



# The wheel®

VOL. 59 | JULY 2018

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

## SFR Double Regional 7&8

p. 18

## FRESNO AUTOCROSS 6&7

p. 10

## SFR SOLO 6

p. 26



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JULY 2018

On the Cover: #88 Lyn Greenhill, #26 Vasili Stratton, and #80 Jeffrey Pietz. Photo by Ron Cabral. Above: #69 Lars Mapstead, #29 Igor Gandzjuk, and #75 Don Van Nortwick. Photo by Ron Cabral.

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The views expressed in The Wheel are those of the authors and do not necessarily reflect the position or policy of San Francisco Region or the SCCA.

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# CALENDAR

## 2018 SFR ROAD RACING SCHEDULE

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

### JULY 27-28 REGIONAL 11 & 12

WeatherTech Raceway Laguna Seca

### AUGUST 18-19 PRE-REUNION

WeatherTech Raceway Laguna Seca | SCRAMP Support

### AUGUST 23-26 REUNION

WeatherTech Raceway Laguna Seca | SCRAMP Support

### AUG 31 - SEPT 2 REGIONAL 13 & 14 SEASON FINALE SPEC MIATA FESTIVAL

Thunderhill Raceway

### SEPTEMBER 7-9 IMSA

WeatherTech Raceway Laguna Seca | SCRAMP Support

### SEPTEMBER 27-30 RENNSPORT

WeatherTech Raceway Laguna Seca | SCRAMP Support

### OCTOBER 16-21 SCCA RUNOFFS

Sonoma Raceway

### OCTOBER 25-28 PIRELLI WORLD CHALLENGE

WeatherTech Raceway Laguna Seca | SCRAMP Support

## 2018 SCCA-SANCTIONED CONCOURS D'ELEGANCE

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

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

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

## 2018 SFR BAY AREA SOLO SCHEDULE Any changes will be shown on [www.sfrscca.org](http://www.sfrscca.org)

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

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

**NOV 10TH, MARINA**  
Round 16

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

**OCT 27TH, MARINA**  
Round 15

**DEC 1ST, CROWS LANDING**  
Round 17

## 2018 FRESNO SOLO SCHEDULE

### 2018 AUTOCROSS SCHOOL

Saturday, January 27, 2018  
Fresno Fairgrounds, Fresno, CA

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

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

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

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

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

### ENTRY FEE:

Student Non-members: \$80 \*  
Student Members: \$60

*\*Up to two weekend memberships may be applied towards the cost of an annual SCCA membership (60 day time frame).*

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

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

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

### EVENT SCHEDULE:

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

## 2018 SACRAMENTO CHAPTER SOLO SCHEDULE

July 14 – Round 7 – Stockton Fairgrounds

September 15 – Round 11 – Thunderhill Raceway Park

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

July 15 – Round 8 – Stockton Fairgrounds

September 16 – Round 12 – Thunderhill Raceway Park

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

August 18 – Round 9 – Thunderhill Raceway Park

August 19 – Round 10 – Thunderhill Raceway Park

## 2018 FRESNO CHAPTER SOLO SCHEDULE

Event 8 - July 7

Event 10 - August 5

All events at the Fresno Fairgrounds.

Event 9 - August 4

Event 11 - November 10

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

Event 12 - November 11

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

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

# TRACK NIGHT IN AMERICA

## THUNDERHILL DATES FOR 2018

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

AUGUST 16  
SEPTEMBER 13

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

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

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

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

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

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

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

## TRAVEL TECH

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

### TELEPHONE HOURS:

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**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.

# HANGOVER

WHEELWORKS BY BLAKE TATUM

418, entries by the time registration closed on June 26, 2018 for the Sonoma Double Regional/ Majors event held on June 29,30, July 1. The days leading up to the deadline I was checking the count at least three times a day.

At first I was excited about the 300 threshold, and then as we hit 375 entries with days to go I dreamt of maybe the elusive 400 mark would come. Two days before the deadline 397 was hovering. But as 399 hit a few minutes later it would go down to 397 again. I got busy and the day of the deadline I had to check one more time hoping that we hit 400. Boy was I surprised not only had we hit 400 but we surpassed it by 18, so the total number of entries was 418.

I knew not all of these people would actually make it through registration and I knew that some were dual entries, so when I did the math in my head on the gross receipts from the weekend I knew we would not bring in almost 250,000 in entry fees, but sure sounds like a good number especially compared to how the year has been going.

The good news is we had about 389 actual paying customers; about 24 of those were dual entries but still not a bad haul for three days worth of work.

The race weekend was obviously a preview of the runoffs which will be held at Sonoma Raceway in a few months. The full fields and the hot weather were ingredients that made for some great racing. This was SCCA racing at its best. Seeing lots of fast cars driven by some very talented people surely had to make a racing fan of anyone in attendance.

Parking on the hillside and absorbing the sights, sounds, and smells reminded me of why I like racecars. Watching the SCCA crews perform their jobs from flagging, to emergency response, to corralling all the cars in the impound area, was really a thing of beauty. From an outsiders point of view everything looked as though it worked perfectly.

Unfortunately looking under the covers exposed some flaws. First off where do all of those people fit in the Sonoma Paddock. In essence what had to be accomplished was to stuff a size 13 foot into a size 7 shoe. I was really worried that people would show up and turn away once they saw how crowded it was. But because of Cecil Barbee, Ron Cabral, Tim Sullivan, Wilson Powell, and Jeremy Cuthbertson they were able to fit almost everyone in a space that has at least 1/3 smaller than what it was before Bruton Smith added the Audi driving experience and the tower of plastic seats. According to my sources a couple of people turned around and went home even after the crew bent over backward to accommodate them. What this meant was the usual space needed by crews that operate in the paddock was severely compromised. Compromise ended up being the theme for the weekend.

Next up was the schedule, Saturday featured 25 minute races and Sunday featured 35 minute races. According to the General Competition Rules (GCR) this is the minimum length of races for a major event. But also according to the GCR all qualifying and race sessions requires all competitors to go to impound when the on track activity has ended. In addition the requirement is that they are required to stay in impound for thirty minutes after the race. What this meant was that at least on the Saturday races there was a constant log jam in impound if we were to comply with the GCR.

Next up were all of the racers that were taking advantage of the Runoffs qualifying rules. First off I do not blame them for exploiting the rules to their advantage but I am sure the ramifications of how these rules would be implemented were not entirely thought out. For example a competitor gets credit for participating in an event if they just drive down the pit lane. But the obvious question is how this drive through is recorded. Pit lane does not have a timing loop and the people in timing and scoring do not have the resources to have a person staged on the pit wall to record which cars drove down the lane and then re-entered the paddock. Of course racers being the ingenious people that they are soon figured that by switching drivers multiple people could qualify for the runoffs using one car. The timing and scoring issue is how do they know who is driving what car when it is going down the pit lane. By the time all the protests, all the claims by drivers, and all the steward's actions were complete plus hun-

dreds of hours reviewing the results sheets the results were official, albeit two weeks after the event was completed. Talk about no fun.

I have bitched about this rule in the past but these runoff qualifying rules had to be written by people with a self interest. I think the interests were two fold. One to increase the number of the participants at the runoffs and two to save those people money because no one really has to race very hard to qualify for the national championship anymore. If there was thought into how this was supposed to be enforced I would really like to hear what those thoughts were. Basically what has been accomplished is a dumbing down of the event, good job!

The cracks in the surface were not just on the operational side. One prominent competitor asked me how come every other region he races at has podium celebrations after the race and the region that knows how cannot figure out how to do that? He also asked why we do not grid people for practice and qualifying like all the other regions. They grid the cars for practice based on the national points, then grid people for qualifying by their practice times, then if there is a second qualifying grid them by the previous qualifying times. He pointed out this would eliminate the need for people to line up outside of pre-grid before their session.

I like bottom lines so what is it for this event? Bottom line from a financial and pure racing point of view it was a home run. Looking at it from human resources point of view I think our volunteers need some time to heal. Three 12 hour days in the 100 degree weather will do that to you. I really do not know how the volunteers do it. The racers are at the track for three days, but 75% of that time they are lounging in their motorhome with the a/c on while the volunteers are on their feet in the heat all day long. Then add the combination of tight quarters, extra/extra work, and poor communication lines it is enough to make you want to quit. Which is exactly what I say when I am suffering from a hangover. I need to quit, but time and distant has a way of making that feeling fade away and pretty soon I make same mistake, lets hope as a region we don't.

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# San Francisco Region SCCA SEASON FINAL

**AUGUST 31ST - SEPTEMBER 2ND**  
**THUNDERHILL 5-MILE**

**SALUTING**  
**TOM MCCARTHY**  
**SATURDAY**  
**4:30PM-10:00PM**

**TACO BAR • DOOR PRIZES**  
**SPEECHES • MUSIC**  
**UNVEILING OF HONORARY PLAQUE**  
**EVERYONE IS INVITED!**  
**BIG CLUB HOUSE!**

**ALSO...**

**70TH ANNIVERSARY OF SFR-SCCA**  
**SPEC MIATA FESTIVAL!**  
**25TH CELEBRATION OF THUNDERHILL**  
**SIGN UP ON MOTORSPORTREG.COM**  
**DO NOT MISS THIS EVENT. BE A PART OF HISTORY!**



# FIVE YEAR PLANNING EFFORT WANTS YOUR INPUT

Your input is requested as part of the Club's efforts to develop a viable five-year planning tool. SCCA Board members and accomplished motorsports business executive, David Vodden is leading the effort to address the future of our Club in an ever-changing world.

According to Regional Executive, Barbara McClellan, "planning for our future is critically important if we are to be a leader in motorsports recreation in the years ahead." "We have to design our race programs in such a way that members and racers, all Club members, want to participate in what we offer."

Vodden reiterated the same message, "Our race program is what we do. If we do it well we will be successful and lead the way. If not, others will do so and we will be left behind just as surely as other SCCA regions have faltered and been left behind."

The request for help is simple: Send three ideas you believe will make the SFR SCCA better in the years ahead. Because we are in the race business please focus on our core offerings with your vision of a better tomorrow. Please do not feel the need to defend or criticize the past. It is past. What three things would you do, no limitations, to make the SFR/SCCA better in the future.

Send your input with the ideas labeled 1, 2, 3 to [dvodden@thunderhill.com](mailto:dvodden@thunderhill.com). The five-year planning process has just begun so stay tuned for more

opportunities to help make your Club the Region that leads the way in 2023 with fun and exciting and worthwhile Club racing experiences for all.

