



VOL. 57 | APRIL 2016

The wheel[®]

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



DRIVERS SCHOOL 2016

p. 10

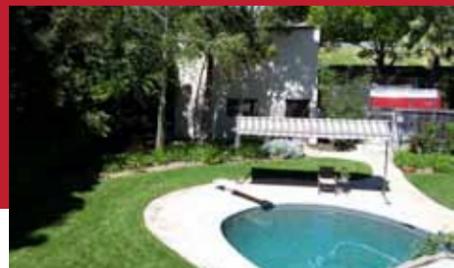
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p. 26

Willows Home for Sale
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This home is welcoming and beautiful. Home was remodeled in 2009 to upgrade electrical, plumbing & the features of the home. When completed the home had a new kitchen, two full baths and granite counter tops throughout. The large foyer gives you views to the open floor plan, beautiful backyard and pool. The master bedroom is very spacious and looks out to the backyard and pool. The master bath is a jack and jill with walk-in closet. Guest bath includes separate shower and bathtub. The kitchen has an island with electric stove, beautiful stainless steel appliances and ceramic tile flooring. Above the dining area is a loft, this space could be an office, exercise area or play area for the little ones. The dining area is open to the kitchen and has a sitting area where you can read while someone else does the cooking. A French door leads out to the screened in deck, where you can sit looking out to the pool and have your morning coffee...PARADISE! The Pebbletec pool and cool deck were completed in 2008. Yes, the pool also has lights for those evening swims. The three car garage is detached with a loft for storage. The home is located on a cul-de-sac in a desired area of our wonderful community. **COME VIEW YOUR NEXT HOME!!!!**

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April 2016

Cover photo by Chuck Koehler. Photo above by Amy Armes.

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2016

CALENDAR

2016 SFR ROAD RACING SCHEDULE Any changes will be shown on www.sfrscca.org

APRIL

SCCA MAJORS

April 8-10 | Thunderhill

IMSA/Continental Tire Grand Prix Laguna Seca

PRO SUPPORT

April 28 - May 1 | Laguna Seca

MAY

Double Regional 3 & 4

April 14-15 | Thunderhill

JUNE

Double Regional 5 & 6

featuring the Spec Racer Ford Festival & the Porsche: Pirelli GT3 Cup

THURSDAY TEST DAY

June 2-5 |

JULY

Double Regional 7 & 8

featuring Spec Miata Festival & the Porsche:

Pirelli GT3 Cup

July 1-3 | Sonoma Raceway

Double Regional 9 & 10

featuring the Golden Gate Region

Porsche Club of America

July 22-24 | Laguna Seca

AUGUST

Pre-Reunion

PRO SUPPORT

August 13 - 14 | Laguna Seca

Reunion

PRO SUPPORT

August 18 - 21 | Laguna Seca

SEPTEMBER

"Mazda Road to Indy"

PRO SUPPORT

Sept 9-11 | Laguna Seca

Double Regional 11 & 12

Sept 24-25 | Thunderhill

OCTOBER

Pirelli World Challenge

PRO SUPPORT

October 6-9 | Laguna Seca

OCTOBER, CONTINUED

Season Finale

Double Regional 13 & 14

October 21-23 | Thunderhill

Annual Awards Banquet

October 22 | Willows

FRESNO SCHEDULE

Event 2 – March 12

Event 3 – March 13

Event 4 – May 29

Event 5 – June 19

Event 6 – July 9

Event 7 – August 6

Event 8 – November 19

Event 9 Enduro – November 20

All events at Fresno Fairgrounds.

Hope to see you there!

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April 23

June 25

August 27

October 8

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For additional information and to register: www.renoscca.motorsportreg.com

Contact Dave Deborde: d_deborde@charter.net

Overnight parking Friday night

SATURDAY: TECH 7:30 DRIVER MEETING 8:30

SOLO SCHEDULE

2016 Bay Area Autocross Schedule

Tentative as of Jan. 14, 2016

<http://www.sfrautox.com/>

Round 3

April 3 | Marina

Round 4/National Tour

April 23-24 | Crows Landing

Pro Solo

April 30-May 1 | Crows Landing

Round 5

June 5 | Marina

Round 6

June 11 | Crows Landing

Round 7

June 12 | Crows Landing

Round 8

June 25 | Marina

Round 9

July 24 | Marina

Test N Tune

August 6 | Crows Landing

Round 10

August 7 | Crows Landing

SACRAMENTO 2016 AUTOCROSS SCHEDULE

Round #1

SCCA Sac. Cup /Shriner's

April 16 | Mather Airport

Round #2

SCCA Sacramento Cup

April 17 | Mather Airport

Round #3 SCCA Sac. Cup /PAL

Event

May 21 | Mather Airport

Round #4

SCCA Sacramento Cup

May 22 | Mather Airport

Round #5

SCCA Sacramento Cup

May 28 | San Joaquin Fairgrounds

Check www.sfrautox.com for dates.

