



The wheel®

VOL. 59 | SEPTEMBER 2018

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

Sonoma Major, Sprint Races

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CANDIDATE STATEMENTS

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SAN FRANCISCO, FRESNO, & SACRAMENTO CHAPTERS JOIN FORCES

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SEPTEMBER 2018



Above: A passel of T2 competitors: #30 Mustang David Ray, #01 BMW Z4 Tom Wickersham, #75 Mustang Clark Nunes, and #06 Mustang Anthony Bonino. Photo by Ron Cabral.

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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

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

DAVID VODDEN, Director

dvodden@thunderhill.com

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PUBLISHER: THE WHEEL PUBLICATIONS

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

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

CONTRIBUTING WRITERS Gary Horstkorta, Bruce Richardson, Barbara McClellan, James Chartres, David Vodden, Lynne Hunting, Ray Mudd, Paul Newton, Aaron Meyer

CONTRIBUTING PHOTOGRAPHERS & ARTISTS
Ron Cabral, Top Dawg Photography, Bruce Richardson, Davey Drouin, Yang Moua, Aaron Meyer

POSTMASTER, Please send address changes to:

The Wheel
P.O. Box 308
Willows, CA 95988

CALENDAR

2018 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

SEPTEMBER 27-30 RENNSPORT

WeatherTech Raceway Laguna Seca | SCRAMP Support

OCTOBER 16-21 SCCA RUNOFFS

Sonoma Raceway

OCTOBER 25-28 PIRELLI WORLD CHALLENGE

WeatherTech Raceway Laguna Seca | SCRAMP Support

2018 SCCA-SANCTIONED CONCOURS D'ELEGANCE

Sunday October 7

Niello Concours at Serrano

Serrano, Eldorado Hills

www.nielloconcoursatserrano.com

(916)635-2445

NATIONAL SCCA RALLY

November 17-18

California Dreamin' and Golden

West Rallies

Start/end in Fairfield

For more info: Event calendar on

www.sfrscca.org

or jessica.toney@gmail.com

SOUTHERN CAL SCCA

November 3-4

Buttonwillow Raceway Park

Southern Cal Club Championship

Road Race, Divisional Points Time

Trial and 90 minute Enduro

[https://www.motorsportreg.com/
events/divisional-race-time-trials-
enduro-but...](https://www.motorsportreg.com/events/divisional-race-time-trials-enduro-but...)

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Phil Munoz
Santa Cruz Area,
831-297-2457

Tom Turner
San Ramon Area,
925-389-6181

Jason Hohmann
Patterson - Central Valley
209-620-0559

RATES

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

2018 SACRAMENTO CHAPTER SOLO SCHEDULE

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

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

2018 FRESNO CHAPTER SOLO SCHEDULE

Event 11 - November 10

Event 12 - November 11

All events at the Fresno Fairgrounds.

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

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

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

2018 SFR BAY AREA SOLO SCHEDULE

Any changes will be shown on www.sfrscca.org

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

OCT 13TH, CROWS LANDING
Round 14

OCT 27TH, MARINA
Round 15

NOV 10TH, MARINA
Round 16

DEC 1ST, CROWS LANDING
Round 17

2018–2019 Region Board Election and Candidate Statements

REGION BOARD ELECTION DATES

- October 11 Voting opens on Motorsportreg.com
- October 31 Last day to request a mail-in ballot
- November 5 Voting closes
- November 8 Election results on www.sfrscca.org

2018-2019 REGION BOARD CANDIDATES

REGIONAL EXECUTIVE

Barbara McClellan

DIRECTOR (THREE TO BE ELECTED)

Blake Tatum

David Vodden

Clint deWitt

Cecil Barbee

Jeff Olinger

Seth Reid

Yehia Eissa

REGIONAL EXECUTIVE BARBARA MCCLELLAN



I am a candidate for the position of Regional Executive for the San Francisco Region and want your vote. Before I talk about myself, I'd like to remind everyone of the mission and vision of SCCA. The Mission of the SCCA is to fuel a safe, fun and exciting motorsports experience for auto enthusiasts. The Vision of the SCCA is to be the preferred motorsports community in the US, built on fun, shared passion and access to an exhilarating motorsports experience. I'm repeating these because I believe they set the culture for the Mission and Vision of San Francisco Region of SCCA.

As I sit down to write this statement, I think of the challenges we've had to meet this year.

We've had a racing schedule that was admittedly one of the worst we've had to deal with. But we did. We've had the challenge of trying to sign a contract for a Solo site—and we're still working on this. We will persevere. We have a continuing problem having enough volunteer Race Officials at our events. We recognize this and continue to try to attract new volunteers with a very active social media presence. I know that getting volunteers is not unique to our Region or our sport. I've talked with a number of non-profit organizations and this is a continuing problem. We know we need to address attracting the younger generation another way. But that is not to say that we don't value the experience of those who have been here over the years.

Another challenge we face is for our Region to become more tech savvy. We recognize that especially with Timing and Scoring know we need to invest in more technological infrastructure. We're hoping over the winter that we will be able to have an IT consultant determine what is needed. We're also looking at how to utilize MotorsportReg better. We may use it, as other Regions do, to register our workers so we know exactly how many we have available and any issues prior to the start of a race weekend.

We had the pleasure this year of welcoming a new CEO to WeatherTech at Laguna Seca. And to show us how important he thought SCCA and SFR are to them, he became a member of the San Francisco Region his first day on the job. We had an opportunity to meet him at several crew meetings that first day too. We continue to work to improve our relationship with Sonoma and enjoy a great relationship with Thunderhill Raceway Park.

One of the things I feel strongly about is that each leader needs succession planning. I have that plan in place for my replacement and intend to make this my second and last year as your Regional Executive. I've said in the past that it is the responsibility of the Board of Directors to help attract new participants to our sport, but it is each Chief's responsibility to train and retain the volunteer members. One of the things that the National

SCCA is pushing is making SCCA have a welcoming environment. I would hope that not just Chiefs feel it is important for San Francisco Region to have a welcoming environment, but I hope every member of this Club makes it a point to smile and say hello to someone they don't know at every event.

Your Board of Directors has worked to publish a tentative racing schedule for 2019 in which the racing is spread out more across the season. We published this early knowing that we most likely will have to make changes, but it lets everyone start planning ahead.

When I reread last year's campaign statement, I found that I still have the same goals and I think they are good ones.

First, I want to ensure that the Road Racing Community has safe, fun, and fair racing. Second, I want to assist the Solo community obtain a more permanent site. Third, I want to grow our membership in all areas of the Region—drivers, Solo participants and volunteers. Fourth, I want to continue our successful relationships with our three area race tracks—and maintain a financially sound club.

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

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

All of us—workers, drivers, and board members—have a responsibility to talk with each other and work together. Board members need to be willing to discuss issues with members and be accountable to those who elect them. I am always there and always willing to listen to members about problems, issues, and suggestions. I don't have all the answers, but I make an attempt to help solve the problem, give advice, take suggestions, or just be a sounding board. I would urge each SFR member carefully read each candidate's statement for this year's Board of Directors to see where they would lead this club. Being an RE and a member of the Board of Directors takes time and commitment. That is a high priority for me. I urge you to be sure to vote when the election opens in October.

I believe that there is a place for every SCCA member who joins our region and I ask for your vote.

BLAKE TATUM



The Good, the Bad, and the Ugly I am asking for your vote in the upcoming Board of Directors elections. Why should you vote for me, and the answer is simple, I have been there and done that.

I started on the Board of Directors when the club was going through a bad time. Money was tight and we were close to being broke. I saw how the Board was

able to increase per event revenue and turn a dire situation into a position of solvency. I learned how financial planning was essential to the operation of the club and saw that things like a budget and a game plan are keys to making sure the club is around years to come.

I was on the Board during good times. I around when the club was experiencing times of unprecedented growth. Regional championships were meaningful and every run group enjoyed strong fields. Competition from other racing organizations was not a concern. The volunteer work force was strong and we enjoyed pro support at both Sonoma and Laguna Seca.

My recent stint on the Board I would have to call ugly. Ugly because we have a lot of challenges and there are no easy fixes. The market has changed and we have not responded. We face stiff competition from other racing organizations and even from track day groups. Your volunteer work force is depleted to the point of exhaustion. In short there are a lot of tough decisions that need to be made.

I know from my past experience that in order to make change you have to know where you came from and why the change is needed. I also know that in order to make that change you have to have a vision and be ready to suffer through the growing pains of that vision.

With good planning, creative ideas, and some self-evaluation we can get back to good.

Let me put this in racing terms, if your car has a mysterious misfire are you going to entrust the fix to an apprentice mechanic or would you go with the journeyman that has been around the block a few times?

The answer is simple, this is a problem for a journeyman, please vote for Blake Tatum.

DAVID VODDEN



AA/BA/MBA...President & CEO- San Francisco Region Properties, Inc.

The first thing I ask of you is to VOTE! This Club's future depends on your engagement! We need the greatest engagement of the broadest cross section of our membership to create a new SFR/SCCA. To VOTE you can get a hard ballot. Call Sherry on 530-934-4455 or e-mail

her at: office@sfrscca.org. Leave a call-back number and mailing address and ask them to send you a ballot. You can also VOTE through MotorsSportReg.com. You do this by going to the MotorSportReg Registration home page [Google it]. Once on M.S.R., scroll down to the very bottom and click on SURVEYS. The ballot will appear. VOTE FOR THE BOARD MEMBER OF YOUR CHOICE – [ME] – and the RE position. This process begins on September 30th and continues until November 7th. This is how you exercise your responsibility to VOTE.

There are six candidates running for three [3] seats. Those elected will serve for two [2] years joining Roger Eagleton, Tim Sullivan and R. J. Gordy who have one more year to go. Of the six candidates, Clint deWitt, Blake Tatum and I are incumbents running to continue. New candidates include: Cecil Barbee, Seth Reid and Jeff Olinger. These gentlemen are all current workers within the Club. Cecil is our Paddock Marshall. Both Seth and Jeff are on the Emergency crew. Seth is the Chief. All three new candidates should be applauded for offering to serve. All three incumbents deserve the same consideration. Ultimately, you need to select the best candidates to do what needs to be done to make the Club better for all! The Club needs you to get involved. Being on the Club board is very important.

What criteria should you use to make your selection? Popularity tends to be the Club way. Not good! Just like in High school, popularity is a major factor in how our leadership has been selected. Here are some better ones. Demonstrated leadership and management skills. Yes! Clear statement as to what they will attempt to do? Can they do it? There should be some evidence that they will do what they say and not just "fall-in-line"! How about a resume and proven past-experience in areas that impact the Club? YES! You get what you vote for so VOTE but vote based on what you feel will help make this Club better and relevant in the next five to ten years!

If you vote for me you get the following: thirty three years in management of the Club's business acting as Club Region Manager, Marketing Director, Track Project Leader, Thunderhill President and CEO, Consultant; a wealth of contacts relevant to the business of the Club; decades as a motorsports promoter, track manager, Club officer and official, retailer, journalist, announcer, public affairs expert, race car driver, car owner, class champion, key contact to most race tracks in California, track and Club race insurance experience, financial expertise and much more.