For the best pictures of your car. Call out the DAWG ,  
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# SACRAMENTO AUTOCROSS ROUND 6 BACK TO STOCKTON: SAME PAVEMENT SAME FUN

BY DAVEY

Well the weather man predicted temperatures in the 100+ range. Yes, it was hot; because of the low car count in the morning everybody was given five runs which was awesome. The course was designed by Carl Graf, and the funny thing is for some reason it resembled a giant uppercase G. It started out with a very large high speed sweeper and ended with some really tight corners at the end. All in all was a great day of autocrossing.

X Prepared had Carl Graf and Nick Martinez sharing Carl's green monster. Nick was able to post up a 44.576. Carl beat him with a 43.608.

B Prepared had a little bit of an upset. Rick Brown came in third with a 40.310.

Second place went to Tom Smiley with a 40.021. Winner for the day was Eric Smiley with a 39.355.

C Prepared was won by Louie Lira in a 1965 Corvaire with a 43.593.

D Prepared had the undefeated champion Josh Garcia win again with a 41.868.

E Prepared was won by Eric West in his Honda Civic with a 41.647.

Street Mod had a great turn out with six different drivers. Third place went to Robert Custodio with a 43.069. Second place went to Kay Ly with a 42.843. The

Champion for the day was Derek Thacker with a 42.447.

Super Street Mod was won by Tom Nivison who was unchallenged. His fastest time was a 41.032.

C Modified was won by Mike Drouin in his new toy a 1976 LeGrand. His son came in second. Davey was unable to finish his runs because at one point he spun the car, "so well" the shifter pin fell out, thus leaving him unable to put it in gear. The standing rule is if you break it you push, which he did from the farthest corner on course.

E Modified was won by Bob Weisickle. The best way to describe Bob's Austin Healey is if the devil was ever in the market for a Healey Bob's would be the one he would want. Bob nailed a 37.414.

F Modified had Mike Cilenti come in second place with a 44.463. The class was won by Doug Hargrove with a 41.140.

A Street Ladies was won by Marie Lindberg with a 44.801. Second place went to Barbara Pickett with a 47.820. Both ladies were driving Corvettes.

B Street Ladies had three women battle it out for the top spots. Taylor Williams came in third with a 45.672. Penny Hubbard took second with a 44.246. The winner for the day was Kelly Williams with a 44.111.



Mike Drouin at eye level with cones.



Josh Garcia Datsun 510



Korynne Smith driving the green monster.

CAM-S ladies had a pair of Corvettes and a pair of ladies fighting for the win.

Ingrid Ansell nailed a 46.006, but Patti Yeo was just a bit faster. Patti won the class with a 43.606.

X- Prepared ladies was won by Rachel Smiley-Martinez in the family Corvette with a 44.367. Right behind her in second was Korynne Smith driving Carl's Datsun monster with a 48.225.

B Prepared ladies was won by Gale Smiley with a 44.204, which just so happens to be faster than her daughter's fastest time. I am sure I don't have to point that out to Gale.

Street Modified Ladies was won by none other than Nicole Custodio with a 46.177. Nicole is still kind of new to autocrossing, but you should see her run grid. There is no sandbagging on her watch.

Well our next event will be back at Stockton July 14th and 15th. There are no other autocross events that weekend, so car count should be healthy.

# FRESNO CHAPTER AUTOCROSS EVENTS 6 AND 7

BY PAUL NEWTON

PHOTOS BY JIMMY AU-YEUNG

In summer months, Fresno SCCA autocrossers expect triple-digit heat to put up as much of a challenge as their fellow competitors. The weekend of June 2 and 3 was searing, but it was an out-of-towner who scorched the competition at the Fresno Fairgrounds.

In summer months, Fresno SCCA autocrossers expect triple-digit heat to put up as much of a challenge as their fellow competitors. The weekend of June 2 and 3 was searing, but it was an out-of-towner who scorched the competition at the Fresno Fairgrounds.

If Tony Rodriguez was in town to show Fresno how it's done, consider it mission accomplished. Not only did he take top time and top PAX honors both days in his STX FRS, he also stepped in to chair two terrific events. Courses were fast and efficient both days and well-run events wrapped up early enough to avoid the blistering afternoon sun.

Saturday's event 6 kicked off the weekend of hot autocross action in the Central Valley. Expected heat in the upper 90s didn't keep the competition away as 61 drivers took times on a quick course.

Rodriguez seems to have dialed in his freshly re-classed Scion FRS, taking top time at 33.519 seconds. The tight course led to close competition, as Jonathan Cadiente and his STX RX8 slotted just behind Tony with a 33.680. Louis Lira was the only other driver in the 33s, taking his 1965 CP



William Marlow in the STS CRX.

Corvair to a time of 33.784. Paul Newton in the AS Lotus Elise took fourth and Ken Vaughn in the STR NB Miata grabbed fifth. Katherine Flater, on a roll lately and codriving Rodriguez's FRS, finished 6th. Jimmy Au-Yeung, in Cadiente's RX8, came 7th, followed by Ryan Zelinski in the SMF Integra, James West and the CAMT El Camino, and Justin Tang rounding out the top ten in a CSP Miata.

PAX times saw Rodriguez still on top, again followed by Cadiente. Newton took 3rd PAX, with West and Flater also taking top-5 spots, followed by Au-Yeung and Vaughn. Rob Krider, making a rare appearance, claimed 8th PAX in a CS 350z, with Ric Quinonez in the SSC car and Jerry Kell's STH WRX wagon closing the top ten.

A-Street class saw Newton take first over co-driver Audrey Tan, with a Lightning McQueen themed Shelby GT350 driven by Richard Schmidt taking the final spot. Jake Harris in the Subaru STI just claimed top honors in BS over Leon Bennett's Focus RS. Rob Krider may have won CS by five seconds, but his competitor certainly turned heads in a 1974 Jenson Healey. Robert Avitia took DS uncontested in a 2017 Camaro. Three Miatas contested ES with Josh Cadiente taking first over Gary Lieb and Denis Feasel. Four Mustangs went to war in FS; Keith Bullock won, followed by Greg Back, Jacob Kramer, and Corky Schroeder. In the final street class, Chris Krahn and the Fiesta ST took HS over Machaela Fox (Scion TC).

Rodriguez won STX over Cadiente and Au-Yeung. Kell took STH followed by Gorje Osuna and Victor Lara, each in a WRX. Vaughn won STR over Edgar Rojas in an S2000. Quinonez ran uncontested in SSC as did Juan Mejia-Lua in an STI in STU.

CAM-S saw a four-way battle with Gary McDaniel's Corvette inching out the win by less than a tenth of a second over Dan Bratten's Corvette. Cameron Wilt and Fallon Wilt, father-son team, co-drove a Camaro to 3rd and 4th. James West took CAM-T over Steven Schiedel in a 1967 Camaro. Leon Weinroth took CAM-C by himself in a Mustang.

In C Street Prepared, Justin and Jenson Tang went 1-2 joyriding a Miata they borrowed from their dad. No word on if they had permission. Eric Gillis came third in his Miata. In DSP, Abel Ojeda took the win over Brad Schmidt's GTI. FSP went to Mas Vang, uncontested.

SMF is proving a popular and competitive class in Fresno with five drivers taking time Saturday. Zelinski was the winner, followed by Moua Yang (Civic), Richard Jensen (MINI Cooper S), Angel Terriquez (Cobalt SS), and Gi Vang (Integra). SM saw only one car, Anthony Whitaker's Evo. Louis Lira and Steve Carlson were the only Prepared racers to take part, claiming CP and FP respectively.

Katherine Flater took top honors in Index class. She was followed by Steven Bradford's STS Miata and William Marlow's STS CRX. Pamela Schroeder claimed Ladies class in the FS Mustang over Addy Krider in a CS 350z. A big novice contingent saw John Monroe take the win, proving his F-Street Kia Stinger GT can move. He was followed by Travis Kramer in the DS Lancer Ralliart, and Christian Mesina's SM Evo 8 rounding out the podium. Wallace Hughes (Boxster S), Anthony Vang (FRS), Phoenix Cormen (WRX) and Charles Overall (MX5) finished 4th through 7th.

Sunday's Event 7 closed the weekend on a morning marked by even higher temperatures than the previous day, with highs expected well above 100 degrees. Forty-six drivers braved the heat to turn laps on a slightly shorter course than Saturday's event. Those who did appear were treated to 6 runs instead of the usual 5. Even with the extra runs, a fast course and an efficient event meant raceday wrapped up before the worst of the afternoon heat.

Tony Rodriguez again set the top mark of the day, this time at 25.747 seconds. His run was just enough to top Paul Newton, who came in second with a lap of 25.778. Ric Quinonez found speed Sunday, finishing third overall at 26.549, followed by Ryan Zelinski at 26.582. Justin Tang had an interesting day in fifth (26.866) despite having to switch back into the Miata once the Corolla quit working. Also finishing in the 26-second range were Jason Hansen's XP Evo, Sanjay Singh's DM Spitfire, Louis Lira, again in the Corvair. Rounding out the top ten were Myron Ybarra, co-driving the XP Evo, and William Marlow, who ditched the CRX to co-drive with Leon Bennett in the Focus RS, presumably to find a car with air conditioning.

Rodriguez again came out on top in PAX, followed by Newton, with Josh Cadiente, Ric Quinonez and Keith Bullock securing top-5 positions. Marlow finished 6th, followed by Kat Flater, and Richard Cadiente joining his son in the ES Miata. Jake Harris took 9th and David Jackson of Bakersfield, making a rare drive north to join the Fresno contingent in his British racing green Elise, finished 10th.

A Street class was a battle of Elises, Newton taking the top spot over Jackson. BS saw a close battle with Harris taking the win by just over 4 tenths against Bennett. Jeff Eikenberry ran alone in DS in a Camaro. Four drivers contested ES, all in Miatas, with Josh and Richard making it a Cadiente 1-2 ahead of Feasel and Lieb. Keith Bullock took FS by himself as did Meng Lor in HS in an RSX.

In Street Touring, STS saw Kenneth Lim take top honors in his MR2 over Israel Arroyo's Miata. In STX, Rodriguez took the win over Arthur Cha's BRZ. Casey Horn ran alone in STU, his WRX having become much quieter and faster since his last appearance. Kell and Quinonez took STH and SSC with no opposition.

CAM saw competitors in each class. Michael Gardner in his GT350 narrowly clipped Leon Weinroth by 3 tenths to take CAM-C. Gary McDaniel



Ken Vaughn drove his Miata to a top five overall time Saturday.



Louis Lira pushed his CP Corvair to fast runs both days.

owned CAM-S over Felix Flores in a 2015 Corvette. In CAM-T, Tyler Oaks took the win with his 1992 Camaro proving faster than Steven Schiedel's classic Camaro.