Pre-register on: Motorsportsreg.com

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Motorsportreg and on-site for additional \$15

NOTE THE NEW PRICE CHANGE IS

TAKING EFFECT: \$40 prereg, \$50 on-site

SCHEDULE FOR ALL DATES

- Tech Inspection for all run groups is on grid
- Course Walk (7:30AM – 8:30AM)
- Mandatory Driver's Meetings (8:45AM)
- Two morning run groups: 1 & 2
- Registration ends at NOON
- First car out in RG3 no earlier than 12:30pm
- Course Walk
- Mandatory Driver's Meeting
- Two afternoon run groups: 3 & 4
- Ladies Classes run with their open classes but are scored separately
- At each event, classes generally run one group later than the previous event

Round #6

SCCA Sacramento Cup

May 29 | San Joaquin Fairgrounds

Round #7

SCCA Sacramento Cup

July 30 | San Joaquin Fairgrounds

Round #8

SCCA Sacramento Cup

July 31 | San Joaquin Fairgrounds

Round #9

SCCA Sacramento Cup

August 27 | San Joaquin Fairgrounds

Round #10

SCCA Sacramento Cup

August 28 | San Joaquin Fairgrounds

Round #11

SCCA Sacramento Cup

September 10 | San Joaquin Fairgrounds

Round #12

SCCA Sacramento Cup

September 11 | San Joaquin Fairgrounds

The "Bill Fleig Memorial"

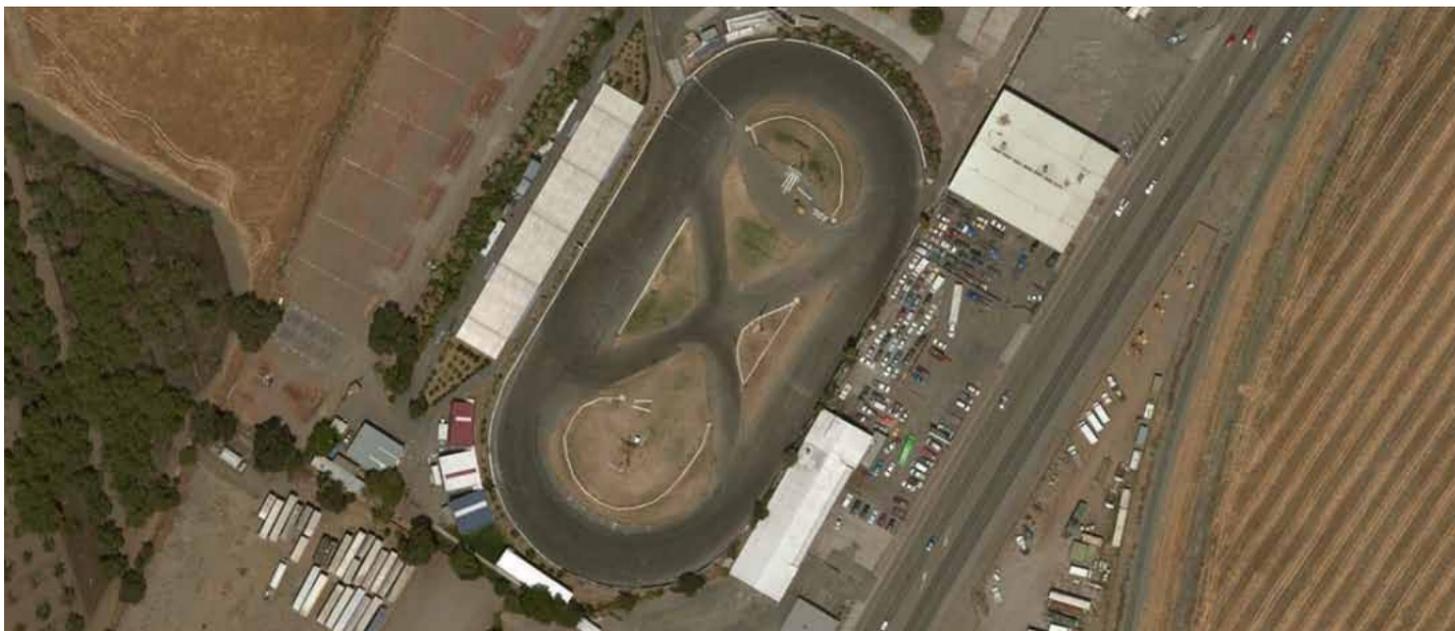
Enduro Day 1

October 15 | San Joaquin Fairgrounds

The "Bill Fleig Memorial"