DAVID VODDEN (CONTINUES ON NEXT PAGE) >>

CLINT DEWITT



What have you done for us lately, Clint? [1] A new low-cost spec racing class (SSC5) like Spec Miata, but with triple the horsepower:

I'm proud to have initiated this dynamite new spec class, (SSC5) for sealed spec C5 Corvettes (1997-2004). It uses inexpensive Chevy parts and features Corvette handling and reliability, but has 3 times the horsepower of a Spec Miata!

[2] The plan to double the number of students at next year's SF Region drivers' school:

I am heading up the drive to double attendance at the 2019 Drivers' School from 40-50 students to 100 -- hopefully with a similar boost to Regional race entries! Students next year will qualify for a full competition license [no requirement that our students complete 3 races as a novice] and the school will be advertised at the Runoffs and nationwide, with a seminar by local National Champions as a drawing card.

[3] A trophy for the First Place Novice in Class:

Since most beginners go years before they ever win a trophy, especially in large classes like SRF and Spec Miata, I started the program where an SFR Drivers' School student in the first year out of school also competes for a trophy against the other, first-year drivers in that class, rather than just against the hotshots that tend to dominate that class.

[4] The revival of the PCRRRC [Well almost, but not yet]:

I started the original PCRRRC [Pacific Coast Road Racing Championship] and it lasted 25 years! However to be a true west coast championship, it needs a Travel Fund Sponsor so that racers from up north and down south can compete here on an even basis. Two years ago, we thought we had our new sponsor, only to lose out to a pro team -- but the hunt for a new Travel Fund Sponsor continues undaunted!

To continue these pursuits, I need your vote! Clint deWitt

DAVID VODDEN (CONTINUES FROM PREVIOUS PAGE)

If elected I will do the following: continue the Five Year Planning vision-tool; shift the minutia of running the Club to a well operated business office; reduce the need for fifty [50] signatures to run for the Club Board; create show-design strategies that will rebuild the Club's race program; make this program a TOP Priority; develop systems wherein volunteers have pre-assigned events allowing the Club to know, in advance, that pre-determined teams will handle Laguna Pro support and/or Thunderhill. Privatize key functions like Timing and Scoring, make member recruitment a top priority; invest significantly in this effort, identify what successful Clubs are doing to recruit and retain key membership positions, and reintroduce "Overbuys" for non-members. There is more.

I have done this for so long in so many ways that I never run out of ideas, some good, but all aimed at making the Club and Thunderhill better for you!

Thank you for voting for David Vodden -SFR/SCCA Club Board member!

CECIL BARBEE



Hello to All, My name is Cecil Barbee and I'm running for the Board and am asking for your support.

My love for racing started in the late 60's, four wheels at the 1/4 mile, then to two wheels and back again to four. I joined SFR-SCCA in 2001 as a volunteer on the Course Marshal team and worked with the crew for a number of years eventually becoming Assistant Chief and later Chief. My initial goal as Chief was

to get the crew off the tailgate and into a safer position as I always put safety first. I held this position for seven years and in order to better my position as Chief, I went to drivers' school to learn the mindset of a race driver. I also learned to listen to issues and formulate plans to address them. It was during this time that I obtained my competition license with SCCA and raced # 46 Miata renting from Ian Cook.

Currently, I am the Chief Paddock Marshal and have spent time asking drivers and crews as well as race officials about issues that they feel are in need of reworking. One issue I have spent a lot of time on is ending the long lines and land rush that occurs when crews and drivers first arrive to gain entry onto the track. The current situation shortens tempers and cuts into participant's time by extending the race weekend by hours or more in order to get ahead in the line for better paddock space. I feel with other board members help, we can end some of the frustration and make coming to the track a more enjoyable event for us all.

Volunteers, drivers, crew members and Solo are all an important part that require equal attention if we are to survive as a motor sport club. I'll always have an open mind and work with dedication for all our members and groups.

I have a lot to learn regarding some issues and am asking for your support in order to achieve our goals.

Together we can advance the Team Spirit! Thank you.

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BOARD DIRECTORS

JEFF OLINGER



My name is Jeff Olinger and I'm running for the Board of Directors San Francisco Region SCCA. I first joined the region back in 1974 when I got out of the military. For a period of time, I ran Formula Vee, but I chose to focus on my wife and children.

In 2000, I became an assistant director with SCRAMP. One year later, I became Director of Communications responsible for the 911 center and all Information technology. In 2005, I became a member of

the region again and went back to racing until 2009. Since then I have been a member of the pit fire crew, worked the Long Beach Grand Prix and the Formula E race in Brooklyn. I'm currently the Co-Chief of the Emergency Crew. Most important to me is that fact that since I have been part of the region I have felt part of a large extended family and because of it, I had opportunities to grow. Because of that, I feel it's time for me to give back to the region.

The region is at critical point right now. Currently almost all specialties are having issues finding volunteers to work events. This session we have had back to back events which has made it very difficult to staff. We have made several attempts via social media to get new workers but for some reason that has not worked. There are two things we need to do. The first is ask the people that are no longer coming out to work why they aren't participating any longer, i.e., fuel, lodging or the amount of time.

For those people who are members and aren't participating what can we do to get them to come out and support the region? One thing we could do is start the Saturday morning Coffee and Cars up again and see if people with the various specialties will go out and participate so people know what we do on a racing weekend. Additionally we could visit some of the colleges and talk to them about what we do on a race weekend.

San Francisco Region SCCA is a very well respected region within SCCA. If given the opportunity I look forward to serving the region and its members.

Over the years, the people in this region have gone from being people I know, to being my friends, to becoming my family. I consider myself incredibly lucky to know so many awesome people in this club. It is because of the club that I met my wife and now have a wonderful daughter. I love the people and I love this club. As such, I want to do my part to make it better. I view the experience of being on the Board of Directors as an opportunity to give back to the club that has made such a large and positive impact on my life!

YEHIA BISSA



The SCCA is like a second home for me and the drivers who race with the SCCA are an extension of my family!

As a Board Member, I can bring a fresh perspective to the club, as I can relate to the younger drivers.

In addition, given that I'm only 24 years old, I have many racing years ahead of me.

SETH REID



Hi everyone! I am running for the Board of Directors for the San Francisco Region of the SCCA. Before I tell you what I want to accomplish, let me tell you about myself for those I have not met.

When I moved to the Bay Area, I immediately joined the SCCA autocross program and in that year, I chaired an

event, designed an autocross course, and even managed to get a couple of wins. The next year I continued to autocross, but I also started volunteering on the road racing side of things with the Emergency Crew. Just being at Laguna Seca was a dream come true. In 2011, I went through Driver's School to get a racing license, and in 2013, I fulfilled a dream of racing at Laguna Seca. I've been the Emergency Chief since 2017.

Lately, we have had a need for more volunteers during road racing events. We always manage to squeak by and make the events successful, but squeaking by can be stressful. We need to get more people involved to keep our current members from getting burned out and to keep the events fun. The Bay Area has such a large car culture. I want to bring some of those people into the SCCA to share what is so great about this club. The specialty chiefs have had some good ideas on how we can accomplish this, and I'd like us to follow through on some of those ideas. For example, there are a lot of car meets in the Bay Area, so we could take an emergency truck or a race car to those meets to get more exposure to our club. The more we talk to people, the more they will want to come play with us.

I move to the Bay Area in 2008 from Alabama, and one of the first things I did was join the Solo program. The people in the Solo community became my first friends in the Bay Area. The autocross community is just as much of a family as the road racing community. Currently, road racing is well represented on the Board of Directors. Some are volunteer workers while others are drivers. As such, I want to make sure that the autocross community has a voice on the Board of Directors. It is a great program with a lot of great people. I would like to use my time on the Board to ensure that the autocross program is successful and continues to be a place for some good times and great driving.

The SCCA was created out of a love of cars and motorsports. We volunteer, drive, and spectate because it is fun and we love it. It does take work so that we can all share in our passion. I am looking forward to accepting the challenge and working with our Board of Directors to expand our family, bring back some of those who still have interest, and maintain the enthusiasm of those who are still committed to enjoying what we love.

Over the years, the people in this region have gone from being people I know, to being my friends, to becoming my family. I consider myself incredibly lucky to know so many awesome people in this club. It is because of the club that I met my wife and now have a wonderful daughter. I love the people and I love this club. As such, I want to do my part to make it better. I view the experience of being on the Board of Directors as an opportunity to give back to the club that has made such a large and positive impact on my life!

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THUNDERHILL (A PLACE THAT BREEDS MOTORSPORTS) SACRAMENTO SOLO ROUND 9

BY DAVEY DROUIN PHOTOS BY DAVEY DROUIN

Well when you run at the same venues over and over again you kind of get use to seeing the same group of cars and similar track configurations. Not that any of that is bad or anything, but Thunderhill's Solo pad really threw a curve ball and changed things up for the better. Not only was the course something most people didn't expect, there was a different variety of cars that showed up, too. For example David Silveira's Alfa Romeo GTU was something I didn't expect. I haven't seen an Alfa come out to an autocross since the late 90's.

Thunderhill is also a great place to take a car and play. The east course had motorcycles, the west course had a solo 1 time attack going, the drift pad had drifters killing tires, and the solo pad had the Sac chapter. All in all lots to look at and watch other than just auto crossing which was pretty sweet.

Super Street was won by Jeff Glorioso in his Grand Sport Corvette with a 55.792. Second place went to Al Patterson in his Viper ACR with a 56.776. Third place went to Derek Hui with a 57.855. Now Derek was driving a Corvette Grand Sport which is a little bit different than his normal Honda S2000. Is Derek making a turn for the dark side? Who knows?

A Street had Warner Gorenzel come in third with a 66.285. Brad Fleig nailed second with a 58.443. The class was won by Mark Heinrichs with a 58.384 in Warner's Corvette. It is so nice to have a friend that have fast car and is willing to share it.

B Street has fun fact about the top three cars in the class. They were all a shade of red. Third place went to Charles Meyer with a 60.590 in a red S2000. Doug Hubbard in the family red Corvette took second with a 60.478. The class was won by Jay Williams with a 59.356 in another red Corvette.

B Street Ladies had three ladies fighting for the win, all driving red 1989 Corvettes. Third place went to Taylor Williams with a 64.422, but unfortunately with a cone which means it was scored as a 65.422. Second place went to Kelly Williams with a 61.468. Winner for the day was Penny Hubbard with a 60.780.

C Street only had one driver, Bill Tubbs. Bill was able to get a 65.582 which was good for first place.

E Street was full of imports two from Japan and one from Italy. The class was won by Karl Hannah with a 63.027 in a Miata. Second place went to Jacob Yeager with a 64.385 in another Miata. Third place went to David Silveria with a 76.839 in an Alfa Romeo GTU. Now David's car looks a little rough, but pretty cool all the same.

E Street Ladies had one competitor Cat Rice driving a Miata R. She took first place with a 65.625.

F Street had one driver. Nathan Ollerenshaw in a 2018 Mustang GT. His best was a 67.432 which was good for first place.

G Street had a good turn out with four different drivers. Sherry Grantz running the open class in her 88 BMW placed fourth with a 67.967. Third place went to Richard Chen in a GTI with a 67.170. Second

place went to Chris Estrada in a Focus ST with a 60.920. The winner for the day was Steve Martgani in a GTI with a 60.116. Very close racing in this class.