Street prepared saw just two competitors in different classes; Abel Ojeda in DSP and Mas Vang in FSP each ran unopposed. SMF again saw a healthy turnout where Ryan Zelinski won again, followed by Moua Yang, Richard Jensen, Gi Vang, Rudy Velasco (1995 Civic) and Irvin Velasco (2000 Civic). Four competitors in two cars ran XP with Justin Tang coming out on top ahead of Jason Hansen, Myron Ybarra, and Jensen Tang. Louis Lira ran alone in CP as did Sanjay Singh in DM.

Index class was a battle of just two, with Marlow barely taking the win over Flater. In Ladies class, Pamela Schroeder clinched her second win of the weekend, with Samantha Oaks finishing second in her ES Miata. Four Novices contested the event with David Harless coming out on top in a 1989 Mustang. Jesse Ikawa followed in an Evo, along with Wallace Hughes in the Boxster and Jack Cox in an SM 350z.



Wallace Hughes has become a regular at Fresno events in the Porsche Boxster, with perfect attendance this season so far.



James West and his El Camino are proving faster than physics should allow.

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STANDING

# FULL BODY CONTACT

BY BRUCE RICHARDSON

## SpecRacer Enterprises & CSR News

**NEW KEVLARSPRUNG HUB CLUTCH DISC** – The new SCCA-E Kevlar SRF3 Sprung Hub Clutch Disc are now available on a limited quantity. AccelRaceTek has a limited stock available.

**NEW BRAKES** – The new Wilwood brakes are running on our cars and working great. They are in production and are currently shipping. A limited quantity of the new brakes is available, so put your order in ASAP for your new set.

AccelRaceTek has them on some of their rental cars and has had great success with one exception. Perry ran the new brakes at the Sonoma race and had problems with the master cylinders, they leaked all over his feet going into turn 11 and he grazed the tire wall. After that the master cylinders were replaced and they worked great. It is strongly recommended to replace the master cylinders if you go to the new brakes.

**NEW BEAD SEAT** – The new bead seat insert is now shipping. AccelRaceTek has one seat in stock and will bring it to the next race if anyone is interested in taking a look at it. This new seat will allow almost anyone to fit into a SpecRacer with comfort.

**SPECRACER FESTIVAL** – The Laguna SpecRacer Ford festival was a lot of fun with over 40 cars on grid. AccelRaceTek sponsored a lunch and raffle for the drivers and friends on Saturday. Famous Dave's catered the BBQ with chicken and brisket and all the fixings. Alos, about \$2,000 worth of prizes were handed out including a some of the new brakes and some wheels.



New Bead Seat



Laguna Festival HR



“SOUNDS OF THUNDER ON THE WEST COURSE” te/TT \*

Hosted by Reno Region SCCA

All events are at Thunderhill Raceway Park ~ West Course

**TRACK EVENT (TE):** (formally PDX) is designed to concentrate on driver enjoyment, philosophy, and the application of performance driving techniques. TE provides a constructive learning environment that stresses proper driving techniques in a noncompetitive environment.

**Time Trials (TT):** (formally Club Trials & Track Trials) are timed competitive events where the drivers vie for the fastest individual lap time in their class. TT is not wheel-to-wheel racing.

## 2018 SCHEDULE

MARCH 11      JUNE 9      AUGUST 18      SEPTEMBER 22

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# NOTES

from the *Archive*

## THE SPORTS CAR OLYMPICS BY GARY HORSTKORTA

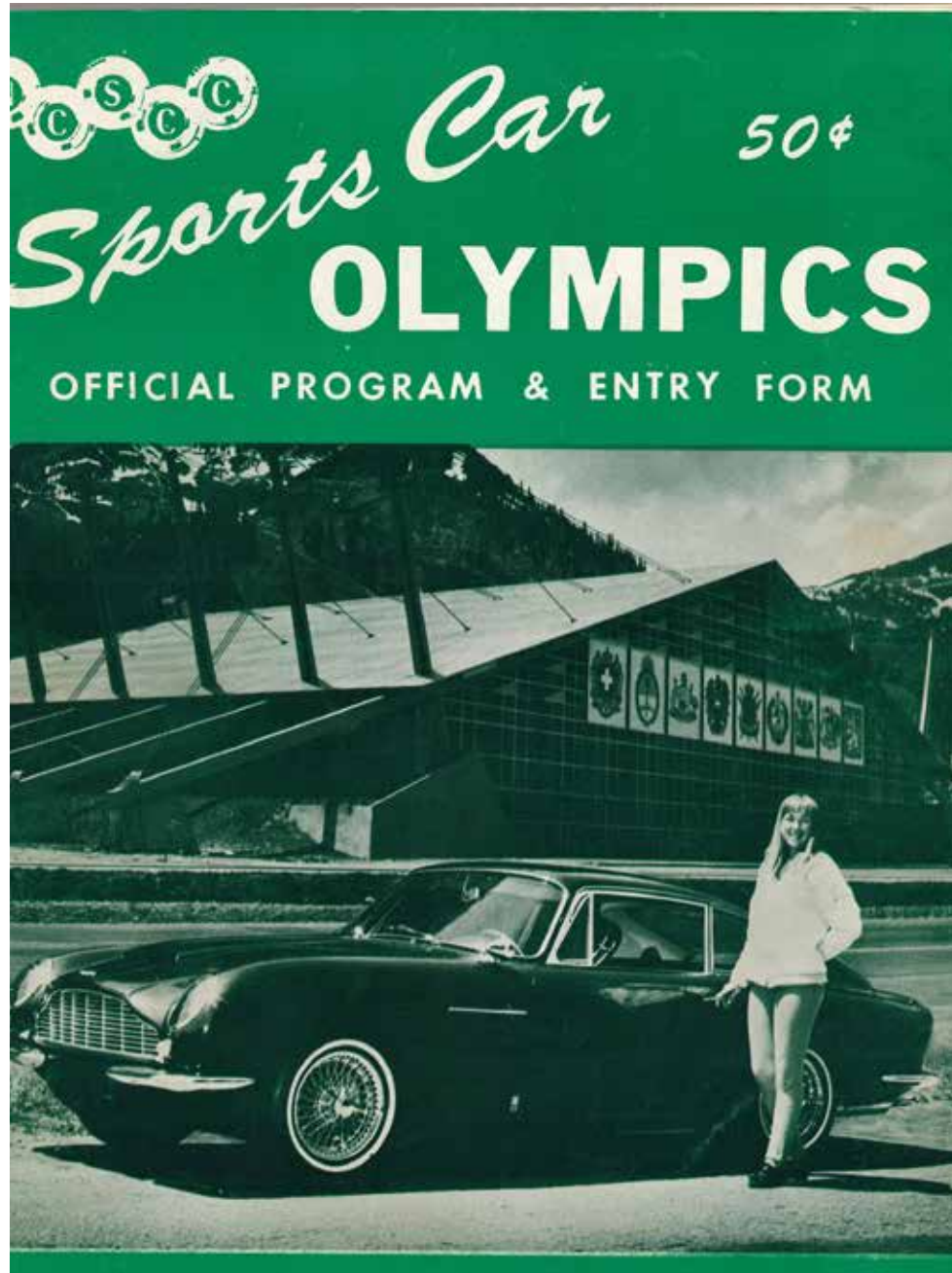
Perhaps it was the 1960 Winter Olympics held at Squaw Valley Ski Resort that inspired the Northern California Sports Car Council (NCSCC) to announce a new event - The Sports Car Olympics. While not an SFR sanctioned event, many of the council members were also active within the Region as road racers, workers or auto-crossers. The Sports Car Olympics would be a unique event for NCSCC member clubs combining several different disciplines over one weekend in summer and held at the Squaw Valley Ski Resort and Olympic Village.

Sports car clubs were a thriving group of enthusiasts who enjoyed a variety of activities all under the umbrella of the NCSCC. There were approximately 50 member clubs which scheduled their own events throughout the calendar year. Rallies, Poker Runs, Gymkhanas/autocross and social events were all part of their regular functions. However, the Sports Car Olympics combined many of these single activities into one, jam packed, fun weekend.

The list of events included a Funkhana (fun in-car games fashioned after a gymkhana); slot car grand prix; a full scale time and distance rally; a car knowledge quiz; parking lot autocross; night autocross; hill climb at Mt. Rose; concours d'elegance and several indoor car related activities plus group breakfasts, dinners and the awards banquet. Certainly a jammed packed weekend of fun to keep everyone busy. Average per person cost was around \$30.00 which included entry fee to all events, all meals and lodging for three nights.

The first event was held in August of 1961 with top overall honors going to Bob Jones. In 1962 the date moved to May but is best remember for the unseasonable rain and snow of the event weekend. Over 150 entrants gathered for this years "games" coming from all over California and even Idaho. Despite the weather, the hardy ones pushed on and Erik Ressler was the overall winner in a VW.

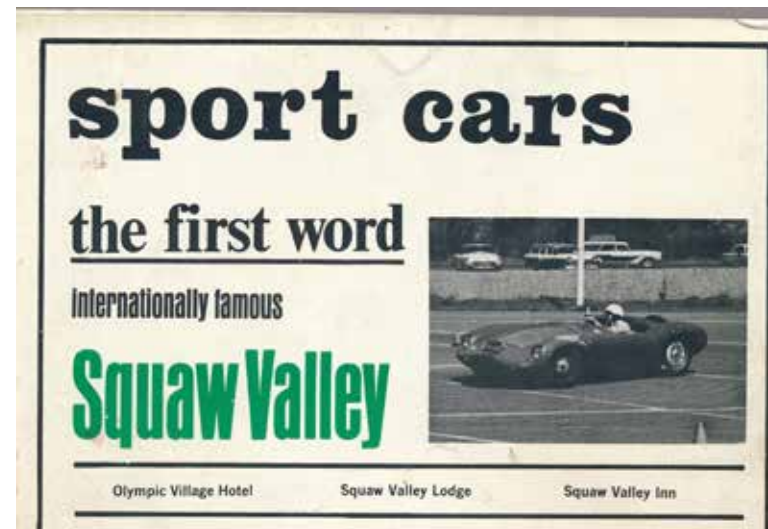
In 1963, NCSCC established a permanent date for the event which was Labor Day weekend. Winner that year was Ron Stroke



Cover of the 1966 Sports Car Olympics program

in a brand new Cobra. 1964 marked the first year a women won the overall points title

when Marge McHenry took top honors in here Corvette. In 1965 a relative newcomer



Ad for Squaw Valley in the Sports Car Olympics program



Ron Blanchards Corvair. - 1966

and dedicated rally enthusiast, Gary Seaborn was the overall winner.

Moving on to 1972 and the 12th Annual Sports Car Olympics to focus on one the performance of one particular entrant. Ron Blanchard of Redwood City was a car enthusiast and avid autocross racer and rally driver in the 1960's. In 1966 he purchased a new Corvair Monza which he setup for autocross. Blanchard was one of the 160 entrants that year in his Corvair and entered five of the events - the Time & Distance Rally; Autocross 1 & II, Concours d' Elegance and the Sports Car Quiz. To say he had a good weekend would be an understatement since he won all five events plus he won the Overall Points Title as well. Needless to say he took home an armful of trophies.