Enduro Day 2

October 16 | San Joaquin Fairgrounds



STOCKTON 99 SPEEDWAY

WHEELWORKS BY BLAKE TATUM

I do not know why but ever since I can remember I have loved auto racing. Naturally I like road racing the most but I am not a persnickety racing consumer. If it has wheels and involves beating a competitor I will watch it. Heck if it involves a motor and beating somebody I will watch it.



I have been to motorcycle races, stock car races, drag races, drag boat races, go-kart races, indoor go-kart races, and of course road races. I have been to race tracks in Daytona, St. Augustine, Indianapolis, Brownsburg, Tracy, Madera, Monterey, Sonoma, San Jose, Willows, and of course Stockton. I have watched racing on paved ovals, dirt ovals, paved road courses, dirt Moto cross courses, and on water.

The point is that I will do anything to be around car racing. If my free time is spent at a racetrack then I am happy.

This brings me to the time in my life where I was a race official at Stockton 99 Speedway. 99 Speedway is a NASCAR affiliated 1/4 mile paved oval on the east side of Stockton. They say it has four turns but it is really two turns, one big turn on the west end of the track and another on the east end of the track. The turns are not identical. Turns one and two are a slightly bigger arch than turns three and four. The lines through the two turns are completely different because of this abnormality. Because of the different lines the racing is often times very exciting and action packed. As you can imagine the neighborhood

that 99 Speedway calls home has a certain Stockton flavor to it. 99 sits on the outskirts what was affectionately known as Okie-ville. The people from that part of town wear the moniker like a badge of honor, putting down Okie-ville was a reason to fight; calling them Okies was a compliment.

I got started as an official at Stockton 99 Speedway through my father. My father and I owned a VW repair shop together in Stockton. One day a guy named Whitey Rich walked into the shop. Whitey was a tall slender man in his late fifties. Naturally his hair was completely white because his real name was Clarence. He had a chiseled chin and a deep raspy voice that you only get from a lot of yelling. Whitey was the track manager at 99 Speedway. He and his wife lived on the premises of the track in a mobile home. Whitey was there to hire my father as the chief steward at the track. They needed someone that the driver's could respect especially when they were being sent home for damaging other people's car. If you are the track manager you live and die on the car count, too many cars damaged one week meant a small field the following week.

My father took the job and pretty soon asked me if I wanted to work there also, he said I could probably make twenty dollars a night. Based on the opening paragraph you can see that deciding to work there was a very easy decision. The thought process went something this, car races, yes, getting in free, yes, getting paid to go to the car races, yes, yes!

My first job was as an assistant tech inspector. Me and the chief tech inspector Earl Summers Clements would go around and check the competitor's cars to make sure they were legal. The big thing back then and checking for cubic inches, weight, and the tire width. I particularly liked qualifying because after each car did the time trial we had to weight them. The big thing was we had to make sure the right side weight was not more than 55% of the total weight of the car. Having more right side weight allowed the cars to go faster through the turns so naturally it was limited. The cars had to weight 2500 pounds at that time and the maximum right side weight was 1375 pounds. It was 1984 and the top driver was a guy named Ivan Baldwin. Ivan was a great driver and he built several of the top cars that were running at the track during that time. Ivan had just set top time of the night and when we came across the scale his right side weight was about 100 pounds too high. I thought to myself he was cheating and his time was going to be disallowed. So I gave the weight slip to the Earl. As I was handing it to Earl, Ivan looked over and asked what the weight was, I told him 1475, he just smiled and said "yep your scales are accurate." I then looked at him with a puzzled look and thought he knew he was cheating. He then went on to explain the rule was 55% of the total weight of the car and since the total weight was 2682 he was within the 55% rule. At that point I knew this guy was clever, he looked at every angle of the rules. By the way, he did go on to win the track championship that year.

Stormin Norman David did one of the best and most expensive forms of cheating. Norman drove the 77 Chevrolet Nova, which was always one of the prettiest cars at the track. The paint was perfect, the body was always straight, and the car was always fast. Norman was a big stocky guy. He had a certain ruggedness to him and even though his hair was worn in an afro you could tell by the shit kickers and the cigar in his mouth that you wanted him on your side in case of a bar fight. At that time the late model sportsman division of NASCAR had to run a very restricted 390 carburetor. To make sure no one messed with the carburetor NASCAR had some very precise tools made up that checked the dimensions without having to remove the carburetor from the engine.