Well it seems like every time the season starts and gets going it is time for it to end. The next and last weekend for season points is at Thunderhill Sept 15th and 16th. The last event for the year is the Bill Fleig Enduro which also will be at Thunderhill on October 13th and 14th.



Rick Brown in the all American Vette



David's Alfa. When was the last time you saw one at an autocross



Backside of the Mazda Lotus



Eric West in his EG Civic

NOTES

from the *Archive*

UPDATES TO THE ARCHIVE BY GARY HORSTKORTA

As the word has spread that the SFR has an archive which accepts all forms of memorabilia, race programs, magazines, photos and basically anything pertaining to the history of racing in our Region, many individuals have generously contributed items to our growing collection.

The Archive's webpage presence (www.sfrscca.org/archives/) on our Region's website has been a great asset to inform visitors not only that we have an archive but also how we can help answer historical questions. Not a week goes by without an inquiry arriving with questions about a specific race, driver, car or event, many of them from other parts of the U.S. and from around the world. It is amazing how many former SFR race cars have survived and found homes overseas.

Over the past couple of years, the Archive has received several large photo collections and many smaller ones which are so important to document our Club's racing history. The larger collections are from three different photographers who focused their work on the SFR and cover the last five decades of racing. They include:

Paul Zimmerman - an amateur photographer whose hobby was attending and shooting SFR races including many of the National Runoffs. Paul passed away a few years ago and his whole collection was donated to our Archive by his wife. The collection consists of about two thousand 35mm color slides and prints from events beginning in 1981 and through 2014. Zimmerman did a wonderful job of cataloging his collection by year, race and identifying each driver in his photo.



Photo by Barry DeVita - Laguna 1977

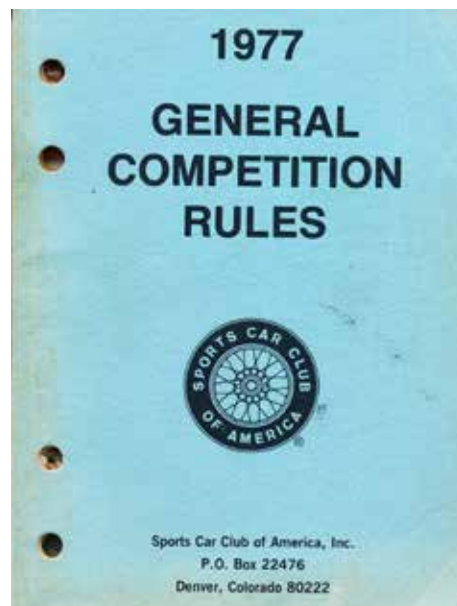


Photo from Jim Crank - Cotati 1957

Barry De Vita - a semi-professional photographer who shot a wide variety of events including SFR, IMSA, CAN AM, F-5000, ALMS, Formula One and the Monterey Historics. Besides contributing to The Wheel, De Vita was a freelancer who supplied images to

a national racing magazine. His collection consists of several thousand 35mm color slides and prints. This collection is on long-term loan to the Archive.

Chuck Kohler - a familiar name to SFR racers since Kohler was a consistent presence at SFR events for sixteen years, 2001 - 2016. Kohler's collection is all in digital form and well cataloged for relatively ease access to specific images and consists of several thousand images.

Aside from these larger collections, many individuals (former members and non-members) have contributed smaller but none the less important collections to our Archive. These collections add a great deal since they cover mostly the earlier years of SFR competition from as early as 1950 through the 1970s. The images are a mix of black/white and color prints but unfortunately, most have no description.

Included among the individual contributions are:

John Blakemore - former editor of The Wheel, contributed several hundred color prints from the 1999 racing season.

Jim Crank - a former member from years ago, contributed several excellent color slides of racing at Cotati and Sacramento in 1957.

Stephen Curtin - donated a collection of 35mm color slides from the early 1970's mostly from races at Laguna Seca.

Jim Sitz - one of the best known racing historians covering the 1950's and 1960's. Sitz has contributed images from that period but of equal importance, his knowledge of the cars, drivers and events for many of the historical columns in The Wheel.

Tony Tobasco - our most recent contributor sent several great color images of a race at Vaca Valley in 1964. The images show not only the cars but also what the facility looked like for this track that has been unused since the early 1970's.

In the past year, the Archive has received several requests about specific sections from the General Competition Rules of years gone by. This is particularly true about international inquiries as owners of former SFR race cars attempt to get their cars accepted for historic racing in their countries. Fortunately, donations have increased the number of GCRs in the Archive covering a variety of years (1954-1987) including general rules, specifications for production, GT, Pro Racing, Solo I & II, Pro-Rally, IMSA, Vintage and Historic. Don't throw those old books away, send them to the Archive so we have a more complete collection.

The Archive has come a long way in the past few years and

fortunately we continue to receive contributions, however, we have several gaps that we would like to fill. As you can see by the above large photo collections, the 1980's to almost the present is well covered. What we continue to need are photos for the 1950's through the 1970's so check those boxes you have in storage for any old racing photos and donate them to our Archive in either original or digital form.

Thank you to all who have contributed to our Archive, it has become a great service to members, former members and individuals which will continue to get better as time goes on.



SFR Archive



Photo from Paul Zimmerman - Laguna Seca



SFR Archive

Photo from Chuck Kohler - Thunderhill 2011

BY BARBARA MCCELLAN

2018 Regional Racing is complete for San Francisco Region of SCCA. The Class championships have been decided and the drivers will be honored at the Annual Awards Banquet to be held November 10 at the San Ramon Marriott. The cocktails start at 6 PM with dinner to follow. Dinner is \$60 per person and workers have the option of using VIP points to cover their dinners.

The Annual Membership meeting is from 12-2 PM and Kart Racing starts immediately afterwards. This is something new and sponsorship from DIG Motorsports (Jeremy Cuthbertson), Monarch Advisors (Tim Sullivan) and Thunderhill Raceway Park (David Vodden) allow 44 folks to have free rides. Be sure to register on motorsportsreg.com. Look forward to seeing you there.

We held our final Regional Races Labor Day Weekend. Unfortunately this year we worked with scheduling problems which you've heard me speak about before. Next year we look forward to having a longer season spread out over more of the year. We have the staffing dates for the Laguna pro events we need to work around and we've already published a TENTATIVE schedule for 2019. We're still hoping to have three Majors, one at each track with one being a Super Tour. This needs to be finalized through the National SCCA office and coordinated with the other West Coast Regions. A lot of people, both drivers and officials, have thanked us for the early publication of the 2019 which allows everyone to plan ahead.

This final race weekend was a great celebration of a number of things. We celebrated 70 years of the San Francisco Region of SCCA. We celebrated 25 years of Thunderhill Raceway Park. We honored the memory of Tom McCarthy, the founder of this great racetrack. We did this with a great celebration dinner Saturday night for over 300 friends, family and the racing community. Tom would have thoroughly enjoyed the evening as we reminisced about our memories of him and the stories we shared. And the chance to visit with each other and see old friends reminded us what the SFR-SCCA family is all about.

Our weekend racing schedule had an interesting concept. Initially we planned to run the whole weekend on the 5 mile track which was very near and dear to Tom McCarthy. However we listened to a number of drivers who said they really preferred the 3 mile track. So we ran Friday and Saturday on the 3 mile and Sunday on the 5 mile. About 75% of the drivers stayed for the Sunday race. Initially we thought it a good idea to make the Saturday race a double points one too, but again, after hearing from competitors, we decided it was too late in the season to change the point structure. So we made it a fun race—no points, no trophies—and a lot of entrants participated. Some drivers used it to get more seat time. Unfortunately a few had issues which required additional late night work in order to run the Double Points Sunday race. But I think most were able to make it.

As almost every Region in the country is experiencing, SFR sometimes has difficulty in staffing the course to provide fun, fair and safe racing. This was especially true this past weekend when we were staffing the 5 mile track. We needed to have additional F&C folks and we didn't have the volunteers available. So we went to Thunderhill Raceway Park and asked for their assistance. They were able to provide us with six paid workers for Sunday. The Region does not have the funds to compensate all our Race Official volunteers but on Sunday we presented each one

a \$25 gas card as a special thanks for their help. I would like to take this opportunity to remind drivers how much their contributions to the WAP fund is appreciated by the volunteers. This helps mitigate some of the expenses. Thank you to everyone who contributes. I hope everyone realizes that the volunteers receive no compensation for working as a Race Official. For those of you who stay in a motel in the Monterey area, you are aware of how expensive it is. Especially for 3 and 4 day weekends.

This ability to listen to what our drivers and officials want is what your Board of Directors tries to respond to as best we can. This brings me to the subject of being a Board member. Else where in this publication, you will see candidate statements for RE and for seven people running for the three open Board positions. I'm running unopposed for RE (and I've let it be known that I have no plans to run next year). The BoD candidates are Cecil Barbee, Clint deWitt, Yehia Eissa, Jeff Olinger, Seth Reid, Blake Tatum and David Vodden. I would urge you to read each candidate's statement carefully and decide who should be the leaders of our Region. Where do you want SFR to go in the future? Who do you want to lead it? Then be sure to exercise your right to vote when election opens on motorsportreg.com October 11.

We'll soon have the Runoffs taking place in our back yard at Sonoma. Some of our Chiefs will be in that role or assisting and many of our Race Official volunteers will be staffing the event. I'm the Region Liaison for that event and some of our equipment will be used, but I would remind everyone that this is a National SCCA event, not a San Francisco Region event. Things will be run differently than what we do, but we're all there to help make it a fun, fair and safe event for everyone. While we aren't in charge, I would hope that every San Francisco Region member helps make it a welcoming environment. Smiles and hellos go a long way. I hope to see lots of those.

Speaking of our tracks, I hope everyone is aware of the article in Road and Track which named the 15 top race tracks in the country. All three of our tracks were named with our own Thunderhill Park Raceway the top third. We have a lot of which to be proud.

Wish I could be telling the Solo Bay Area community that everything has been resolved working towards a site at Stockton Fairgrounds. But as they know, change of management there and other issues have this program currently stalled. Blake Tatum is the BoD liaison and he's been actively involved with the Bay Area Chapter trying to address all the issues that have been raised. The BoD realizes this is a dream that we want to make happen. We'll keep you posted.

Til next time, your RE. Barbara



WHERE DO WE GO FROM HERE?

WHEELWORKS BY BLAKE TATUM

Without a doubt I can say that our 2018 Racing schedule has been the most brutal schedule our volunteer work force has ever endured. Eight times this year they had a two-week or even one week break between events. When you add up the 51 days it takes to go to all of our events and the expense they incur it is no wonder the volunteer work force is running on empty.

I have to be fair, our schedule this year was an abrogation because of the Runoffs and because of the timing of the pro-events, but nonetheless it was very demanding on the entire volunteer army. The worst part is, I can't promise the schedule is going to get any easier especially as we try to rebuild the regional racing program.

It is obvious that we cannot keep going this way. We have tried numerous strategies. Namely, we have hired people to get us volunteers. We have asked them to do the impossible, which was to get us more volunteers who will pay lots of money to watch us race cars. Each time the new hire came in full of energy and full of ideas, but pretty soon the harsh reality hit him -- no one wants to be a volunteer these days. Most people are too busy and don't want to spend the kind of money it takes to be a SCCA volunteer.