Blanchard passed away in 2014 and while his son Dan was going through his Father's effects, he found a box of items related to his father's autocross days. Among them were the trophies from the 1972 Sports Car Olympics, a few photos and a device called a Halda SpeedPilot. This nifty mechanical "computer" was a state of the art timing device used in rallying and greatly assisted a driver and navigator maintain a steady pace over a given distance.

The Speedpilot was made in Sweden and introduced in the mid-1950's, it was priced at \$125.00. The Halda was a great aid to rally drivers for years to come. Although digital technology eventually replaced this type of mechanical device but they are still highly prized by vintage rally drivers and there are a few specialist around to maintain and repair them. Fortunately for the SFR Archive, Dan Blanchard donated not only his Father's trophies from the 1972 Sports Car Olympics but also a Halda Speedpilot his Father used in rallies. Thanks Dan for thinking of the SFR Archive and donating these items.



The Halda Speedpilot used by Blanchard in rally competition



Halda Speedpilot ad from 1956



Ron Blanchard's trophy haul from the Sports Car Olympics

# WHY RACE A SPECRACER

BY BRUCE RICHARDSON AND BOB COMIS

I love my SpecRacer Ford. It is a great car for the amateur racer like me. It is a fun car to drive. It's a real race car, not a grocery getter that has been converted to a race car.

The SpecRacer was designed and built to race, and over the years the car has been upgraded to resolve any reliability issues. You aren't allowed to rebuild the motor, and a good number of parts are not modifiable, or "Spec," so you don't have to spend gobs of money on the motor or the latest trick parts, which are expensive. The SpecRacer is robust and doesn't require a crew and can take abuse and still finish. It doesn't require a lot of maintenance, so you can spend your time driving and not wrenching. The car is also safe to drive; you can walk away from even a significant crash. Everything about the SpecRacer—including the other drivers, who are a great group of people to hang with at or off the racetrack—makes it a fun car to drive. Also, the cars don't depreciate, so if you buy one, you can usually sell it for close to what you paid for it.

I really like the open cockpit of the SpecRacer. Feeling the air hitting your helmet at over 100 mph just makes it feel like a race car, like you are really racing. On hot days, with the open cockpit, you don't feel like you are in an oven, and it is also cool to race in the rain. You do get wet on your shoulders but not a lot gets on the rest of your body. And, it's the same experience that Formula One drivers have when they race in the rain.

The seating in the SpecRacer is very comfortable and accommodates almost any size driver. There are two seat options, the standard fiberglass seat and a Butler seat. The fiberglass seat comes in one size but can be padded for the smaller driver or modified for the larger driver. This seat doesn't support your ribs and is easy to get in and out of. The Butler seat comes in different sizes and is another option for someone that likes to be more constrained. It has rib supports. With either seat, you have great visibility. In addition to the seating options, the steering position and pedal positions are adjustable. The steering wheel can be moved fore or aft and raised or lowered. You can also get a removeable steering wheel if that is your preference. The pedals can be moved to accommodate a short or tall driver. Drivers above six feet easily fit in the car. I don't think there is any other race car that can fit the range of size and preference of drivers like the SpecRacer.

The SpecRacer handles great. It is predictable and can corner well above [BC1] one G. The suspension is adjustable to meet the style of the driver: the camber, caster, bump steer, sway bars, shock settings and toe can all be adjusted. The sway bars are a great way to adjust the handling characteristics of the car. If you don't like the rear stepping out, you can add grip to the rear to reduce oversteer. Or you can add oversteer. The car can be setup to the driver's preference, and the adjustments can be done quickly and easily compared to a modified street car. The adjustable shocks allow the diver to get the best handling on smooth or bumpy tracks. The car can be adjusted in ways that can make almost anyone happy. The SpecRacer was designed as a race car, and it corners with higher G forces than a street car adapted to race. The car doesn't handle as well as cars with wings, but going around a corner above two Gs starts to stretch my concept of reality. The Hoosier tires that we run get great grip and last for eight to twelve sessions before they need to be replaced. Also, with the racing-designed suspension, the car doesn't roll like your street car does. It feels more like a go-kart and not your grandmother's Cadillac. The SpecRacer runs lap times about eight seconds faster than a Spec Miata, within a second of the Spec Mustang, and about four seconds slower than a GT3 car.

The number of cars that you typically race against is just right: not just one, not too many, and there is not a mix of cars. There are cars that are faster and handle better, but you might be the only one in your class. Now, if you are looking to win every race then the FA, FB, SP, or ASR might be for you—and only you. In my opinion, the Spec Miata class can have too many cars, and there is almost always some significant contact in a race.

There are also other run groups that have many classes of cars on track at the same time. It can be frustrating and dangerous when you pass a car in the corner and then keep getting passed right back in the straights. The SpecRacers are evenly matched and have enough cars on grid to have fun.

Having fun on the track is only one part of driving a SpecRacer. It is a fun group of drivers that run this class. A lot of drivers like the SpecRacer because they are competitive and want to challenge themselves to be the best. You might not win in a SpecRacer, but you will always have someone to race against. The guys I race close to are the ones that I have the most fun with on and off the track. The personal relationships that develop between SpecRacer drivers is great. A lot of drivers meet at the end of the day to grab a beer, to have dinner, or just to hang out. It is cool to share videos and stories.

Drivers range in age from kids that can't get a driver license to people well past retirement. No matter the age there is a lot to talk about before and after on-track sessions.

The people that drive SpecRacers range from doctors to just your average Joe's. You don't have to be super rich to run one of these cars. It isn't how much money you have; it is how good you drive.

The cars are "Spec," meaning that a lot of the parts on the car can't be modified or only come from SCCA Enterprises. This creates a level playing field and keeps costs down. For some of the classes, to be competitive you need to spend over \$10k just to have a competitive motor. And in other classes you won't be competitive unless you have a lot of carbon graphite. The SpecRacer class has a minimum weight high enough that most people have to add ballast to their cars to meet the minimum weight. The motors come from the factory. They are put on a dyno and are all matched in horse power. If your motor or transaxle, which both last for years, requires a rebuild they either go back to the factory or the local CSR (Customer Service Representative) or racing prep-shop. A trans-axle rebuild is not expensive. Parts like oil, filters, hardware, and a lot of generic parts can be bought from your local parts store. The key parts that impact performance are controlled and Spec. All of this is designed to keep cheaters out of the class.

The body is fiberglass. With a steel bodied car any contact results in body damage. Fiberglass, however, is forgiving. There is give, like a fishing pole, and in light contact the body just springs back and often needs no repairs. Also, fiberglass repairs can be done with limited tools and by almost anyone willing to learn. If there is a bigger impact, the cracks in the fiberglass can usually be repaired with a patch of sheet metal and some pop-rivets in less than an hour. If the damage is bad, drivers can usually get a loaner front or rear from another driver or group.

The car is designed like most purpose-built race cars, which makes it relatively easy to repair after a crash. If a corner is hit, the control arms bend before the frame. The control arms can be replaced at the track and their cost is very reasonable. Unless is it a high impact crash, the car can be put back together in hours and raced the same day. In case of a front end crash, all the parts can be replaced in an hour or two and at a much lower cost than any other class of car. For most modified street cars, if you hit the front end you are done for the weekend, but not with a SpecRacer.

[BC1]Is this it can corner "well above one G," meaning that it can corner well when the G forces are above one G, or is it it can corner "well-above one G," meaning it can corner at G forces well above one G. If the latter, just add a hyphen with no spaces between well and above. If the former, leave as is.

# MAKING DREAMS COME TRUE

BY KEN FUKUDA

My first race was last weekend and it's been a whirlwind ever since as I've been trying to lock down this new Instructing/Sales job at a driving academy here at the Nurburgring.

I survived the two week tryout for work, made a really good presentation to the owner and my superiors on how I could bring value to the team, was able to negotiate all my race days off, and will be signing the job offer tomorrow. Even though the pay isn't much and its close to 100 hrs a week, it allows me to pay for food and provide for a roof over my head. I am thankful.

As for the race last weekend, that too was about survival. With just two laps on the Nurburgring in real-life to my name, I finished 7th out of 19 cars in my class, 67th overall out of 163 cars, against some of the best in the world on the hardest-longest-and most difficult track in the world.

It was the single most craziest thing I have ever done in my life, and that includes all of the Africa stories. The sheer number of accidents, speed, changing of weather conditions (sunshine, rain, ice, oil, dirt and debris), and level of competition along with no margin for error racing on this track was nuts, but I was able to keep cool, stay focused, and drive smart.

Only driving at about 8/10ths of my ultimate pace and speed in order to fulfill my objective for race 1 which was to learn as much as I could and also bring the car home in one piece - if you crash on your first time out with a new team as a rookie then word spreads that you're a liability and you're never given a ride again in a pro team, let alone start building towards a career as a paid driver.

Still it was enough to finish higher than most of my teammates including current professional racing drivers:

- Mirko Bortolotti (current Factory Lamborghini driver)
- Alex Fontana (current driver for Jaguar, Kia, and former Lotus F1 Junior Development driver)

As well as ahead of:

- James Clay and Cameron Evans (Drivers currently racing in IMSA for BimmerWorld USA)
- both factory backed Toyota Gazoo Racing team cars
- current Porsche Factory driver and 24 Hours of Le Mans champion, Andre Lotterer (who was also in my Nurburgring race permit class on Thursday, two days before the race)

With all said and done, I finished as:

- highest finishing American in my class (cup 5)
- the highest finishing Japanese driver in the race at 67th overall (second highest finisher was 95th (Factory-backed Toyota Gazoo Racing)
- and 6th highest finishing American overall out of more than 480 drivers - a feat I'm extremely proud of as it hasn't been easy moving here by myself, not knowing the language, all without any team or factory support. I had to, and did, all of the research, logistics, legwork, and meetings myself.

<https://www.vln.de/wp-content/uploads/ergebnisse/2018-03-24r.html>

My next race is on Saturday. I am completely out of money but I will have at least 5 hours each day after getting off work to search for sponsorship - I need 3800 EUR (usually 3600 but my helmet microphone which was brand new stopped working right before Qualifying). Also my tourist visa runs out in 9 days and so have to get that sorted on Tuesday when the



Germans finally return to work after the Easter holiday.

Dreams aren't easy. But thank you for believing in me and lending an ear when I needed one most. I know I can do this. I know now that I do belong, and that I do have what it takes to become a professional racing driver. I am going to keep working hard so that when the opportunity comes I can show it. I am not giving up.



