom McCarthy Car. Tom Ran at Atlanta, Then sat one season, I bought it. I made numerous improvements, used it for my Driver's School at Sears Point, got my two races in. And then divorced. Stored indoors since. Complete EXCEPT NO engines, transmissions. Has very rare Positraction, McCarthy axles, full gauges, three sets of wheels Spare Spring Towers, Used Super Trap Muffler. rhostler@gmail.com 1811

2 Austin Healey Sprites For Sale! \$1,000.00 obo. 1 1962 and 1 1965 Sprite projects. To start with I am selling these Sprites for a fellow race partner, John True. He needs to move these cars so he can move. 1 has been seam welded and cleaned and premiered. The other has been cleaned and premiered. There are engines, transmissions, rear ends and suspensions should be enough parts to build 2 cars, too many parts to list. There are several racing parts that are very hard to find and come with them. The Parts were from Butch Gilberts collection of parts. If you only want one that is ok it can be worked out. I do have pictures and can text to you. Great Project for someone to build one for vintage racing and the other for the street. I am not sure if he has the titles for the cars? But I am sure you can get a title. If you contact me I will give all that I know as that I helped with the project but things changed. Paul Gilbert 775-762-4431 paulracer152@sbcglobal.net. 1713

1978 Porsche 911 Turbo (930) race car, \$50,000. Guard red color; RS 3.8 body style. Fiberglass body except tub; 2300 lbs, 500 hp. 2 hours on GD Racing rebuilt motor, 3.4 L; Rebuilt turbo. GT1R class car with PCA Racing log book. Thunderhill 1:56 using Good Year Bias ply R430 non radial. Rear tires 25x13; front 23.5x10.5 1714



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. roadracerex@gmail.com 509-551-2681 1713

FOR SALE, 1967 FORD CORTINA, \$1500.00 OBO. In excellent condition 4 door Ford Cortina. I am selling this for my race partner John True. He bought the car from a gentleman on a business trip many years ago and had it shipped here in Reno. I put a better intake manifold with a Weber carburetor on it and it runs great. It has the 1500 cc engine with a 4 speed. The car is really clean and straight. No title, but I know there are ways of getting it. It is clean title as we know. The White with white/blue interior; very clean and straight. Great little car and fun to drive. I will text pictures if you ask. Paul Gilbert, 775-762-4431, paulracer152@sbcglobal.net 1713

SPEC MIATA



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

info on car. Located in Pleasanton. Barrettilley@hotmail.com 1711



1990 Sealed Spec Mazda Miata with a very strong Haag engine. Many spare rims and tires along with extra parts. Car also has current SCCA log book. In great shape, just needs a driver. Also selling with or separate, a 2014- twenty foot trailer, basically like new. Asking \$11,500 for Miata and \$4,500 for trailer. Excellent deal and it is stored in Monterey, please call Frank @ (714) 394-1631 1811



1991 Sealed Spec Miata For Sale. Chassis up build with all suspension parts new during build. Lots of thought went into this build with too much to list in the ad. Driven for two SFR region seasons and a clean SCCA Logbook. Sale includes a spare engine and transmission. Asking \$14,000 please email for details Graduate.JoshuaFine@gmail.com 1813



1999 Spec Miata - Nearly Race Ready. 1.8L / 5 speed / Torsen, Haag motor with only one break-in weekend. Team Dynamics race wheels w/ RA1s, Upgraded roll cage, Evil Genius exhaust, Kirkey 71300 seat, Advanced Autosports spined quick release, Renne metal ballast weights and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013 Clear CA title with plate n drive it to the track! Extras! Stock wheels w/ new Dunlop Direzras, Advanced Autosports fuel pressure regulator (2x), Lightweight tow hitch and ball mount. Fluids, filters, brake pads, restrictor plates, etc. Tim Ryan tim@seventhcircleaudio.com \$17,950 1813

"1989 Chevrolet Camaro IROC-Z "Players Challenge Series" car is FOR SALE. Raced professionally by Kathryn Teasdale in the Players Challenge and is a legitimate 1LE R7U Camaro. Raced in SCCA and CASC after it became ineligible to compete in Players. 305 cu in w/5 speed

transmission, Ford 9". Ready to race with new tires, fresh maintenance, and has some spares that will go with the car. Have all log books for Vintage verification. \$17,500. Mary 831-905-8668 or pozzimotorsports@gmail.com 1807