If we think back to how the people we have become volunteers it is easy to see why they are so passionate about working our events. Back when most of these people started, the mystique of going to racing events was firmly entrenched in the cerebral cortex of their brains.

Working IMSA events with Paul Newman throwing a Nissan 280Z around the carousal was pretty cool. Seeing Dan Gurney muscle his Lola Can-Am car down the corkscrew was legendary. Bottom line was, the race cars were really cool, we got to hang out with famous people, and at the end of the day we got to relive the moments over a ice cold beer. Most of our volunteers either grew up in the sport or went to an event at an early age and never forgot the experience. Unfortunately we do not have that hook any more.

Two years ago I proposed donating to Formula SAE groups to get college-age people to work our events. I figured since they have already demonstrated an interest in Automotive Technology they would like to work our events and hopefully become the new wave of SCCA members. But this was shot down because the current group of volunteers felt uneasy about people they were working side by side with essentially getting paid while they were paying to be volunteers. This was a point I never thought of and understood where the volunteers were coming from. So the idea was shelved.

I say it is time to look at the idea again but also add a twist. I really think we are at the point of having to pay our work force. You might say I am crazy. Why in the year that we have the Runoffs in our backyard we stand to barely turn a profit, how can I suggest that we pay the group of people who have been working our events for free? I say this because if we do not do something we will be out of business.

The easiest solution would be to increase entry fees thereby covering the costs of the paid workers. But the price of entry fees has reached the point of ridiculousness. Example being the nearly \$600 entry fees for events at Weathertech Raceway at Laguna Seca. Raising the entry fees does not increase the value of the racing experience and potentially just drives more people away.

I would suggest that we raise the money from two sources. One is more likely to be an annoyance than anything. I would like to charge a gate fee for all participants and spectators. We stopped charging people a gate fee back in the early 2000s. The reasoning behind it was that we did not have anything to watch that was worth paying for. I was new to the group so I just nodded my head and said okay.

But let's look at this for a minute. We have seven races per day with multiple winners. These people race very closely over a 30-minute period. We have multiple races within a race, so there is always something worth watching. Almost all of the races are a hotly contested demonstration of race craft. Some of the best races I have ever seen, happen at the amateur

level with people who are paying the bill if the car gets damaged. My analogy is that if we don't place a value on our racing no one else will. Does NASA charge a gate fee? Of course they do.

Have you ever had a garage sale? If you have I am sure you had a pile of stuff that was marked FREE. At the end of the day I am sure you found the largest pile of remaining items was in the pile marked FREE. This is because you did not place a value on the items and because you did not place a value on them, others felt the same way. We have something of value that people would easily pay to see.

Charging a gate fee will raise revenue to help offset the cost of the paid work force. Every race promoter out there charges people to get in; we are no different -- we are promoting our brand. I do not anticipate the gate fee will pay for the work force, but it is a start. I think we will need other sources of revenue to help offset the cost of the paid work force.

My second revenue source would be selling paddock space. Selling paddock space brings a lot of value to the racers. First off think how nice it would be to go to the racetrack knowing that you already have a place to park. Next think of the vacation days you will save because you do not have to take an extra day off work to get to the racetrack.

Think how nice it would be to know that when you arrive you could have a place next to your friends and know that the biggest hurdle of the weekend is no longer a problem. Think how nice it would be to know that you have electricity so that your generator does not have to run all day.

Now to me this is an extra cost that adds value to the racing experience. I know my biggest struggle has been getting to the racetrack early enough to have a place to paddock. In some cases having a reserved paddock spot saves the racer money because they do not have to take an extra day off of work. I would foresee an additional benefit to charging a paddock fee: it would encourage people to sign up early so they could get the spot they want.

If these two sources raise enough income we can really work toward staffing our events properly. Now that we pay people to work our events, our existing workers might be able to convince their friends to join. If we pay the workers we might start attracting a new group of people. If we pay the workers maybe some of our current work force would go to more events or maybe some would come out of retirement. If we ever got to the point of paying the workers, then the SAE donation program I proposed would once again make sense.

One thing we have to realize is the volunteer worker who is a dedicated SCCA volunteer is no longer out there. It just costs them too much to help out and the love and excitement of yesterday are gone.

I realize this is pretty radical but think about it. We have tried for over 15 years to replenish the work force. We have gone backwards. We have gone backwards because the person that will spend several thousand dollars to help us run our race events is very hard to find. We have to do something that will make it so they can enjoy our racing, but at the same time offset their expenses.



Steve Oblenes STX winning RX8

SAN FRANCISCO, FRESNO, AND SACRAMENTO CHAPTERS JOIN FORCES

BY PAUL NEWTON & PHOTOS BY YANG MOUA

Reuniting felt so good August 4 and 5 as San Francisco, Fresno, and Sacramento SCCA chapters held their first joint autocross event in years on the sunny concrete expanse at Crows Landing.

Reuniting felt so good August 4 and 5 as San Francisco, Fresno, and Sacramento SCCA chapters held their first joint autocross event in years on the sunny concrete expanse at Crows Landing.

More than 180 total drivers, representing all parts of Northern and Central California, made the trek to do battle between the cones on the grippy runway surface. After a July of record heat in the Central Valley, racers were treated to a break in the weather just in time for the joint event, as the high-90s temperatures Saturday and low-90s temperatures Sunday were about as pleasant as can be hoped for given that it was a Crows Landing event in August.

Katherine Flater and Alex Kang chaired a great event with a packed field in Saturday's Event 10. A quick course designed by Justin Tsang caught a few drivers off guard, and rewarded those who looked ahead. Andy McKee had no problems; he wheeled his X-Prepared Mazda RX-7 to a top time at 44.092 seconds. His time eclipsed Ben Martinez in a C-Modified car by more than a second, with Martinez clocking in at 45.111. Alex Muresan was third fastest, with a 45.526 in the 2011 Porsche 911 GT3, running in SSR. Rosalyn and Tom Exley took 4th and 6th fastest times in the 1987 RX7 XP car, with Jake Obniski splitting the pair, claiming 5th overall in the EM Exocet. Rounding out the top ten were Karlton Lew's CAM-S Corvette, Jacob Dawson's XP Elise, Micah McElravy in a CSP Miata, and Justin Moore, fastest of the Street class cars, in a quick B-Street Cayman S.

Muresan's time was fast enough to claim top PAX honors, just ahead of McKee, with Justin Moore's run, combined with a favorable PAX, placing him third. A pair of STX cars battled for the final top 5 positions, with Steve Oblenes and the RX8 just nipping Bryan Heitkotter, driving a BRZ. A pair of Z06 Corvettes followed, with Lew in 6th and Takeshi Yoshida 7th. Martinez was able to take 8th PAX while Alan Patterson in an SS class Viper and Jeff Stewart in an ES NB Miata rounded out the top ten.

A highly-competitive AS class went to John Lawrence, who wheeled his Camaro to victory over the Corvettes by just .02 over Mary Pozzi in a Z06. Just half of a second separated first from fourth as Donald Lew and Craig Boyle's Z06 Corvettes were just a hair behind in 3rd and 4th. Rondolf Moreno took 5th in a 2012 Mercedes C63 Black, which is a great result for a limousine. Roger Kraus and Mike Crocker took 6th and 7th. BS was a runaway for Justin Moore; his top run was a winner by nearly

5 seconds over Charles Meyer's S2000 and Kristen Moore, also in the Cayman. Sergie Avedisov, Leon Bennett, and Ryan Zelinski rounded out the BS Field. Arvind Govindaraj was the winner in CS, followed by David Peterson and April Thompson, all in ND Miatas.

DS class went to Lloyd Feaver in a 1997 M3, followed by Fred Campbell in a 1999 M3. Howard Yang, Fangzhou Jiao, and Thomas Dwelley rounded out the class with Madison Feaver running all alone in DSL. Jeff Stuart won ES in an NB Miata, his time fast enough to hold off four drivers in MR2 Spydres: Alex Kang, Vernon Head, Kathy Phan, and Michael Lin. Eric Neilson, Gary Lieb, and Sam Monoogian took the final positions, all in Miatas. FS saw Zach Heidepriem take the win in his M3, ahead of Gary Fazekas in a Mustang and Ray Bareiss in an M235i. Greg Back, Richard Counts and Larry Date finished behind, with Pam Schroeder running alone in FSL. Yongzhe Wen beat the GTIs for GS honors in his Focus ST, followed by Karl Hannah and Al Andersen. In SS, it was Takeshi Yoshida on top, followed by Alan Patterson and Brian Jacobson.

SSR saw Alex Muresan take the win over codriver Tiberiu Muresan. A competitive five-driver SSC field ended up with Jonathan Stroud on top, trailed by codriver Teddie Alexandrova, then Ed Rynnion, Bill Charron and Dennis Quilantang.

A couple of Fresno regulars and WRX drivers fought for the STH win, Victor Lara winning over Gorje Osuna. An all-Mustang field in STP ended



Lloyd Feaver in his DS winning M3.

with Troy Jennings as the winner, ahead of Hal Dorton, Carl Sing, Tyson McPherson, Leon Weinroth, and John Fabela. Kim Jennings ran alone in STPL. Todd Winstanley claimed STR in an S2000 in a close battle with Mark Lewis, Blaine Sparling, and James Laeno. All four drivers finished in the 49-second range.

A packed field contested STX, with Steve Oblenes and his RX8 the victor over nine drivers in BRZs. Oblenes final run was enough to hold off Bryan Heitkotter's final run by just .03 seconds. Following the top two were Justin Tsang, Glen Anderson, Richard Lee, Matt Francavilla, Nikhil Juturu and Megan Anderson. Cliff Fong drove away with STS; his CRX besting David Chau's by two seconds. William Marlow, Eileen Blando, and Michael Gleaton rounded out STS. Paul Tibbals won STU in an STI, followed by Casey Horn's exceptionally loud WRX and Sterling McClane's M235i. Carole Zepeda ran alone in STUL.

SP saw the closest battle of the day as Micah McElravy's CSP Miata won it ahead of Catherine Tran's DSP RX8 by just .001 factoring PAX. Rob Boynton took third in an SSP Porsche GT2 ahead of Vince Russell, and Kevin and Jessica Pao. Tom Kubo, Darrell Moskowitz, Dan Bratten, Daniel Stalcup, Jensen and Justin Tang, Mas Vang, and Ming Tang rounded out the deep, 14-driver field, with Renee Russell running as the only driver in SPL. SM was comprised entirely of FWD cars. Yang Moua took top honors in a Civic ahead of Richard Jenson, Gi Vang and Paul Pluguez.

Karlton Lew and his Z06 topped a class of ten CAM drivers. Eric Lam's Z06 finished just under one second behind to take 2nd with Manuel Ruiz third, and fastest of the Traditional cars, in a 1970 Camaro. Behind Ruiz were Ken Yeo, Damian Huertas, Ryan Gutile, Dusty Perryman, Andrew Barrious, Doug Hubbard and Michael Gardner. Laura Gutile ran by herself in CAML. In Modified class, Ben Martinez took the win. Behind him were Jake Obniski and Kelly Prior in the Exocet, followed by Douglas Hargrove and Myron Ybarra. Deanne Caraballo ran alone in ML. Prepared went to top time winner Andy McKee. He was followed by Rosalyn and Tom Exley, Jacob Dawson, Adrian Cardenas, D'John Keith, and Louis Lira.