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#0 Tim Weaver, #07 Tim Auger, and #23 Michael Lowe, negotiate turn two.

# SFR DOUBLE REGIONAL 7&8 FEATURING THE SPEC RACER FORD FESTIVAL

BY LYNNE HUNTING PHOTOS BY RON CABRAL

It was a long weekend for the SFR Double Regional Races 7&8 Featuring the Spec Racer Ford Festival at WeatherTech Raceway Laguna Seca. The four days, including the Test Day, were sunny, dry and warm.

There were six Regional Groups, with a somewhat standard SFR regional schedule - 8:30/9am starts, sound windows in effect, and earlier than 5pm finishes each day. Thursday was the Test Day. Friday was Practice and Qualifying, followed by Social for all and dinner for the Volunteers. Saturday called for races into the early afternoon races followed by another qualifying. The Saturday Social was dinner for everyone. Sunday started with one last qualifying session and six regional races plus the SRF Festival race. The earlier-than-5pm finishes on Sunday have proved popular. As has been the case all season, the Sunday group numbers drop off a bit. Overall, the entry was about 150 cars.

It was The Announce Team's turn to select the Driver of the Weekend. They chose Mark Means, who raced his No.45 1991 Miata SSM in Group 7. This was his first-ever race victory and he drove a great race. Means fought off his nearest competitor within 500 feet of the finish line on the last lap. So new to winning, he didn't even know how to pick up his Checkered Flag or run a Victory Lap.



#75 Don Van Nortwick and #51 David Smith make it through turn two after stirring up some dust

The Volunteer Worker numbers were the thinnest we've seen all season, so the crews were lean and mean, with many multi-tasking and/or working two or more specialties. They made it work. All the Volunteers were the Workers of the Weekend, as selected by the Race Chairman and Ambassador. The trophy was presented to Social Chief Nan Mendes, who personified doing what had to be done. With a crew of one, Social put on three dinners, four lunches and Social every night. That's why we're the Region That Knows How ... and Gets It Done!

## RACE GROUP 7A

This all-Miata group with three classes has to run 90 db all weekend,



#51 Scott Vreeland is followed by #6 Fabian Okonski down the corkscrew

so it was the first race of the weekend, at the civilized hour of 9am. Tale of Three Drivers. Phillip Holifield/No.44 had the pole position, and led for eleven of the 17-laps. Tommy McCarthy/No.23 started on the front row but was nerfed by Cole Gibson/No.53 at the start. Gibson and Tim Weaver/No.4 got past McCarthy. Gibson and Weaver ran second and third, with McCarthy in fourth. Young McCarthy dogged Weaver and passed him by Lap Seven. He kept charging and took second by Lap 13, behind Gibson. McCarthy took the lead in Turn Two on Lap 14. and held on to take the Checkered Flag by 0.472 seconds ahead of Gibson - the closest finish of the day. Holifield was third. Weaver turned the fastest race lap of 74.833 mph and finished Fourth - all in the SM class.

Roland Kamber/No.90 finished fifth overall and first in SMT. Mike



#51 Fred Lind leans on it in front of #88 Joe Montana.



#90 Roland Kamber showing off one of four Checkered flags he received over the weekend

LeBouff/No.04 and Leeson Grant/No.03 were second and third in SMT. Jon Parker/No.74 was a SMT podium contender, battling with and leading Grant for much of the race, until the last lap, when Grant passed for third. Parker finished Fourth in class.

Rob Fuller/No.5 won SSM class, in thirteenth place. Second was Mark Means/No.45 and Douglas Alvis/No.46 was third. Means was on the SSM pole, but Fuller got him at the start and led the class for the entire race. Means and Alvis also ran in their positions straight through.

Curtis Johnston/No.49 SMT was the top finishing Novice of the two in the race.

Several cars pushed their limits and found them off course.

## GROUP 6A

The SRF's were the largest group of the weekend, and it was their annual Festival and all that goes with. They had their special lunch Saturday, complete with a Raffle, and ran their Festival Race Sunday afternoon, giving

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them three races for the weekend, all complete with trophies and points.

The Saturday race was the second of the day, with a strong breeze and warming temperatures. Their group was the other large group which had to observe a 90db sound window all weekend. They had split starts for all their races - 30 SRF3's and nine Gen2's.

Pole sitter Mike Miserendino/No.11 SRF3 led from start to finish, always leading the race at S-F. But the front pack was tightly racing, and Mark Ballengee/No.97, who started second and ran so for more than half the race, swapped the lead at least once. Miserendino regained the lead



#29 Joel Karam and #36 Randy Mcayael.



#44 Philip Holifield leads the 25 car Miata field into turn two..



Formula Fords turn out for Laguna Seca



#98 Lorne Leibel races with #94 Lawrence Murdter.

in Turn Seven on Lap Five. Meanwhile Scott Monroe/No.47 crossed the tapes in third behind Ballengee. Those two had a meeting of the minds in Turn Two early on in the half-hour race, but both were able to continue. A lap later, Kevin O'Connor/No.91 Gen2 spun out in Turn Four and in coming back on track, contacted Ballengee, leaving him unsafe off course. This brought out the Safety Car. Both cars continued and pitted, O'Connor smoking. He retired. Ballengee tried for one more lap, and then retired.

The drivers got frisky after the restart, with more spins and more body contacts involving Joseph Viso/No.04 and Nei Ng/No.5, and Paul Marino/No.14 and Andy Hettrick, again bringing out the Safety Car. Hettrick retired.

Monroe and Lee Douglas/No.2 - who had moved up into third - continued in their respective positions and finished in that order. But there was dicing especially on the last lap, with the lead changing around the course. Douglas moved into first by Turn Seven, Monroe led in Turn Ten, but Miserendino, from Cal Club, won. His Margin of Victory was 0.824 seconds and he turned the fastest race lap of 80.979mph.

Mark Emmert/No.73 SRF2 was the top finishing Novice in this group, coming in sixth in class.

In the SRF Gen2 class, Hank Raymond/No.12 won, with Yehia Eissa/No.16 and Michael Woolley/No.01 finishing second and third. They ran in that order, staying out of harm's way and steadily moving forward, as the race progressed.

Several drivers tested the boundaries - of their cars and of the track. Most corners saw action one time or another. With the two Safety Car situations, they ran a thirteen-lap race.

Twenty-six of the 31 finishers were on the lead lap. Aaron Davenport/No.23 SRF3 was the top finishing Novice, of the three in the group.

### GROUP 3A

Nine of the 15 classes in this group were represented, with 24 cars in the field. After the overactive SRFs, Group Three was calm by comparison and being the swift thumper class, managed to run a 20-lap race in their half hour. Granted, only one car ran that twentieth lap, but still ...

Young Steve Aghakhani from Cal Club had the pole, shaking down his new GT1 2016 Lamborghini with the fancy rig and a cast of thousands. Well, maybe only a few crew and a couple of professional videographers chronicling his every move. He had the pole position with a lap of 1:27.758. good for 91.807 mph. Aghakhani led every lap and his Margin of Victory was one lap - the largest of the weekend. He won overall and GT1. The flaggers got to practice their Blue Flag skills more than they had in a long while. The flashy car turned the fastest race lap of 90.622 mph/1:28.906. The teenager exhibited maturity beyond his years in that he drove smoothly, never made a rash overtaking pass, and was respectful and courteous when in traffic.

Rob Davis/No.95 Camaro started and ran sec-



#91 Kevin O Connor and #71 Jerry Aplas



The opening lap of the group seven race.



#15 Alexander Bermudez and #66 Brandon Lewis



#12 Michael Bernstein in his 2010 Piper DF5.

ond for most of the race until third-place starter, Tom Mueller/No.67 Porsche GT3 passed him three laps from the finish. Mueller took second in class and overall, with Davis third. Fourth overall and in GT1 was the top Novice, Dino Crescentini Jr/No.34 Porsche 911. The young Cal Club driver is taking after his father, a Trans-Am racer. Fifth in GT1 and overall was Joe Montana/No.88 Ford Fusion. This was the most GT1 cars running together in a long time.

Lars Mapstead/No.69 Porsche GT was the top GT2 finisher. He started third, in the middle of the GT1 pack, and was slowly overtaken by them to finish sixth overall. Mark Kibort/No.19 Porsche 928 started and finished second in class. Third was Robert Roumimper/No.54 Datsun

240Z.

Roger Eagleton/No.3 Mustang won T2, with Scotty White/No.27 Mustang second, and Igor Gandzjuk/No.29 Mustang third, despite his rough ride off course. Clark Nunes/No.79 Mustang had the T2 pole, but Eagleton got by him at the start and never looked back. Nunes ran second until Lap 15 when he drove off in Turn 8 and beached it in the gravel. His race was over. White and Gandzjuk moved up in positions.

David Witkowski/No.77 Porsche 911 won GT3 and gave his Checkered Flag to Karen Cantu of the Emergency Crew on Turn Five.

Fred Lind/No.07 Ford Lightning took SP honors; David Smith/No.51 BMW E46 won ITE; Tim Sullivan/No.58 Corvette won T1; Bill Okell/No.7 MG Roadster won N3; and Roland Kamber/No.90 Miata won EP.

Other than the Lamborghini passing everyone at least once or twice, the race itself had little action. A few cars checked out the dirt or gravel, and one spun. Twenty-two of the drivers finished. With such a wide speed disparity in the nine classes, eight finished one lap down, five were two laps down, and so on, with the last finisher six laps down.

### GROUP 4A

This was, again, the smallest field of the weekend,



#44 Rod Rice followed by #68 Paul Rodler



#82 James Chartres



Doug Alvis in the lead

and one of two incident-free races of the day. Nine of the 12 entries qualified - eight of them FFs, with one CF. No FV, FST or F5's this time. Ten raced, with Dave Jalen/No.50 Mygale FF starting in the back as he had to work Friday.

Chuck Horn/No.2 Spectrum FF had the pole position and he won. His Margin of Victory was 1.481 seconds, and he turned the fastest race lap of 84.219 mph. Young Cal Club driver, Courtney Crone/No.4 Piper DLZ started on the front row, but was eventually passed by veteran Denny Renfrow/No.11 Piper/Honda. The sixteen-year old is a protege of Lyn St. James, and often races a World Speed FM in the FA class.

All ten drivers finished. Jalen started last and finished seventh overall and in class.

### GROUP 2A

This is the fastest group, with seven of its 13 open-wheel classes represented. It was the first race after lunch Saturday and it was warm, with a moderate breeze. It didn't get off to a good start.

John Yeatman/No.08 FE Van Diemen stalled on the grid and required an immediate tow. The race had a late start.

Jim Devenport/No.23 Norma had the overall and P1 pole position with a lap time two + seconds faster than his nearest competitor. He led every lap, won by a 7.005 seconds, and turned the fastest race lap of the day at 95.486 mph.