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 1700

SOLO RACER & TRACK CARS



1968 one of a kind autocross hillclimb bug. Hold records all 7 NHA ,lots of TTOD SF region OSP, 2nd 1st G Force challenge, 2332cc, tube frame, coil over, tilt body, 19mm master cyc, chassis dump 298,1675lbs,chrom rear hubs, heavyduty parts that wear, extra set wheels,4 wheel disc breaks, to much to list, spare engine also 86x94. Call for details. 209-241-9666 1700

STREET CARS

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

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

For Sale: 1992 Bouncer RV, 33 foot, side aisle, pass through bottom storage. 82,440 miles. Only driven on weekends. Asking \$15,000.00. Contact Bob or Rhonda at (209) 986-9652 or email rmsracer@gmail.com. 1706

2002 WELLS CARGO AUTO WAGON 10,000 gvw, 32' inside length, 8' - 6" full width, bumper pull, 6000 miles total, diamond plate floor, small workbench, double axles with brakes, 6 brand new 10 plys with two spares mounted. Can carry a full size sedan and a Miata, or a couple of formula cars . Saves towing two trailers. Can deliver 100 miles from Bay Area. \$8000. 831-917-5952 1700



2007 Pace Shadow Ramp Stacker, Bumper, Pull 3 Dexter 6k axels, all wheel brakes, 25 ft box, 5 ft tongue, Double side doors 58" w x 80" total, 20 ft awning, needs new cover, floor to ceiling 105", 81" between wheel wells, rear ramp 98" + 18" extension, 4" beavertail, includes new 5500w Generac portable generator.\$12,500.00 obo. Larry 707-462-9088 1810

TOOLS/ EQUIPMENT /MISC FOR SALE



SAVE YOUR BACK,Electric Side Lift, Last used for Van Diemen Formula Continental. Great for Formula Ford, Formula V, etc. Quick battery connect. \$375 (does not included Battery cannot ship, pickup only). Chuck Raggio (916) 698-0172, cragg@comcast.net 1711

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 1711



AIM G-Dash and EVO4 Data Logger. Both new and still with the original packaging, wiring and software. I'm staying analog. Pegasus sells the G-Dash for \$419.99. I'll sell it for \$300. Pegasus lists the EVO4 for \$1,199.00. I'll sell it for \$900. David Simerly. Cell is 415-317-2353. The e-mail deal is dlsimerly@icloud.com. 1711

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 1708

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 1708

HP full race engine. All the good stuff. Email me for a complete description. No reasonable offer refused. Ray Hiett. 11HPrrhiett@gmail.com 1708

Ford Racing Recaro Seats. Fits 2013-14 (later?) Ford Focus. Partial leather, equipped with enhanced shoulder, back and high area bolsters. Includes original equipment airbags and OCS sensors. Similar to OEM seat found in ST2 option Focus ST. Sold as pair \$900. Mike 510-530-1895 1704

WANTED: Fun-loving SFR members to participate in a wild and crazy party Saturday at Thunderhill Raceway Park at days end of the Season's Finale Regional Race 28 October 2017. Come One! Come All! The Party Posse Wants You!! 1700

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 1703

Large collection of historic autocross photos looking for a new home. Contact NorPac Archivist Gary Horstkorta if interested: nopracarchivist@comcast.net 1702



Seat For Sports Racer For Sale. Never used, Fiberglas, Make offer rrhosler@gmail.com 1811

SHOP/STORAGE SPACE

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 1700

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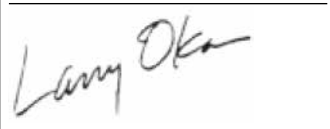
All-Weather Storage Lockers - Now @ Thunderhill Park! Finally a solution to having to deal with all your race equipment! Don't bother lugging your gear around or leaving it out in the cold. Rent a 4' X4' X8' Thunderhill locker daily, weekly, monthly, or even yearly to make sure you always have a place to keep your important and valuable items. These lockers are big enough to store almost everything you could need for your time at Thunderhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1502