Kurt Wong in an FRS took Index class honors, ahead of codriver Katherine Flater, Kevin Bui and Monica Huang. Mark Lindle was the top Novice in an AS Camaro. He was able to top a ten-driver field ahead of Isaac Marquez, Eric Liu, Tyler Packard, Edgar Cervantes, Raymond Chase, Guy Patrick Johnson, Russel Henderson, Miguel Flaquer, and Lori Chase. Jourdan Risoen ran alone in T2 while Manny Pretti ran unopposed in BSPV.

Jimmy Au-Yeung and Megan Anderson chaired Sunday's event 11, which featured a longer, flowing course under clear skies and cooler temperatures than Saturday. It was a great day to let the top down and feel the wind in your helmet and Jesus Villarreal did just that in the Caterham 7, taking top time with a 56.732. Tom Exley came in just a quarter of a second behind, running a 57.090 in the XP RX7. Johnathon Stewart followed in third in the CP 1965 Shelby Mustang, the only other driver in the 57-second range. Jake Obniski followed in the Exocet with Howard Wolf rounding out the top five in the Toyota Starlet. Frank Stagnaro had the sixth fastest time, also in the 1965 Shelby Mustang. His run was followed by Isaac Acks in his Evo, then a trio of Miata drivers: Vince Russell, Micah McElravy, and Tom Kubo. Karlton Lew in 11th was the last driver to finish under a minute in his Z06.

Justin Moore in the BS Cayman S ran an excellent 60.058 to rank 12th overall and take the number 1 spot in PAX. His guest codriver for the day, Tony Rodriguez, wheeled the car to second in PAX, .4 seconds behind. Stewart took 3rd PAX, followed by Mack Tsang's STX BRZ. Alex Kang squeezed in between the two Tsangs, his ES MR2 claimed 5th pax over Justin Tsang. Bryan Heitkotter, in a borrowed AS Elise, claimed 7th PAX despite taking all four runs with 200 pounds of passenger ballast. Lew finished 8th PAX, followed by Rob Luis in an STU Evo and Erik Acks in his STX BRZ.

AS class was, as Craig Boyle put it, "a race for second" with Bryan Heitkotter in the field. Heitkotter proved Boyle right, taking the win by more than a second over Mary Pozzi. Paul Newton finished third, followed by Boyle, Brandon Kraus, and Mike Crocker. In BS, it was Moore



Jacob Dawson in his XP Elise



Manny Pretti's beautiful Corvette



Darrell Moskowitz in his Prelude



Ben Martinez pointing out all the cones he hit



Mas Vang in his FSP Sentra



Andy McKee in his TTOD RX8

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then Rodriguez, who dusted the field, finishing ahead of Charles Meyer and Leon Bennett. David Peterson took CS class ahead of codriver April Thompson and Chris Whitney, while Lloyd Feaver completed a weekend sweep of DS, beating out Fred Campbell and Thomas Frecentese.

Seven drivers contested ES, with Alex Kang in the MR2 taking top honors over Youmna Zalzal, Darren Shortes, Vernon Head, Monica Huang, Eric Gillis, and Gary Lieb. Bruce Hopkins conquered FS in a Camaro, followed by Gary Fazekas, Greg Back, Thomas Matthew, and Larry Date. Chris Kannan in a Focus ST was the GS victor, ahead of Al Andersen and Yongzhe Wen, while Pamela Kannan ran alone in GSL. Alan Patterson's Viper edged Brian Jacobsen's Corvette Grand Sport in SS, with Carl Thompson rounding out the class.

In Solo Spec Coupe, Ed Rynnion took the win in dramatic fashion, sweeping past Jonathan (2nd) and Jason Stroud (3rd) for the win on his final run. Bill Charron finished 4th. Troy Jennings repeated his winning performance from Saturday, taking STP over Hal Dorton, Tyson McPherson, and Leon Weinroth. Kim Jennings ran STPL alone. STR saw just two cars Sunday, with Mark Lewis (ND MX-5) taking a close win in a back-and-forth battle with James Laeno (NC MX-5). Rena Cruz ran STRL unopposed. Eileen Blando captured the win in STS in an NA Miata, beating Michael Gleaton by six tenths of a second. William Marlow and Scot Zediker finished 3rd and 4th.

A nine-driver field in STU ended with Rob Luis beating Jimmy Au-Yeung in the Evo. Scott Garriss finished third, followed by Paul Tibbals, Mack Tsang, Larry Sharp, Casey Horn, Monica Huang and Sterling McLane. In STUL, Katherine Flater, also in the Evo, had the upper hand on Carole Zepeda. Mack Tsang won in STX, over Justin Tsang, Erik Acks, Glen Anderson, Matt Francavilla, and Megan Anderson.

Thirteen drivers squared off in the CAM class, with Karlton Lew and Eric Lam going 1-2 in the Z06. Manuel Ruiz again finished the highest of the Traditional cars in 3rd, followed by Ken Yeo, Damien Huertas, Michael Gardner, Scott Fraser, Ryan Gutile, Gary McDaniel, Dusty Perryman, Dan Bratten, Julia Madrid, and Felix Flores. Laura Gutile again ran CAML by herself. In Mod class, top time winner Jesus Villarreal ran away with it. Douglas Hargrove finished second followed by Dave Henry. Prepared class

featured only two drivers, as Johnathon Stewart bested Frank Stagnaro.

Isaac Acks took SM over Hung-Jen Hung. Richard Jensen took 3rd in the highest finishing front wheel drive car in class ahead of Paul Pluguez. In SP, 8 drivers took time with Vince Russell's CSP Miata just ahead of Micah McElravy thanks to a cone strike on McElravy's last run. Tom Kubo finished 3rd followed by Rob Boynton and Darrell Moskowitz. Three Tangs rounded out the field, Justin, Jensen, and Ming, in that order. SPL saw only one driver take part, Renee Russell.

Ten drivers competed for index class, with Howard Wolf the best of the bunch. He was followed by Todd Winstanley, Blaine Sparling, and Tom Exley, all very close together when factoring in PAX. Jake Obiniski rounded out the top five, followed by Charlie Davis, Dennis Quilantang, Kevin Bui, Kelly Prior, and Rosalyn Exley. Just one driver contested T2; that was Jourdan Risoen. Seven novices took times Sunday, with Dustin Hatcher in WRX number 404 not found anywhere outside of the top spot all day. Peter Butler followed him, then Ricardo Osuna, Daniel Taylor, Guy Patrick Johnson, Josh Johnson, and Melissa Osuna rounding out the field.

We congratulate all the winners at the weekend's joint events and hope to see San Francisco, Fresno, and Sacramento Chapters together again soon!

THE RACERS DENTIST

ART MUNCHERYAN, D.D.S.
 2401 Ocean Ave,
 San Francisco, CA 94127
 phone: (415) 334-0421
 ammds@gmail.com

FULL BODY CONTACT

BY BRUCE RICHARDSON

SpecRacer Enterprises & CSR News

NEW BEAD SEAT – The new bead seat insert is now shipping. AccelRaceTek installed this new seat in one of its customers cars and it gives a great fit. The seat does require a modification to the aluminum bracket to the left of the old seat and some adjustments of the shift linkage. If you do plan to put in one of these seats please contact AccelRaceTek to get addition details and recommendations on the installation. This new seat will allow almost anyone to fit into a SpecRacer with comfort.

ECU UPDATE– At the last race weekend there were a few more ECU failures due to high temperatures. The symptoms of a bad ECU are no or too much fuel flow. The fuel injector drivers seem to fail in high temperatures. In one case the engine was missing and smelled very rich, one of the injectors drivers failed and was continuously on, resulting in a miss. After replacing the ECU the car ran great. The other ECU failure was different and the car just would not start, probably the drivers weren't firing the injectors. If you are running in high temperatures and your car is acting up there is a good chance it is the ECU. The best way to check is to swap your ECU with a known good one.

The newest PE ECU's have an updated data chip. V50 or newer firmware must be used for the latest ECU's to log data. Older ECU's will log data on the newer firmware. New ECU's will not log data on the old firmware V37. There is no performance change on new firmware.

NEW KEVLARSPRUNG HUB CLUTCH DISC –The new SCCA-E Kevlar SRF3 Sprung Hub Clutch Discs are now available on a limited quantity. There were a few issues with the first run but the next



batch coming in soon should be ready for prime time. SCCA-E adjusted the material thickness tolerances to ensure that the new production run of Kevlar discs will operate properly. AccelRaceTek has a limited stock available but if you are planning to change out your clutch please place an order ahead of time.

THUNDERHILL SPECRACERS – The ThunderHill Raceway SpecRacer Ford race long weekend was a lot of fun with over 20 cars on grid. The race weekend had some first-time winners. Yehia Eissa got his first win in a GEN2 and John McIntyre, a rookie got his first win in a GEN3. The last race of the weekend was a big one for Bill Booth and Jerry Aplash they were fighting for first place in the year end points. It was close but it looks like Bill Booth will end up as the regional GEN3 champion.

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Addison Lee, #89 T2, sails over the berm in Turn 2.

SONOMA MAJORS - SPRINT RACES

BY LYNNE HUNTING PHOTOS BY RON CABRAL

The Sonoma Majors and Regional Races at Sonoma Raceway were the last weekend of June. The Feature Races (Sunday) were covered in the August issue. Here you will find the recaps of the Saturday Sprint races (25 minutes each).

SPRINT RACE GROUP 1

Forty-four entries comprised this group, with a whopping 14 cars in EP and 10 in BS, fields not seen in these classes for many moons. All five classes had at least six cars. Three track records were set during the race - Troy Ermish/No.38 Datsun 510 set a GTL record of 1:51.217, Lee Fleming/No.00 Midget for HP at 1:55.140; and Jake Pipal in No.28 Mazda 2 took honors in BS with 2:02.743.

This group had some drivers competing in more than one class within the group, making for hard choices as to which car to qualify and which car

to race. Runoffs Roulette. Joe Huffaker entered both his No.77 Mini and his No.77 Midget, but only ran the Mini in qualifying. The Midget was a late entry in GTL. He's planning to compete in both FP and GTL at the Runoffs, and waged an unsuccessful campaign this weekend to move GTL to another Group. He was a DNS in the Midget for qualifying and Sprint Race.

Bill Okell of Victoria, Canada entered and qualified his 1992 Sprite in two Group 2 classes - No.7 FP and No.171 GTL. He qualified GTL on Friday, FP on Saturday, and raced as FP in the Sprint Race.

Glen McCready/No.4 Mazda MX-5 had the overall and EP class pole



Bruce Wright, #41 SRF3 from New Mexico's Rio Grande Region.



Christopher Qualls, #73 T2 looking racy.



Eddie Nakato from Oregon, T3 #28, finished third in his BMW 330.



Spec Racer Gen 3's piloted by #2 Lee Douglas, #64 Mike Smith and #53 Michael Boyle.

position. Troy Ermish had the GTL pole position; Brian Linn/No.21 Midget was on pole for HP; and Jake Pipal had the BS pole based on his Saturday qualifying. He couldn't get off work Friday so wasn't in the car until Saturday morning.