The first four laps of the 19-lap race was calm, until Stephen Temple/FS No.42 Van Diemen slowed and stopped near the Start-Finish bridge. The Safety Car came out while he was towed away.

After the half-way mark, there was a rash of spins and offs. Vasili Stratton/No.26 P1 Wolf spun off in Turn 3 and nearly collected Geoffrey Fass/No.85 FC Van Diemen upon re-entering.

Randy Cook/No.9 JDR, long-time SFR driver coming back after a hiatus, had started fourth and ran there until Lap 15 when he passed Perry Richardson/No.75 Stohr in P1, to take third. Cook then passed Rod Rice/No.44 Stohr on the last lap to finish second and first in FB. Rice finished third overall, second in FB.

Second and third in P1 were Richardson and Bruce Brown/No.62 Stohr.

FC had eight cars. Scott Vreeland/No.51 Van Diemen had the pole position, starting fifth overall, and won the class. The FC field was passed by the prototypes and FAs, and finished all together, tenth through seventeenth, one lap down. Finishing where they started, second and third in class, were Paul Rodler/No.68 Van Diemen and Ken Rozenboom/No.81 Van Diemen,

Edd Ozard/No.32 Swift won FA; John McIntyre/No.22 SRF3 won ASR; Yeatman/No.08 Van Diemen won FE; Lisa Devlin/No.11 Star Formula won FM; and Stephen Temple/No.42 Van Diemen won FS.

Twenty-three of the 24 cars finished the race.

### GROUP 5A

This was the last race of the day, second after

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lunch. It was hot and breezy. The groups 18 classes, of which seven were represented. Clark Nunes, running his second race of the day in his No.79 Mustang, this time in SMG, had the overall pole position. But he had an accident on the first lap and retired.

Roger Eagleton/No.3 Mustang started on the front row, took over top position and led to the Checkered Flag, winning by a 46.594 second margin and turning the fastest race lap of 79.784 mph.

Tim Weaver/No.07 Acura in the STL class started third, and finished second, but was disqualified for a non-compliant engine.

Lorne Leibel/No.98 Mustang, running in SMG, didn't qualify so started at the back. He gained fourteen positions on the first lap and ran fifth until Lap 13 of the 18-lap race. He steadily moved up to third. He was credited with a second place finish. Third in class was Michael Lowe/No.23 Mustang.

The three IT classes were mostly Miatas. Lawrence Murdter/No.94 Miata won ITA, followed by Billy Crane/No.06 Miata and Frank Russell/No.34 Miata. The top Novice was Ben French/No.84 Mazda RX-7, finishing seventh in ITA.

ITX was won by Jon Parker/No.74 Miata. The ITS winner was Mike Herbert/No.43 Miata. Second and third were Joel High/No.40 Miata and Novice Eric Poulsen/No.48 Porsche 944.

Tim Auger/No.07 Acura won STL; Lynne Griffiths/No.31 Mustang GT won AS; and Tim Sullivan/No.58 Corvette won SSC5.

More than a few drivers tried agricultural racing, some more than once, and a couple had a rough ride. Nineteen of the 21 starters finished the race.

#### RACE 6B

This was the first race Sunday morning, and the second of three for the SRF group. Thirty-six qualified and 35 raced. They had a split start, with 28 SRF3 and eight SRF2 cars. Mike Miserendino/No.11 again had the pole and again won the race, turning the fastest race lap of 81.971. And he set a new SRF3 track record of 1:38.288.

Mark Ballengee/No.97 started and finished second.

Lee Douglas/No.2 gridded third, where he ran for ten of the 16 laps in the half-hour race. Scott Monroe/No.47 started fifth but fell back to eighth. He moved to seventh for three laps before then moving up quickly to run behind Douglas. Monroe passed Douglas for third and kept it to the finish. Douglas finished fourth and Paul Marino/No.14 finished fifth, after starting eleventh.

Aaron Devenport/No.23 SRF3 was the top Novice, finishing seventeenth in SRF3, in the large field.

In the second class of this group, Hank Raymond/No.12 had the pole position, starting twenty-fifth overall. He steadily climbed up incrementally at times and other times steeply, to finish first in class, eighteenth overall. Gridding and finishing second and third were Yehia Eissa/No.16 and Ken Woolley/No.01. Each had a similar climb to their finishes.

#### GROUP 4B

This time, eight cars qualified in this smallest group and ten raced - nine FF cars and a single CF. Two FF drivers Steve Meyer/No.48 and Chuck Horn/No.2 started at the back. The distinctive yellow and black bumblebee car of Denny Renfrew/No.11 Piper/Honda had the pole position. This



The tail says it all, "Thanks SCCA workers"



Spec Mustang letting it all hang out



#3 Roger Eagleton and #54 Robert Roumimper race for overall position



#91 Kevin O Connor

race was notable for the high number of sound calls and for how far over they were.

By Lap 2, Horn was up to fourth place. Then, as the lone female driver, Cal Club teen Courtney Crone/No.4 Piper DL7 was passing Renfrew, he spun in Turn 5. Next lap by and Horn took the lead. Meyer also was working his way quickly through the pack, getting to third by Lap 7.

Meanwhile, back in the pack, Doug Learned Jr/No.17 Piper DL7 was having sound issues and was black flagged. He returned to the track, and Dave Jalen/No.50 Mygale FF was flagged for sound. Then Crone was flagged for sound and it took awhile for her to pit. Sound constraints and SCCA GCR say one must pit and make repairs before returning to the



#6 Steven Aghakhani driving a 2016 Lamborghini Huracan Super Trofeo



#58 Tim Sullivan and #06 Billy Crane



#98 Lorne Leibel and #29 Igor Gandzjuk

course after a sound violation.

While all the sound cars were being flagged, pitting, repairing and re-entering, Manuel Leonardo/No.52 Piper Michael Bernstein/No.12 Piper were having a nice race of their own.

At the half-way mark, it was Horn, Brad Hayes/No.7 Piper DL7, Meyer, Renfrew, and Leonardo.

Jalen got flagged again for sound, and so was Renfrew. Jalen pitted and retired. Crone was again flagged for sound, pitted and retired. On the last lap, Learned was flagged again for sound. With so many cars spending so much time in the pits repairing sound problems, Learned didn't lost his seventh place finishing position despite incurring a one-lap penalty for his sound violation on the last lap.

Horn won the race, with a 21.800 second lead over runner-up, Meyer. Horn turned the fastest race lap of 84.283 mph. Finishing third was Hayes. Jack Baringer/No.19 Crossle won CF, finishing sixth after starting eighth. There were no FV, F5 or FST drivers.

#### GROUP 7B

This was the last morning race before lunch, and already it was nearly 80 degrees with just a gentle breeze. Tim Auger/No.07 SM had the overall and SM class pole position. Roland Kamber/No.90 had the SMT pole, starting Fourth, and Mark Means/No.45 was on pole for SSM, gridding sixteenth.

It didn't take long for this frisky, racy group comprised of three Miata classes to have an incident. Bradley Oneto/No.95 SSM and Sarah Bibi/No.41 SMT contacted in Turn 2, causing Oneto to spin and hit the tire wall in Turn 3, bringing out the Safety Car. Oneto was able to continue, with help, but only lasted seven laps before retiring.

Tim Weaver/No.4 SM took over the overall lead on Lap 5, keeping it for four laps before Tommy McCarthy/No.23 SM took in Turn 8 and held it for two laps. McCarthy went wide in Turn 6 and Auger regained the lead in Turn 8, which he held until the last lap. It was a frantic lap with Weaver chasing down Auger, Kamber moving up from Fourth and passing McCarthy. Weaver passed Auger in the last few feet before the Checkered Flag. The Margin of Victory was 0.521 seconds, the closest of the day. Auger



#7 Bill Okell

claimed the fastest race lap of 74.266 mph.

It was Weaver and Auger - first and second overall and in SSM. Cole Gibson/No.53 was third, finishing Fourth overall, with McCarthy and Phillip Holifield/No.44 Fourth and fifth in SSM.

Kamber finished first in SMT, third overall. Second and third in that class were Mike LaBouff/No.04 and Leeson Grant/No.03.

Means won SSM, followed by Rob Fuller/No.5 and Douglas Alvis/No.46. Two Novices were in this class, with David Samuel/No.18 claiming top Novice honors.

Curtis Johnson/No.49 SMT was flagged for sound and retired, credited with 13 laps in the 16-lap race. Twenty-three of the 25 starters finished the race.

#### GROUP 3B

To no one's surprise, Steven Aghakhani/No.6 GT1 Lamborghini had the pole position. Twenty-one qualified and 22 raced. ITE driver, David Smith/No.51 BMW E46 started at the back.

The top eleven cars finished where they started, and never changed positions. The rest of the field pretty much finished where they started, with minor position changes. The top two finishers were the only cars on the lead lap.

Aghakhani won, by a margin of 1:07.600 ahead of runner-up Rob Davis/No.95 Chevrolet. Aghakhani had the fastest race lap of 91.185 mph. They were first and second in GT1. Finishing third in GT1 was Tom Mueller/No.67 Porsche GT3R. The top Novice was Cal Club's Dino Crescentini, Jr/No.34 Porsche 911 GT3, finishing fifth in GT1, sixth overall.

SP pole sitter, Fred Lind/No.07 Ford Lightning, won the class, finishing fourth overall.

GT2 was won by Lars Mapstead/No.60 Porsche GT3, coming in seventh overall. Second and third in class were Robert Roumimper/No.54 Datsun 240Z and Behram Soonawala/No.81 Porsche 911.

Tom Wickersham/No.01 BMW Z-4 finished eighth overall, winning T2, followed by class pole sitter, Clark Nunes/No.79 Mustang, and Scotty White/No.27 Mustang.

Tim Weaver/No.0 Miata is listed as finishing fourteenth, winning ITE - the only entry. He's not shown on the Qualifying Results or on Saturday's sheets.

Roland Kamber/No.90 Miata won EP; Dave Witkowski/No.90 Porsche 911 again won GT3; Bill Okell/No.7 MG Roadster won N3; Tim Sullivan/No.58 Corvette won T1. Roger Eagleton, usually a front-runner in his familiar No.3 Mustang gridded fourth in T2 but retired with mechanical issues after three laps.

#### GROUP 2B

This race, for Wings and Things, had 22 starters, from a 23-car field. Jim Devenport/No.23 Norma had the overall and P1 pole position for the mid-afternoon race. It was hot and breezy.

Bruce Brown/No.62 Stohr gridded third in P1, fifth overall, but pitted on the first lap. Otherwise, the first half of the 22-lap race was incident-free and fairly processional with minor positions changes. Later there were several spins but no drama and the parade continued. Lynn Greenhill/No.88 Van Diemen pulled his FC off course in Turn 2 and retired close to the end of the race. He was joined two laps later by FE driver, John Yeatman/No.08

Van Diemen.