Earl Summers was the new chief tech inspector and he must have had some snitches in the

paddock. At the end of the main event David was in the top three and Summers called for a carb check on the top three. At 99 Speedway there is no formal teardown area the cars were just inspected where they decide to stop at the end of the main. David's car was parked on the main straight and as is typical of most short track events the audience was invited onto the track to check out the cars and get autographs. Whenever the tech inspections were done the crew and fans would stand around and watch. Not everyone encircled upon the scene is necessarily friendly to the competitor, so as you can imagine snide remarks are part of the under tone of the gathering.

As Summers had David's crew remove the air cleaner he got out all of his tools and put them down the throat of the carburetor. David was standing by the driver's door cigar in mouth with a big grin on his face. He knew the carb would pass the tool inspection. Normally that would have been the end of it but Summers had an ace up his sleeve and then asked David's crew to remove the carburetor, suddenly the grin vanished and David took the cigar out of his mouth. He looked from side to side and then watched as the crew removed the four bolts holding the carburetor in place. Once the carb was loose Summers had the crew turn the carb to the side so the bottom could be inspected. It was there that four milled channels were discovered in the bottom of the carb that allowed more air to be sucked into the engine. David had effectively increased the amount of air his engine could suck by about thirty percent. Which allowed him to run larger jets therefore more fuel, which translated, to more horsepower.

Back then the carburetors cost about \$600 and once the machine work was done it probably added another \$600 to the cost of the carburetor. Of course it was confiscated and no longer available to be used. Needless to say David was disqualified and his prize money went to someone else. Which turned out to be about a \$1800 total loss for the night, imagine the cigars he could have bought for \$1800.

Short track racing is home to some of the most exciting racing I have ever watched. The large cars racing at high speeds in a very confined place make for some pretty hair rising action. On June 13 one of the scariest wreck I ever saw happened involving Kevin Gotella and John Unger. Gotella about 6-2, big smile, with a bright white streak in his hair. He was from the Modesto area but did not seem to be part of the Ivan Baldwin crowd that dominated the track. Gotella would run up at the front and always had very nice equipment. Unger on the other hand did not fit the mold of the typical short track racer. He was heavier than most, he wore spectacle type glasses, and he was always very

gracious towards us officials. Unger raced on a much tighter budget and despite have fewer resources made his car go pretty fast.

On this particular night it was very warm for a June night in Stockton, the stands were full of people and the main event had all of the heavy hitters. The race was shaping up to be a major show down between Gotella, Ken Boyd, and Ivan Baldwin. Gotella was trying his best to get around Unger. At about the midway point of the 30 lap main Gotella tried to get ahead Unger out of turn four. Unger was not giving an inch and turn four side by side was impossible given the fact that the turn tightens up on exit. As the two cars reached the exit of the turn, Gotella slide into the side of Unger. The point of contact just happened to be at the low spot on the four foot cement wall that separated the cars from the crowd. Unger's and Gotella's cars tangled up and neither driver got off of the throttle. Back then a lot of the cars had the sidewalls of the tires sticking out past the bodywork. When the rubber sidewalls hit the wall Unger's car drove right up it onto a small dirt patch that was in front of the chain link fence. With Gotella's car pushing and Unger's car sliding they went the length of the front straight with Unger's car sliding along the top of the wall along the fence line. The problem was the starter's stand was at the midway point of the straight and it was a wood platform that was at the level of the four foot wall. Needless to say Unger's car took out the starters stand and then spun into the fencing. Unger's car ended up on the small walkway just before the grandstands. The starter Ron Roach was thrown like a rag doll into the grandstands suffering from major injuries. The confusion and horror shocked the crowd and for only the second time in the late model sportsman era the track was closed down. It took well into the night to pick up the pieces and get all the people cared for. The following week a much higher flag stand was erected and no one sat in the first few rows of the grandstands. After a very lengthy recovery Ron Roach lived to flag another day at 99 Speedway.

Another scary night involved a racer named Buzz DeVore. Buzz was a local Stockton man who grew up in Okie-ville. Buzz had a lot of talent but not a lot of money, so most of the time Buzz had to get by with hand me down equipment. Out of the car Buzz was very personable and would give you a nod of approval and a smile anytime you made eye contact with him. The problem though was you had to make eye contact with his good eye otherwise he would not see you out of his blind eye. This was in the days before spotters and radios so naturally Buzz could not see a portion of the track because his limited peripheral vision. One time Buzz came around turn four only to find cars



spinning directly in front of him. He hit the spinning cars so hard that his car flew about twenty feet into the air and was spun like a top down the length of the main straight. The car came to rest against the wall in turn one and it did not look good for our one eyed Okie racer. However Okies are like cats, they have nine lives. In true Okie fashion Buzz climbed out of the car waving to the crowd. He was shaken but okay.