Okell, who races in Oregon Region, lasted but one lap as he and Ben Valentine/No.24 Midget spun in Turn 1 and contacted each other. Okell was able to continue, but Valentine was stalled, facing traffic. This brought out a Double Yellow and call for the Safety Car, but was quickly canceled when Valentine was able to restart. Okell retired, but Valentine continued to race and steadily moved up until Lap 9, when he pulled off in Turn 1 with mechanical problems and retired.

The front four-pack pretty much finished where it started, flag to flag.

McCready was fastest in both qualifying sessions, won the race and EP, and turned the fastest lap of 82.916 mph. It was a close finish, however, with Matt Reynolds/No.71 Miata from Alamo Region, who started, ran and finished second, a mere 0.461 seconds behind, coming in second for EP. Pole sitter Ermish won GTL despite an early Turn 11 contact he had with runner-up GTL driver, Huffaker. Just racing. They quickly recovered and continued, Ermish in third and Huffaker in fourth - where they started and finished.

After the first lap, there was no drama, other than a couple of spins. Colorado driver, R.Inness Eisele/No.13 BMW, won FP. He gridded 22nd overall, fifth in class, but immediately passed four cars, and drove steadily to the front to reach seventh overall, first in class, where he ran the final

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five laps to the finish.

CLASS WINNERS:

EP - McCready; Reynolds; and Aaron Downey/No.50 Mazda RX-3.
FP - Eisele; Bob Bradfield/No.36 Volvo; and Ian Green/No.59 Honda CRX

GTL - Ermish; Huffaker; and Joe Harlan/No.46 Nissan 240 from Northwest Region

BS - Pipal; Robert Rodriguez/No.6 Mazda 2; and John Phillips/No.3 Honda Fit from Houston Region

SPRINT RACE GROUP 2

This group had a split start, putting F4, FA, FE, FE2 and FS in the first group and the 14 FM's in the second group. The FA class had 12 entries, consisting of three sub-classes - purpose-built Formula Atlantic cars, Star Pro Mazda Cars and the Fast Forward-built FS2.0 cars which run as part of the Formula Car Challenge. Thirty-nine entries made it the second smallest of the Majors groups. Jim Devenport set a new FE2 track record of 1:39.943.

There was a moment of drama on the first start, when Kyle Loh/No.5 stalled his FA Ligier on the grid. Other drivers figured it out and got around, while Loh's crew vainly tried to push start the car. He finally was able to get started and took off, remaining at the back according to the rules.

Pole sitter Tony Opheim/No.31 Ralt led overall and the 12 car-large field of FA's for three laps until he spun in Turn 3 and dropped to the back of that pack. Sam Orak/No.37 Star PFM took the lead and raced hard with Edd Ozard/No.32 Swift. Orak led a lap, then Ozard led two laps, then Horak again for six laps when Ozard regained the lead and the win two laps later. Horak was runner-up, 0.856 seconds behind. Opheim turned the fastest race lap of 96.185 mph. Graham Rankin/No.21 Swift and Canadian John Purcell/No.14 Star PFM diced for third, with Rankin prevailing.

Purcell was the top Pro Mazda pack in the FA class, but it wasn't easy. He had to save his car several times when he downshifted under braking and the car wasn't loaded properly.

Mid-pack in the FA field, 16-year old Courtney Crone from San Diego gridded eighth and moved up to sixth, until being passed by the charging Opheim. She finished seventh overall and in class.

Meanwhile, minding his own business and racing with the tail end of the FA pack was FE2 leader, Jim Devenport/No.29 SCCA Enterprise - a late entry. He won his class, finishing tenth overall, and set another track record for himself.

There were a few offs and spins, but nothing major until three laps from the end of the 14-lap race, Ryan McElwee, a 15-year old F4 driver from San Diego who has raced a lot with SFR this season, spun. This time he had help from Loh in Turn 11. They banged wheels and McElwee nosed into the tires and couldn't restart. Loh spun and continued. McElwee needed a tow.



#5 GT2 Spencer Trenery in his friendly looking Porsche 997 GT3



Jake Pipal on his way to winning the B-Spec Sprint Race.



Matt Reynolds in his slick, shiny Miata racing to second in E Production.

The Checkered Flag was thrown early.

Stephen Temple/No.42 Van Diemen won FS. Bill Weaver/No.67 Star Mazda won the large FM field, and gave his Checkered Flag to to Flagger Heather Streets on Turn 8.

Class Winners:

FA - Ozard; Horak; and Rankin

FE2 - Devenport; Thomas Burt/No.45 SCCA Enterprise from Northwest Region

FE - Brandon Chappell/No.48 Van Diemen; John Yeatman/No.14 Van Diemen; and Bradford Shaffer/No.88 SCCA Enterprise

FS - Temple

FM - Weaver; Brad Drew/No.78 Mazda Formula; and Christopher Tarhan/No.72 Formula Mazda

F4 - Brent Morgan/No.177 US F4; and McElwee

SPRINT RACE GROUP 4

This group of five classes had 58 entries, with the largest class being STL with 19, and the smallest having seven - STU.

This group had another, even more complicated example of more than one driver in a car to qualify for the Runoffs - this time three drivers sharing two cars. For the first time since 2005, the Sanchez brothers, Izzy and Luis, were racing together. They want to run together at the Runoffs, and are building a second car. They bought their first one - a T4 2013 Scion FR-S - from Oscar Jackson of Cal Club. For the sprint race, Jackson qualified the T4 car as No.146 in Q1, Luis Sanchez qualified the T4 as No.46 in Q2, and Jackson raced it as No.146., with Luis Sanchez as a DNS. At least that's what the Official Results show. In the Feature Race, Izzy gridded and raced No.78 from the T4 pole, with Jackson a DNS as No.146. Got that? There's a test at the end. PS. Izzy/No.78 won T4 in the Sprint Race, over

eight competitors.

Nathan Pope/No.23 Honda Prelude had the overall and STU class pole position, based on his second qualifying run. He raced and diced with Mark Boden/No.47 Porsche 911 out of Chicago Region, who had the T2 pole, and STU driver, Ian Barberi/No.74 BMW M3. Boden got the lead on the first lap and held it until Lap 6 when Barberi passed Pope for the lead. Pope ran second until Lap 12 of the 14-lap race, when he lost his right axle and wheel in Turn 6A and retired. Barberi held on to win and turn the fastest race lap of 82.808 mph. Boden was runner-up, and T2 class winner. The Margin of Victory was 11.306 seconds.

Boden specifically came to the Sonoma Majors to prep for the Runoffs, and said it was definitely worth the trip. "I gained a lot of knowledge about the track. Turns 7 and 11 were my least favorites, but I liked the rest of the track because it is such a rhythm track." He did note that "you really have to watch your tires since it was so hot." This year's Runoffs will be his fifteenth time, and he was GT2 National Champion in 2009.

Tim Auger/No.07 Acura won STL, saying that Sonoma is a good track for his Acura. He was pleased there were so many cars in his class and looks forward to the competition at the Runoffs. One of his main threats will be Rob Stromeyer from Las Vegas, who didn't come to Sonoma...this time.

Ryan Hazelton/No.49 Honda S2000 gridded had been fast in qualifying and started fourth overall, third in STU. However, he ran but three laps before slowing in Turn 1. He retired.

David Ray/No.30 T2 Mustang and WC Storms/No.112 STL Honda Del Sol from Northwest Region had contact on the first lap in Turn 11. Both continued, near the back of the 49-car field. Ray shot up through the pack, gaining 14 positions in two laps. He continued his climb to 17th by Lap 12, where he ran to the Checkered Flag, finishing tenth in T2. Storms didn't fare as well. He got to 39th before dropping back. Storms finished forty-first, 12th in STL.

Tom Wickersham, racing for Michael Sullivan's



Nose and nose battle between #2 STU Bruce Trenery and #45 T3 Joseph Boden

Main Street Racing, achieved the team's weekend goal - BMW beating Mustang. The long-term goal is to make the BMW competitive enough to beat Porsche at the Runoffs, and they will be testing between now and then.

CLASS WINNERS:

STU - Barberi; Andrie Hartanto/No.198 Honda 2000; and Trenery

T2 - Boden; Wickersham; and Clark Nunes/No.70 Mustang

T3 - Mark Drennan/No.10 BMW 2002; J.D.Koos/No.12 BMI 330; and Eddie Nakato/No.28 BMW 330 from Oregon Region

STL - Auger; Tom Lepper/No.21 Honda Civic; and Ben Brandt/No.57 Miata

T4- Izzy Sanchez; Ross Murray/No.174 Mazda RX-8; and Lance Stewart/No.11 Mazda RX-8

SPRINT RACE GROUP 5

This was the smallest of the Majors groups, but the most stable in that it had no late entries. Twenty-six of the 28 entries ran the race. There were 19 FF's, and four FV's - the first seen since the Thunderhill Majors. They haven't run SFR Regionals this year. There were no FSTs.

The FF's are a closely-knit, fun-loving, but very competitive group. There was one 'ringer' in the group - a pro racer who doesn't often race at the club level anymore - Alex Barron/No.173 Vestal, who ran CART back in the day. He was a late entry in a Billy Kephart-designed car he was breaking in for Kephart, as well as coaching Kephart.

The front pack of FF's were hard at it, as always. Sixteen-year old Nicky Hays from Cal Club in No.41 Piper had the pole position and led all but one lap. Barron led the second lap, but came to grief soon after when he spun and had contact with Hays contact in Turn 7. Hays continued on, in the lead, while Barron parked it. But he still enjoyed the feeling while it lasted. Hayes won and turned the fastest race lap of 87.35 mph, with a MOV of 10.870 seconds. But he impacted others on his way. Hays was fast in both qualifying sessions, but was perhaps a bit over-

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eager in his race craft during the race, touching other drivers.

Runner-up Skip Streets/No.51 FF Piper said he struggled with grip, but thinks it can be resolved with testing. However, once he got past Chuck Horn/No.44 FF Swift early on, he took off. Horn didn't give up and tried to pass Streets between Turns 9 and 11, but couldn't quite make it. Jon Branstad/No.44 FF Swift started further back but worked his way up and finished third in class.

Chuck Horn/No.44 Swift, instead of his usual Spectrum, was running third in FF until near the end. He had earlier get off the throttle when Barron had his spin, and wasn't able to catch the leaders. Horn pitted three laps from the end.

Sherm Johnston/No.71 Crossle was the only CF driver. He had a spin, but the Oregon Region driver held on and won the class, 18th overall.

Meanwhile, back with the uber-competitive FV pack, FV pole sitter, young Robbie Arthur from Canada led for three laps before being overtaken by veteran Ron Wake/No.41 Mysterian. Wake vigorously defended his lead position against Arthur in Turn 11, pushing Arthur over the yellow line. Arthur recovered, and he and Cal Club's Donald Manthe/No.40.LYNXX finished behind, on the podium. Wake had a talk with the Stewards.

Jeff Jorgenson/No.64 Novakar ran his own race, steering clear of all the FF battles, to bring home his F5 in top spot, third overall. On his victory lap he gave his Checkered Flag to the E Crew on Turn 7, "for being so busy and outdoors in the Saturday heat."

CLASS WINNERS:

FF - Hays; Streets; Branstad
F5 - Jorgenson; Lane Spiering/No.29 KBS
CF - Sherm Johnston/No.71Crossle
FV - Wake; Robbie Arthur/No.67 Lazer; Donald Manthe/No.40 VW
Lynx

SPRINT RACE GROUP 6

This was another large group - 52. The group had 43 SRF3s, and nine Regional-only SRFs. They had a split start with the SRF's in the second pack.