Devenport took his second victory of the weekend, with a 27.126-second Margin of Victory ahead of Rod Rice/No.44 Stohr, who won the FB class. Devenport also had the fastest race lap of the weekend, at 96.791 mph. Second and third in P1 were Perry Richardson/No.75 Stohr and John Manifroy/No.18 Stohr, finishing third and fifth overall, respectively.

Scott Vreeland/No.51 Van Diemen won FC from the class pole position, with Paul Rodler/No.68 Van Diemen and William Jordanov/No.59 Van Diemen coming in second and third in class.

Edd Ozard/No.32 Swift won FA; Stephen Temple/No.42 Van Diemen won FS; Yeatman won FE; Lisa Devlin/No.11 Star Mazda won FM and Robert Sachs/No.09 SRF3 won ASR.

#### GROUP 5B

This Alphabet Soup group with more classes than any other group, and perhaps the fewest of its classes represented - half. Twenty-one drivers raced, and all finished. And Clint deWitt/No.54 Mini Cooper set a New Track Record for BSpec, at 1:57.467. Good thing he fixed his transponder after qualifying, as it failed, and he started the race at the back due to no recorded times.

Clark Nunes/No.79 Mustang had the overall and SMG pole position. Roger Eagleton/No.3 Mustang qualified on the front row, but didn't run the race.

Despite the diversity of classes and speed differentials, the race was somewhat of a high-speed motorcade, with little passing for position - especially up front. The top four finished where they started, with no changes at all. Some of the position changes were among different classes so were non-affective, class-wise.

The top three overall and in SMG were the Mustangs of Nunes, Lorne Leibel/No.98 and Igor Gandzjuk/No.29.

Billy Crane/No.06 Miata won ITA with Lawrence Murdter/No.94 second and Ron Patrick/No.89 third.

Jon Parker/No.74 won ITX; Lynne Griffiths/No.32 Mustang won AS; Wilson Powell/No.77 STL took STL; deWitt won BSpec and a new Bspec Track Record; and Scotty White/No.27 Mustang won T4.

#### SRF FESTIVAL RACE

This was the last race of the day and weekend, with the day ending mid-afternoon. Even so, there were ten DNS drivers, seven from out of region and no doubt already headed home. The grid for this race was set by fastest times in previous sessions. The field was 26 strong, with six out of region drivers, including two from Texas and two from Oregon. The Cal Club driver, Mike Miserendino, who had cleaned up earlier in the weekend was also a DNS. The race had a split start, with the seven SRF2 group starting second with its own Pace Car.

SFR driver, Bill Booth/No.57 was on pole. He led the first three laps before being passed by Houston Region driver, Scott Monroe/No.47 who had gridded third and moved up. Monroe held on for the remaining laps to take the Checkered Flag. His Margin of Victory was 0.644 seconds, the second closest of the day. Booth dropped back and finished third, but turned the fastest lap of the race at 79.929 mph. Finishing second was Lee Douglas/No.2 of Oregon Region, who started fourth and moved up to second by Lap 6. Rounding out the top five were Michael Boyle/No.53, who has started second and Scott Peterson/No.54, who gridded eighth.

The top SRF2 was Hank Raymond/No.12. Second and third were Yehia Eissa/No.16 and Michael Woolley/No.01.

Starting out to have a good run was Brandon Lewis/No.66 SRF3, gridded 12th. He moved up to eighth before falling back to seventh for two laps and then retiring. He was the only DNF in the 15-lap race. Eighteen of 25 drivers finished on the lead lap.

Aaron Devenport/No.23 SRF3 was again the top Novice.

The next regional race weekend is with the Sonoma Majors, and the next double regional is again at WeatherTech Raceway Laguna Seca in July, our penultimate club race of the year. Again, thanks to all the Volunteer Workers who pulled together to staff and operate the race weekend!



#69 Lars Mapstead winner on both days



Winner three times over Hank Raymond #12 SRF



#36 April Halliday takes a wide line as one of the SMG cars ducks underneath



#08 John Yeatman FE

# SAVE THE DATE!!

## Saturday, November 10, 2018

### SFR SCCA Annual Awards

### Dinner



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

**BoD Meeting: 8:30-11:30am**

**Annual Membership Meeting**  
**12:00-2:00 pm**

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

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

**Dinner 7:00—????**

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Ingrid Ansell finished second in CAML in a 1972 Corvette.

## SFR SOLO II ROUND 6 , BACK AT CROWS LANDING

BY RYAN PANLILIO PHOTOS BY PAUL TIBBALS

Round 6 of the SF Region's Solo II was held at Crows Landing on June 9, 2018.

Ric Quinonez led a trio of Toyobaru twins in SSC in a 2013 Scion FRS. He was followed by Ed Rynnion in a '16 FRS, while Dennis Quilantang took third in his '13 Subaru BRZ.

The all-Mustang podium in STP was led by Troy Jennings in a 2014 GT model. John Fabela, in a '15 model, finished second, while Glenn Bennett finished third in a '16 model. Kim Jennings took the top spot in another all-Mustang STPL in a '14 model. Kat Flater came in second in a '06 model, with Colleen Echter rounded out the top three in a '16 model.

Todd Winstanley took the top spot in STR in a 2008 Honda S2000. James Laeno, in a '09 Mazda MX5, finished second, while Mark Lewis took third in a '16 Miata. Moninca Tsang was uncontested in STRL in a 2003 Toyota MR-S.

Jason Hammond, in a 1982 Honda Civic Si, took first place in STS over Michael Gleaton, who was in a '90 Miata.

Matt Ales finished in first place in STU in a '03 BMW M3. He was followed by Paul Tibbals for second place in a '06 Subaru STI. Nipping at Tibbals' heels was Hal Dorton in a '03 BMW M3. Carole Zepeda ran uncontested in STUL in a '17 Ford Focus RS.

Mack and Justin Tsang took first and second place, respectively, in STX in a '13 Subaru BRZ. Tony Rodriguez rounded out the top three in a '13 Scion FRS.

Ben Martinez took the top spot in M class in a Mod (C-). Martinez was followed by Douglas Hargrove in a 1972 R&D special (F-). Ben Nguyen took third in a '16 Exocet (E-).

Frank Stagnaro, in a '65 Shelby GT350 (C-), finished in first place in P-class. He was followed by Tom Exley in a '87 Mazda RX7 (X-), with Jesus Villareal in the last podium spot in a '98 Chevy Camaro (C-). How-

ard Wolf took fifth place in a '82 Toyota Starlet (D-).

Jake Obinski finished in the top spot in SM-class in a '94 Miata (SSM). Kelly Prior, in a '01 Miata (SSM), came in second, while Erick Gnesa rounded out the top three in a '09 Porsche Cayman S (SSM). Kristian Hoffman finished in fourth place in a '89 Honda CRX (SMF). Lisa Gnesa was the lone driver in SML in a '09 Cayman S.

Steve Lau, piloting a 2011 Porsche GT3 RS (S-), took first place in SP-class. Rob Boynton finished in second place in a '02 Porsche GT2 (S-).



Douglas Hargrove used his last run to get second place in FM.



Tom Exley piloted his 1987 RX7 to second place in XP.

Close behind Boynton was Micah McElravy in a '91 Miata (C-). Justin Tang finished sixth in a '86 Toyota Corolla (F-). Tara Shapowal led Renee Russell in SPL. Shapowal was in a '11 Porsche GT3 RS, Russell in a '90 Miata.

Erika McKee ran uncontested in JA in an Emmick Viper.

The CAM class was led by Scott Fraser in a '66 427 Cobra (-S). Fraser was followed by Karlton Lew in a '06 Corvette Z06 (-S) for second place, while Chris Cox finished third in a '15 Mustang GT350R (-C). Manuel Ruiz finished fifth in a '70 Camaro (-T). Stacie Naumann led Ingrid Ansell in CAML. Naumann was in a '66 Pontiac GTO (-T), while Ansell was in a '72 Corvette (-S).

Jim Barnes led a trio of Corvettes for first place in BSPV in a '68 model. Manny Pretti came in second, while John Alvarez finished third in a '65 model. Sharon Alvarez was the lone driver in BSPVL in a '65 Corvette.

Shelly Monfort outdrove co-driver Ken Mollenauer for first place in AS class. They split driving time in a Corvette. Don Lew finished third in a '08 Corvette Z06.

Justin Moore ran uncontested in BS in a '06 Cayman.

The all-droptop CS class was led by David Peterson in a '16 MX5. Arvind Govindaraj came in second, also in a '16 MX5, while Lloyd Feaver rounded out the top three in a '03 Boxster S.

Mark Scroggs, in a '16 Camaro Turbo, handily took the top spot in DS. He was followed by Jeff Eikenberry, also in a '16 Camara. Howard Yang finished in the last podium spot in a '17 Alfa Romeo Giulia.

Alex Kang led a trio of Toyota MR2 Spyders in ES class. Kang took the top spot over co-drivers Ryan Cirillo, in second place, and Youmna Zalzal in third place.

William Lin needed his last run to take first place in FS in a '15 Camaro. Gary Fazekas also needed his last run to finish in second. Keith Bullock took the last podium spot in a '14 Mustang.

Hot hatches filled the GS class, with Brandon Osborne taking the top



Kristian Hoffman, in a 1989 CRX, took fourth place in SMF.



Sean Breeze took fourth place in CAM in a 1989 Corvette (-S).

spot in a '17 Focus ST. Chris Kannan took second in a '16 Focus ST, while Yongzhe Wen finished third in a '13 Focus ST. Pam Kannan was the lone drive in GSL in a '16 Focus ST.

Maggy Kelly ran uncontested in HSL in a '97 Camaro RS.

Monty Pack, in a '14 Porsche GT3, finished in first place in SS class. Close behind was Bryan Heitkotter in a '16 Porsche GT4, while Al Patterson rounded out the top three in a '17 Dodge Viper.

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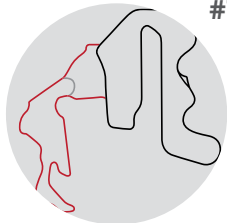
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# THUNDERHILL REPORT

BY DAVID VODDEN

The final SCCA Club race of the year set for August 31 and September 1-2 here at Thunderhill Raceway Park, #TRP. This is before the final SCCA Club race of the year set for August 31 and September 1-2 here at Thunderhill Raceway Park, #TRP. This late summer weekend is also known as the "Salute to Tom McCarthy!"