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

RACE CAR RENTALS



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



SCCA School Special \$1500 A+ Racing Spec Miata Rental, Service and Support. We have over a dozen Spec Miatas to suit your needs. All of our cars are designed to be Safe, Fast, and Reliable. We race what we rent so you know all of our cars are ready to win. Beginner rates start at \$550 a day and Racer rates start at \$700 a day. Discounts for multiple days and multiple cars. Includes, Track Support, Competition Tires and Fuel. See us at www.aracing.org Contact Al Angulo at 530 277 6311 or alangulo530@gmail.com

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

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

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

Formula First race car for rent for SFR drivers school and select regional races. The car is very well prepared and ready to go. It will fit large/tall drivers. It has a full GPS based data system and cameras onboard for driver development. Take advantage of my 35 years

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THUNDERHILL ADS

NEW GARAGE SPACE AVAILABLE at Thunderhill Park - June 1, 2018. Reservations are being taken for the eight [8] new garages set to be available in June of 2018. Larger space, bigger slid-up doors. Bathroom option. On 3-mile side. Call D. Vodden 530-934-5588 E-101 or e-mail to: dvodden@thunderhill.com to get on the list of interested renters.

TRACK OFFICE SPACE AVAILABLE June 2018---- Bring your business to Thunderhill Park in June of 2018. Office space, showroom, bathrooms and showers as well as adjacent garage space for large race team or other race-related business. Very flexible options. Contact D. Vodden @ 530-934-5588 E-101 for more information.

TRAILER STORAGE AVAILABLE AT THUNDERHILL PARK NOW: Solve those off-season parking problems by placing your race operation in a secure and safe garage at Thunderhill Park. \$600 per month with discounts for paying a year in advance. Contact Ray Mudd at 530-934-5588 E-105 to get your garage before they are all gone.

WINTER TRACK RENTAL RATES DISCOUNTED AT THUNDERHILL - Call Shannon Ell at Thunderhill Park to take advantage of special off-season rental rates at Thunderhill Park for the two, three and five mile road tracks. 530-934-5588 E-103. Offers good through January. Call now! Track rentals available all year!

SEEKNG CONTINGENCY PRIZES FOR THUNDERHILL 2018 AWARDS PROGRAM for Club racers who do well in the four race weekends planned for the Club at Thunderhill in 2018. Tires, parts, supplies, cash and more wanted to inspire and reward racing at Thunderhill in 2018. Please help by calling D. Vodden @ 530-934-5588 E-101 or by e-mail at dvodden@thunderhill.com.

FREE TEST DAY FOR SCCA MEMBERS SET FOR SATURDAY DECEMBER 30.

The annual FREE TRACK DAY for SCCA members will take place Saturday, December 30th from 9am to 4:30 pm at Thunderhill Park. The \$349 value is provided to all racers who are current members of the San Francisco Region of the SCCA as a dividend for ownership of the track. Gates will open at

7:30 AM on Saturday with signups taking place in the track's Pro Shop. On track groupings will start with "open wheel and closed wheel" as the designations. Those planning on testing can help by calling or e-mailing their intention to attend in advance to Schuyler Van Buskirk at "schuyler@thunderhill.com". While membership is required it should not be a deterrent as they will be sold at the Pro Shop that day to accommodate all attendees. The day will also offer one session for street cars driven by current SCCA members so as to extend the value of the free track day to family and friends who do not have access to a race car. Some rental Miata's are also expected to be available.

Friday night camping for the Saturday event is available for a fee of \$25 per unit reserved in advance by calling Shannon Ell at 530-934-5588 E 103 or Ray Mudd on extension 105. No access will be permitted Friday night, other than those making reservations in advance. This move is designed to contain the rising costs of the event to one day of access and services in order to allow the program to continue.

SCCA volunteers including corner workers are encouraged to attend and help out. The event is ideal for volunteer training and as a refresher course for all who will man the courses in 2018 for SCCA events. Call Schuyler at 530-934-5588 E-107 if you plan on helping out.

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- Continental tire sports car series GS
- Continental tire sports car series ST
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- Grand Am GT
- IMSA GT-3

FOR MORE INFORMATION CONTACT:

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