Cal Club's Mike Miserendino/No.11 SRF3 dominated the race, leading every lap from the pole position, turning the fastest race lap of 84.597 mph, and setting a new SRF3 track record of 1:47.238. His Margin of Victory was 4.705 seconds. He credited his continued West Coast SRF dominance to having a good car and a good MBI Racing Crew. He and his father, Tom/No.15 SRF3 race together. TJ Acker, also from Cal Club, came in second in No.62 SRF3, followed by John Black/No.17SRF3.

The pack behind the leader was somewhat processional, with the top five starting, running and finishing in the same position. Right behind them a hard race was being fought by Jack Willes/No.49 SRF3 and Umberto Milletti/No.34 SRF3. Willes caught up from ninth to run on the heels of Milletti by the half-way mark. They ran closely but cleanly, in sixth and seventh position. Willes said he felt better in Turns 8, 9 and 10. For six laps they were hard at it, with Milletti ahead of Willes. On the last lap, Milletti spun in 3A, losing two places to Willes who went on to chase Steve Fogg/No.21 SRF3. Willes finished sixth, behind Fogg and Todd Harris/No.24 SRF3 - both from Oregon Region. Milletti finished eighth behind Joshua Jacobs/No.4 SRF3 of Houston Region.

Hank Raymond/No.12 had the SRF pole position in the five car field, with Alex Kwan/No.91 SRF beside him. Raymond led until he went off in Turn 9. Kwan passed and kept moving forward. Raymond caught up and they ran closely to the finish, so close that Raymond had body damage.

CLASS WINNERS:

SRF3 - Miserendino; Acker; Black
SRF - Kwan; Raymond; Ken Woolley/No.41

SPRINT RACE GROUP 7

This was the largest group, with 75 drivers including late entries, all Mazda Miatas. The breakdown was SM-51, the Majors class; and the two Regional classes - SMT-17 and SSM -7. At least five them were females, the most of any group all weekend. Sixty-six drivers ran the race.



#34 Frank Russell raced in both SM and ITA. #14 SM Alan Gjedsted follows in his wake.



Rod Rice's striking #41 FB leads #29 Formula Continental of Ira Fierberg and the #62 P1 of Bruce Brown



#173 Alex Barron soon to be passed by Formula F winner Nicky Hays.

Mark Drennan dominated this race, in his No.10 "No Wife No Kids" Miata in the SM class, and Drennan credits that for being as fast as he is. He was fastest in both qualifiers, and had the pole position, the only driver to get below 1:56 seconds. Drennan, a long-time Mazda competitor in club and pro racing, led every lap, won by a Margin of 0.668 seconds, and turned the race's fastest lap of 77.901 mph.

Tristan Littlehale/No.08 SM was running second on the second lap when he went off and on mechanical three times, before stopping in Turn 8A. Austin Newmark from Arizona was gridded second, but appeared to miss a shift at the start, moved back to second place and ran there to the finish in No.77 SM. Ken Sutherland/No.94 SM from Oregon Region also moved up and ran third for the duration. Philip Holifield/No.144 SM, the

youngest brother in the Holifield dynasty of drivers, ran fourth all that time too.

Young Tommy McCarthy, running his No.23 "Thanks Grandpa" SM gridded sixteenth and moved up quickly to run 11th until the caution and he had to maintain his position to the end.

A little past midway through the race two cars hit the Turn 8 wall hard, calling for the Safety Car. Ward Rose/No.06 SM and Sam Kasle/No.74 SM went into the turn side by side and had body contact, causing both to hit the wall. No drivers were hurt, but the cars all required tows.

Mike LaBouff/No.04 won SMT, finishing sixteenth overall; but said he will run SM for the Runoffs. He was only running SMT this weekend because the Toyo tires last a lot longer, giving him more bang for his buck. He enjoyed racing with runner-up SMT driver, Tupper Hull/No.50 and some of the slower SM cars.

Ross Lindell/No.11 won SSM, coming in thirty-fifth.

All fifty-six drivers finishers were on the lead lap, with ten retiring from the 9-lap race.

CLASS WINNERS:

SM - Drennan; Newmark; Ken Sutherland
SMT - LaBouff; Hull; Grant
SSM - Ross Lindell/No.11; Chris DePuy/
No.182; Rob Fuller/No.5

SPRINT RACE GROUP 8

This group, consisting of P1, P2, as well as FC, FB, S2, DSR and ASR. There were no sports racers in the field. Dave Arken, who often runs DSR, ran his AMAC as a P2. This group ran at 5:15pm, in the hottest part of the day (86 degrees,) and it was the fastest group of the day.

Two track records were set during this race. JR Osborne of Oregon Region set a new FB track record of 1:31.549 in No.83 Firman. Chuck Bona/No.42 Formula Enterprise set a new P2 track record of 1:33.990.

The race started with a 'situation' for the first group (P1 & P2) when Fabian Okonski/No.6 P2 Stohr spun and was unavoidably hit by Kevin Mitz/No.77 P2 Radical, who spun off and then by Cal Club's Steve Nicklin/No.142 P1 Elan, who also spun. Okonski suffered a broken wing. Mitz continued, but Okonski and Nicklin retired. All this before the Green Flag for the second wave.

Todd Slusher/No.2 P1 Elan from Las Vegas gridded second, behind Jim Devenport/No.23 P1 Norma. Slusher led the first four laps and then retired. Devenport, who had been running second, took the lead and never looked back. He won and turned the fastest race lap of 99.214 mph - the fastest lap of the day. His Margin of Victory was 0.718 ahead of runner-up Osborne, who was second overall, the FB winner, and set a new FB track record. Chuck Romer/No.7 Elan from Las Vegas Region finished second in P1 class, followed by Perry Richardson/No.132 Stohr.

Devenport said his overall and P1 victory was a good effort, considering SCCA 'neutered his car about thirty hp,' claiming it was the penalty for doing a good job. Devenport did alright this

Majors weekend, running and winning two different classes in two different races-P1 and FE2.

Randy Cook/No.9 JDR gridded and ran second in FB, right behind Osborne. Gary Hickman/No.76 Phoenix from San Diego Region ran third in class.

Cal Club's Tim Day/No.81 P2 Stohr had the P2 pole, but spun in Turn 7 while leading but recovered nicely and still finished second in class. Bona started second in class but led after Day's spin and went on to take the class win. This was his first race back since his father died a year ago. Winning the race was 'surreal to him,' and Bona kept his father's funeral announcement with him in the race car. Day finished second in class, followed by Jeff Shafer/No.109 Radical from Cal Club

There were 13 FC cars, the most of any class in the group, and it was part of one of the two split start groups, along with the FB and FS. There were 22 in that group for their start.

Mitch Egner/No.4 Van Diemen from Northwest Region had the FC pole and led the entire race, starting 27th and working his way up to fifteenth overall, first in class and on the lead lap of the 15-lap race. He was shadowed by Tom Hope/No.10 Van Diemen. Hope's closest contender was Robert Armington/No.11 Van Diemen, who gridded second in class, but only lasted a lap before retiring. He spun out after downshifting going into the carousel. Armington went for a ride up a twenty-foot berm, and the trip back down bent his front A-arm. Long-time driver and former flagger, Bob Negron/No.19 ran second in class until being passed by Hope on Lap 10. Hope finished second and Negron third.

Deckers Father and Son were entered, but only Dad - Paul Decker/No.80 P2 1993 AMAC - ran, finishing seventh in class. Son Derek qualified in the first session, in No.90 P2 AMAC AM-006, while Dad qualified in the second qualifier. Another old-timer, along with Paul and Cook in FB, was Arken, who finished eighth in P2. It was a mini-reunion for those fellas.

CLASS WINNERS:

P1 - Devenport; Romer; and Richardson
FB - JR Osborne; Cook; and Hickman
P2 - Bona; Day Jr; and Share
FC - Egner; Hope; and Negron

SPRINT RACE 9

This was the smallest group, being the only Regional group in the otherwise all-Majors weekend. Although the group included a veritable alphabet/numerical soup of classes, only three of the IT classes turned out - ITS/ITA/ITX. There were no ITB, ITC, ITR, E30; E46; SSC5; N3, L, or SM5. There were 28 entries with all but one of the cars being a Mazda, and of those all but three were Miatas. The only non-Mazda, a Porsche, didn't run. All but two of the 28 drivers were local.

Christopher Murdter/No.72 Miata had the overall and ITS pole position. Starting besides him on the front row was Joe Kalinowski/No.155



Spec Miatas #101 Wesley Mollno followed closely by #4 Brad Rampleberg

ITS Miata. Leeson Grant/No.03 ITA Miata gridded sixth but got into third immediately. These three maintained their positions for the entire 12-lap race.

Ross Lindell/No.11 Miata was the beneficiary of Hermalyn's retirement, taking over as leader in ITX and went on to claim the class victory.

Rohan DePuy/No.182 ITX Miata was the top Novice, finishing fourth in class.

CLASS WINNERS:

ITS - Murdter; Kalinowski; Donald Ahn/
No.39
ITA - Grant; Doorn Dreksler/No.70 Miata;
Joseph Kou/No.6 Miata
ITX - Ross Lindell; Thomas Bordeaux/No.76
Miata-Cal Club; and Jeffrey Abramson/No.80
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Turn 6 at Sonoma

LOOKING TO LOWER YOUR LAP TIMES? TRY FLAGGING

BY AARON MEYER

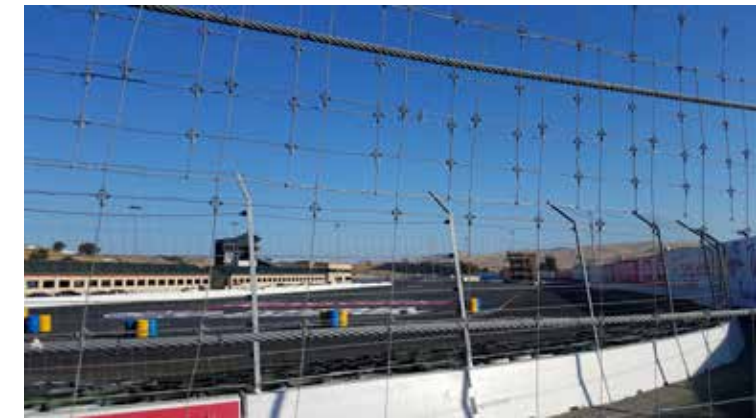
If you have ever considered volunteering with SCCA, do it. I experienced my first-time volunteer flagging at the June 29th – July 1st Sonoma Majors race weekend. I chose to volunteer for this weekend since it was the second biggest race weekend of the year, with the Runoffs being the biggest. This race weekend also had many out of state racers getting their practice in before the Runoffs.

I started racing karts when I was 13, and as soon as I got my license I went through driver's school in 2008 in a Formula Vee. While racing in FV I always had an appreciation for the flaggers. Being in the slower class of our group I relied on them to signal when the faster classes are coming up behind, along with any incidents on the track. I had always wanted to try flagging to gain a new perspective and appreciate what the volunteers experience during a race weekend.