It is also known as the 2019 Spec Miata Festival with all that this brings to the table. It is clearly the

2018 Double Point Season finale where class champions will be determined. It is also known as the 70th anniversary of the San Francisco Region of the Sports Car Club of America if you base it on our Region starting life in 1948. I have the corporate seal of our 501 C-4 organization that says that the "Company" started in April of 1953. I guess it existed before that date as a non-entity or as a group of friendly SCCA members who met somewhere and raced? Finally, since the Club is not racing in October at Thunderhill for the first time since I can remember, this event will make mention of the 25th Anniversary of the track after which I named this column. Too much to think about for sure but we can focus on the first few items and the 25th anniversary celebration of Thunderhill for now.

You should race this season-finale event. Please do. Check your calendar. Know that there are no more SCCA Club races here, or anywhere in the Region, until March of 2019. Remarkably, that is seven months later. There are other groups that run here that you could join but this is the one race weekend you should not miss. There will be awesome food. There will be a Friday dinner for the Spec Miata Festival. There will be a Saturday night celebration for Tom with a taco-bar dinner and music. We will unveil the awesome three-dimensional plaque honoring Tom. There will be some pretty good speeches from folks like Kevin Jenkins, David Arken, Mike Haag, Tommy McCarthy, Ron Treadway, R. J. Gordy, Barbara McClellan and yours truly. Wow! It does not get any better? Think lots of valuable door prizes! Think, last chance to race your car. Think FUN!

Everyone hopes that there will be a big turn-out so tell that husband of yours that you want to come to Thunderhill and dance until the music stops! The event will use the five-mile course so that is another reason to come do something different. Not everyone has the skill to successfully negotiate two tracks made into one. You can do it, but you need to sign up early and often! We want to have over 100 entries and we want to end the 2017 SCCA racing season

with a splash and double points! Please sign up and bring a friend. This could be the biggest F-500 race of the year!! Be a part of history! Be there!!

Thunderhill is looking for a company of size to locate at the new Office and Shop complex situated in the very center of all operations at Thunderhill Park. Of the eight [8] shops in this new complex, six are spoken for leaving two remaining for you and someone like you.

The office space, show-room, conference room and more is huge and would have been ideal for a Sim Racing or Bondurant business model. You can make it ideal for you and take advantage of the seven-day-a-week, 365 days a year of business that puts men and women who value being at a track at your door. You can see this new complex when you race in the SCCA season finale August 31 and September 1-2, here at Thunderhill Park. Don't wait, however, if you want one of the remaining 1375 square-foot shops with 14' x 14' bay doors and a man door. The rent is \$1,300 per month. At the rate things are going there will be no garages available at Thunderhill Park in the not-to-distant future. We have forty garages adding the "Big New Eight [8]" to the list, and they are a hot commodity to be sure.

Some day the big skid pad area, that now is the site of three [3] Sacramento Chapter Solo events, will be all cottage industry businesses that will thrive as Thunderhill continues to thrive. Ultimately, Thunderhill could become the one remaining recreational motorsports facility in the North State. Remember we are twenty-five years old but our business plan goes out fifty years. We do not depend on any one or two big events to keep the business running. Heck, we are even leading the way in alternative energy and autonomous vehicle research. This is an ongoing part of our current business activity. We should have more of these events here soon!

Attention Solo competitors: Mark down August 18-19; September 15-16 and October 13-14 for the three big Sacramento Chapter Solo events on the huge and billiard-table smooth auto cross course here at Thunderhill. The Sacramento Valley Porsche Club of America [PCA] just completed an auto cross event at Thunderhill. All in attendance raved about the outcome.

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Auto crossers may have a geographical identity but they compete where they want to. They are expecting entrants from all over the Solo community including many who will become or who are National Solo Champions, to participate in these solo events at Thunderhill. Remember, all you need to be a solo competitor at any of these Thunderhill Solo events is a car and a smile. You can do the rest at the event on play day! It helps to love cones.

With the Sacramento Drag Strip scheduled to close at the end of next year, we are looking into a dragstrip for recreational users. In drag racing, this includes grudge, bracket and sportsman class racing. I was exposed to drag racing in a big way at Baylands Raceway Park and saw that, at the grass-roots level for recreational events, it is a pure money maker. This one is far from done but what generally happens when I get an idea is that you all see it in action some number of years later. This one would be great and different and hedge our bets against one or more segments of the business having a down-turn of significance. Stay tuned of course.

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SRF3 #865: Built 2009, Converted by Cerini Motorsports Jan 2017. Gearbox rebuilt Jan 2017, Butler Seat & new style Butler "HALO", AIM MXL Pro 05 Dash, New Style UCAs, New Style Toe Adjusters, 2 Sets New Style Wheels, Laguna Muffler, AMB Transponder, Thermal coated headers, PBS Quick Jack, MSR Alignment Bars. SPARES: Nose, Uprights, Hubs, LCAs, Steering Arms & Box, Spare Half Shafts, & much more \$35,000 415-298-3917



Race ready Formula Renault 1600. Pristine Italian carbon fiber chassis. Sealed fuel injected engine w/computer management system, electronic dash panel, data logger, automatic lap counter & radio system. Inboard suspension, adjustable wings, rear diffuser, fire extinguisher system & 8 alloy OZ wheels. Many spares plus trailer! \$18,000 in California, call 707-449-8304.



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



2004 Pro Mazda For Sale - \$28,900 Quick Car! Excellent condition!! Professionally maintained by Auto Spa. Recent motor rebuild. 100% race ready Expansive Spare Package Available - \$2,900. Spare Tub Available - \$3,900.

Inclusive, steering Column, Master Cylinder, Pedal Assembly, Wiring Loom, Switches/Cables TAKE IT ALL FOR \$34,500!! \*\*STREET TRADES CONSIDERED\*\* Edd Ozard 925.200.7509 eozard@pacwestsolutions.com



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

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



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

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



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



Super competitive SRF Gen 2. Top 10 in Runoffs past 2 years. Fresh national motor+ quality regional motor. 3 sets of wheels with tires including new rains. Brakes and rotors have one race session. Re-built transmission last year. \$15,500. Open trailer available for \$1000. Call/text Dan @ 443.742.7702



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

## FENDERED RACE CARS



Porsche 944 Racecar + custom built enclosed trailer: \$25,000. Car: 2.8 Four Cyl., Fully re-built transaxle with <25 miles, New front brake pads, rotors in good condition, Stainless brake lines front/rea, 2 Spare Hankook Ventus tires and 4 BRAND NEW Forgeline wheels (\$1500), Miscellaneous recent upgrades and spare parts. Trailer : 18 ft long (not including tongue), 80 inches usable width inside. Contact: Scott - 415 656 7816



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

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



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-PAC Division GT-3 Championship & 1997 NASPORT Championship. Fastest GT-3 trap speeds at the 2014 SCCA Runoffs at Laguna.

This car could position you to win the 2018 Runoffs. This is a very safe, well-maintained car designed and engineered to be managed by one person. My services are available for the West Coast tracks & the Runoffs. \$35,000.00 - Includes 2 motors, 3 sets of wheels, extra carbonfiber body parts, 24' Haulmark enclosed trailer and my complete inventory of spares With 23 years of continuous development and more than \$125,000 invested, this is a winning car! (510) 812-1140 chuck@amtmetals.com



For Sale: Weaver chassis TransAm/GT-1 Corvette. Retiring - everything must go. Prettiest rig & car at the track: show quality Kenworth, "Cup" motor by pme; numerous track records; prepped & race-ready; numerous spares; \$200,000/OBO (707)765-0153 brempfer@sonic.net



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

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



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

Brand new chassis. Victory circle with Port City front clip. Car has never seen the race track. Have items to add to build such as fuel cell, headers, rear end, shocks. Message more more info. \$2000 for chassis, \$7000 for everything. Willing to split items. 916-425-6251

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

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



1999 Spec Miata. Well sorted car, super reliable and many podium finishes in SCCA Calclub. ACT Clutch, Koyo radiator, Torson diff, SS brake lines, Racetech seat with head restraint, manual steering rack, Momo steering wheel with quick release. AIM MXL data system. 2 sets of Team Dynamic wheels. Come with spare parts. Current SCCA log book.

E-mail me for more pictures and video of races. fhu@performancecomposites.com \$15,550 OBO. 310-927-4368

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



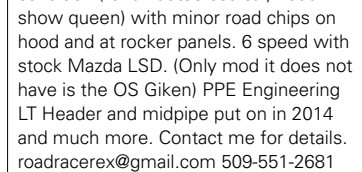
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For sale: 2006 Winning Blue MX5. Full STR prep. I drove this to second in pax at last SSSCC event of the season by 0.1 seconds. Two sets of wheels with good rubber. RE71R'S and R1R's. \$13000 obo Will deliver with a deposit up to 1000 miles from 99338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

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



FOR SALE, 1967 FORD CORTINA, \$1500.00 OBO. In excellent condition 4 door Ford Cortina. I am selling this for my race partner John True. He bought the car from a gentleman on a business trip many years ago and had it shipped here in Reno. I put a better intake manifold with a Weber carburetor on it and it runs great. It has the 1500 cc engine with a 4 speed. The car is really clean and straight. No title, but I know there are ways of getting it. It is clean title as

we know. The White with white/blue interior; very clean and straight. Great little car and fun to drive. I will text pictures if you ask. Paul Gilbert, 775-762-4431, paulracer152@sbcglobal.net

## SPEC MIATA



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



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



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

## STREET CARS



1972 Camaro Street Rod. Single family owned since purchased new in November, 1971. 105,200 miles on chassis. Subtle 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

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



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

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 virtu-

ally brand new. Cost me over \$1000, asking \$500. Contact Rich at con-erunner@yahoo.com



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

Sports Racer1979 zink-14 P-1 car project. Retiring from SCCA. fresh Kawasaki ZX-14R engine, new chain, new quaffe LSD, new rear wing, good tires(slicks) Two sets of 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

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

## SHOP/STORAGE SPACE

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

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

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

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

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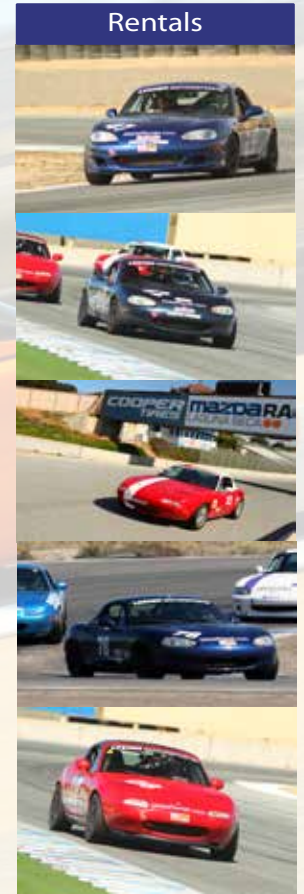
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