The Sonoma weekend was a great weekend. I showed up on the Thursday before the race weekend and I felt welcomed right away in



Alan Mertens & Aaron Meyer, by Lynne Hunting



the Worker Camp overlooking the crammed paddock. Both Friday and Saturday I was working with a friendly guy named Alan on Turn 11, and on Sunday I was at Turn 6. It was great working with Alan, he brought me up to speed and we started to work in sync. I worked blue flags, and Alan on yellow flags and Comms. Turn 11 had a great perspective of the track seeing the exit of turn 10 and watch the cars disappear to the Start/Finish. The weekend was a little hectic to say the least. I flagged for spins, cars getting lapped, and even a brake failure (no injuries).

While volunteering for this event was certainly a blast, it was also definitely very hard. The volunteers are the first ones on the track and the last ones off the track, with sometimes a lot of down time between sessions. They are out there in the elements, be it heat, cold, rain, wind, or a combination. All the volunteers love racing and they love being at the track, even if that means sitting at a corner worker station or running around in the rain. When the checkered flag falls, if you're a racer, be sure give a wave to all the volunteers on your cool down lap. It's greatly appreciated and being gifted a checkered flag from a driver is also a big bonus. If you have

the time, come to the worker social and thank them personally.

Here is a tip, if you are having problems with a certain corner, or at a new track, talk to the corner workers during the social. They are watching hundreds of cars go through their corner all day and might be able to help you improve your lines. If you ever considered volunteering, do it. As a racer, I feel that this experience has helped me with my driving and understanding from a flagger's perspective. I enjoyed it so much that I also volunteered for Laguna Seca and the Monterey Histories.

I want to give thanks to the following people for helping me get involved with volunteering and making it a fun experience: James Chartres, Scott Zediker, Jeff Olinger, Ron Cabral, Ron Branam, Ron, Heather Streets, Lynn Hunting, Alan Mertons and the rest of the Volunteers.

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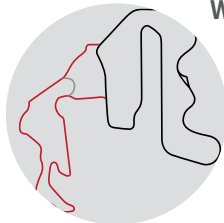
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THUNDERHILL REPORT

BY RAY MUDD

As most of you know I will be moving on from Thunderhill Raceway after a pretty amazing 18.5-year journey. What a ride it has been! Thunderhill has come a long way since a few SCCA directors, David Vodden, Dick Mudd and yours truly took a ride through muddy fields in the late 1980's to try and see a vision of a world class race track being built in Glenn County and the Willows area.



As we know that vision came true and then some! 2018 marks Thunderhill Raceways 25th year in business which is a big accomplishment for sure. I thought I would share just a few highlights and stories over the years. I can't share them all or I would have to write a novel, which maybe I should down the road!

My journey at Thunderhill began on January 8, 2000. The track had been in business for a little over 6 years after holding their first event in October of 1993. When I started there was no Clubhouse, awnings, garages, no fuel station (there was a fuel trailer with a couple tanks), lots of unpaved areas in the paddock, very limited power, no Pro Shop, no 2-mile track, no skid pads. There were compounds set up with multiple construction type trailers used as timing and scoring, race control, stewards building, registration and a few others.

The staff office was in what is now the Pro Shop. Picture if you will a 900 square foot building with a front counter and 5 or 6 work areas. It was really cramped. CEO David Vodden had a larger cubicle area and sometimes reminded me of a jack in the box when he would pop up and look over the top to see who had come into the office.

The maintenance shop had no power when I started and that was a challenge. Certain clubs such as the Audi Club would use the shop for their class room sessions and lunch. We had to move things around inside, set up tables, chairs and other "stuff". After the event we had to make it back into a shop again. What fun. NOT!

And there was the food concession trailer. It was in the center of the paddock with a big green tent and a few tables for people to sit and eat. Alice Lam, who many of us know and love from her time here, was working it almost daily. What a character Alice was! Everybody was her friend and she called most of them honey (she called me dumb dumb Ray or brother). She worked the counter in every weather condition from driving rain to 110 degrees and everything in between. She was awesome!

In 2004 the Clubhouse and 10 garages were built and what a big upgrade that was. Not having to use old trailers, slowly phasing them out and finally selling most to Reno Fernley Raceway was a plus. More paving was done in areas of the paddock and improvements

continued. Improvements and additions have continued. There was real no "end of the list", as we always tried to think of more ways to improve the facility for the customers that come here year after year.

In 2006 after building a relationship with many customers, I began to send emails to Jerry Kunzman from NASA prior to his events to "cancel" them. Those that know Jerry are aware of his sense of humor and mine as well, so it just seemed a good thing to do. We had a few laughs. I might share a few with you sometime! I also may decide to be a consultant to help "cancel" his future events.

In 2008 it was time for an upgraded track surface and some new curbs as it was now 15 years old. A second covered awning was also completed that offered more shade for hot days of summer and a place to get out of rain in the winter. We were shut down for a couple weeks during this process. The new overlaid asphalt surface wasn't perfect but certainly better than the old, tired surface.

Fast forward again to 2015 and Thunderhill now has a 2-mile track completed (Richard Siri and his crew who built the original track built this as well). It has a small clubhouse and showers. Seven garages followed shortly after. Other improvements continued with the expansion of the skid pad to nearly twice as big due to the growing interest in that part of the facility, a nice paved road to the 2-mile paddock area was also completed, just to name a few.

Its now August 2018! As I look around its amazing the changes that have happened since I started my first day back in 2000. Construction is nearing completion on another 8 garages which is attached to an office and retail space making it quite a complex. We now have 41 garages, a 6.5-acre large skid pad, and a dirt track is being developed. We have had solar panels in place for several years now to save on the cost of power, and the list goes on.

The team here at Thunderhill is pretty amazing. Some personnel changes have occurred over the years, but the core management has been in place for a long, long time. I would put this team up against any others in the motorsports industry. And of course, all the great customers, from the ones that have been coming here since the track opened, to the newest customer and all the ones in between. Without these great folk's and their support, Thunderhill would not be here today.



The business continues to evolve and change. In the last few years we've had more autonomous car customers as well as a robotic motorcycles, electric vehicles and motorcycles, and an event called The Lights Festival that is way out of the box of motorsports. The four events we had at Thunderhill this year brought in over 20,000 people and a pretty large amount of new money to the business. More changes will occur in the coming years but, rest assured, Thunderhill Raceway will be here and will continue its journey to be the best motorsports and recreational venue anywhere.

As I take the checkered flag and my journey here at Thunderhill comes to an end with the next chapter of my life beginning to unfold, I want to say a huge thank you to all the great people I've had the pleasure to work with for the past 18+ years, from the entire Thunderhill team, to all of the customers, and especially to my family.

Oh, how things would have been different in my life had David Vodden not made that phone call to me way back in 1999 offering me a spot on the team here at Thunderhill Raceway.

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



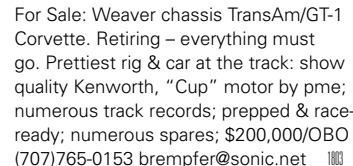
Chuck McKinney's 2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX "Wonderbread" Car Square tube chassis, Lotus link, flat floor, driver's side exhaust, Rebello 2015 Spec KA24 3-Valve motor, 32mm SIR, built NEW for the 2014 Runoffs on a virgin block and crank (all new parts with the absolute latest trick internals, engine and chassis dyno tuned). Completely sorted, 3rd Place finisher at the 2014 Runoffs, 2014 NOR-

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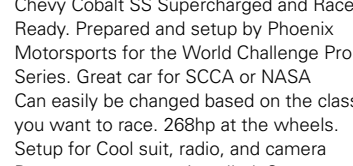
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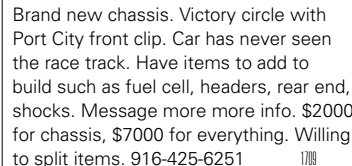


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2001 Spec Miata. The car is well sorted and very fast. Has many championships and track records. Third in 2016 Teen Challenge. 1. New motor dyno time only. 2. New shocks. 3. New Clutch. 4. Rebuilt trans, no race time. 5. New wheels this year. 6. New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



For Sale, 1980 RX7 Race car Annual tech has been done for class ITA. Recently ran in the regional's 8-9 at Laguna Seca. The car is race ready. Engine is stock 12b with a Nikki 4 barrel carb, Stainless headers, new aluminum radiator w/ shroud and electric fans. The Kirkey aluminum seat is adjustable for easy driver fit, new G force belts, and a new window net. It has Panasport style wheels with Falken Azenis tires. The roll cage was 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



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For sale: 2006 Winning Blue MX5. Full STR prep. I drove this to second in pax at last SSSCC event of the season by 0.1 seconds. Two sets of wheels with good rubber. RE71R'S and R1R's. \$13000 obo Will deliver with a deposit up to 1000 miles from 99338 for \$0.75/mile. Trophied at the Packwood Tour in 2013 (Rex), 2014 (Mark, Lynn and Dennis Healy), 2015 (Mark & Lynn) and 2016 (Lynn). 2006 Mazda MX5 GT with 74XXX miles Winning Blue, 60,000 when we bought it in 2012. We are the second owners and can put you in touch with the original owner if needed. All in decent condition (for an autocross car, not a show queen) with minor road chips on hood and at rocker panels. 6 speed with stock Mazda LSD. (Only mod it does not have is the OS Giken) PPE Engineering LT Header and midpipe put on in 2014 and much more. Contact me for details. roadracere@gmail.com 509-551-2681

SPEC MIATA



1999 SM for sale/TPD Trailer combo Race winning car. Refreshed for 2014 Runoffs'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



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

SOLO RACER & TRACK CARS

STREET CARS



1972 Camaro Street Rod. Single family owned since purchased new in November, 1971. 105,200 miles on chassis. Subtitle alterations to drive train, suspension and interior. Garaged for entire life of car. Detailed description of modifications on back \$20,000. Details upon request. Contact Ralph at 530-295-1805 evenings



Steel bodied right hand drive home built low-boy with chevy ls engine. Non running car with lots of parts needs assembly and interior. Rebuilt z06 engine with special lehman front timing cover and cross drive unit with a joe hunt distributor Rebuilt muncie t10 four speed with hurst shifter and light weight bell housing, quartermaster 5.5 Inch clutch and button flywheel. 1956 Chevy bel aire rearend

Edelbrock carburetor and intake with new headers, muffler and exhaust parts Two sets of wheels and tires 15 inch as shown and solid 16 inch with baby moon hubcaps and dunlop ls tires. Also have holden hubcaps and badge \$18,000 Sharon Gilbert, Westley CA 209-894-3949 bsgil99@hughes.Net

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

1712

TRAILER/TOW



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

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



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

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

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

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

1712

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



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

TOOLS/ EQUIPMENT /MISC FOR SALE

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

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



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

Set of four Hoosier cantilever slicks, 20x9.5-13 R35A compound. They are mounted on 13x7 steel wheels. (The wheels come with the tires for free.) Barely scrubbed in. They are virtually brand new. Cost me over \$1000, asking \$500. Contact Rich at con-erunner@yahoo.com

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

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

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

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

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

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

Shop Space: Morgan Hill/San Martin. 2400 Square foot shop with outside trailer parking available. Clean shop less than 1 mile from Highway 101. Space available to work on your racecar. Long or short term available. Trailer storage also available. 110/220. Restroom. Rod @ 415-298-3917 or Steel.Blue.Rod@gmail.com

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

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

SERVICES

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



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