Naturally when you had wrecks you needed wreckers to tow the disabled machines off the track. Short track racing is very smart. They do not own any tow trucks. They allow the local tow truck driver's free admittance if they come in and work. Most tow truck drivers are car guys and they like the action, so 99 Speedway did not have any trouble getting tow trucks to work the events.

Russell Johnson was one of the regular tow truck drivers. I knew Russell because he would tow cars into our shop for \$12 per tow. Russell looked like a cross between Dennis the Menace and Robert Redford. The Robert Redford side of him was the blond hair, chiseled face, and deep blue eyes. The Dennis the menace side of him was the devilish smile and his ability to look as if a cloud of dirt was following him around.

Russell had North Pershing Towing Service, although he lived on the other side of town (Okieville) and the gas station that the truck used to work out of had been closed for several years. I think it was cheaper to leave the name then it was to repaint a new name on the side of the truck. I have seen swayed back horses before but I had not ever seen a swayed back tow truck until Russell came along. The North Pershing Tow truck had a definite bend right in the middle of the chassis just like a swayed back horse. I never heard how the bend got there but knowing Russell Johnson it had to have something to do with over use of the truck's capacity. What the truck lacked in appearance was overcome in utilitarian practicality. Just like Russell that truck never sat still. He would often times show up to the

races with his wife Debbi and a gaggle of kids. It was one of those relationships where everyone talked to each other in loud tones but you could tell that no matter what they would stick by each other's side.

Even though the North Pershing Tow truck was the least attractive rig at the track Russell would be the first one at the scene of an accident and would get the cars cleared off the track and show back on the road. Every now and then a tow truck would show up that was all pristine and shiny. Often times they would not move from their parking spot and help clear the track. Russell would call those trucks show ponies because they were all show and no go. Russell understood the importance of getting the show moving because as rumor had it the insurance on the events were for one day only and anything that happened after midnight would not be covered.

You can imagine my surprise when Russell showed up towing his own racecar. It was in the lower Hobby Stock Division but somehow he managed to scrape enough resources together to put a car on the track. It did not matter that he did not have enough money to put dinner on the table in his mind it was just about being out there racing. Russell knew everyone at the track

so I am sure he bartered and traded until he had enough equipment to make a racecar.

The Hobby Stock Division was designed as an entry-level form of stock car racing. The cars had to have street tires, two-barrel carburetors, and cast iron intake manifolds. When I say entry level I mean entry level. One time I had to put a car on the trailer because the roll cage looked like it was glued together with an under powered soldering gun. To hide the craftsmanship the crew used duct tape and pipe insulation rubber to cover up the smattering of melted welding rod partially sticking to the roll bar tubing.

Russell was hopelessly outclassed even at this

level but I give the guy credit he never quit. Russell was in his element at 99 Speedway and he lived for Saturday nights. Many of the drivers had stuffed animals or teddy bears tied to one of the roof pillars of their cars but Russell had grander ideas. He affixed a superman figurine on the roof of his car and painted his car in superman colors. Eventually Russell succumbed to some form of kryptonite and passed away. He was such an institution at the track the current track manager set up a memorial race in Russell's honor. How many other tow truck drivers have a race named after them?

The running one liner my dad had about the races at 99 speedway was "I went to fights the other night and races broke out". What he meant by that was fights were more common then the racing. Fights would happen between the fans of rival drivers, fights would happen because everyone in Okie-ville would be there and there would be a score to settle, and fights would happen because the beer was cheap and they did not quit selling until the races were over. But the best fights of them all involved the drivers and the people out on the racetrack. My interest in law enforcement was partially stimulated by the large number of fights I broke up.

My first night working one of the crewmen for Chuck Bailey's car was mad that I did not see someone run into the back of their car. Problem was that I was new and Bailey was at the back of the pack, I was watching the leaders! Anyway he complained to my father that I should have seen it and when I responded with a less then polite remark he wanted to fight me. My father had to keep the offending crewman away from me and as he walked away he threatened to see me on the streets and get even. To this day I have yet to run into him. Unbeknownst to me this was going to be the theme of my Stockton 99 travels.

The best fight ever was when Ben Twissleman got into a wreck in one of the heat races right on the front straight. Ben was not a very big guy in fact he reminded me of pippen from the peanuts comic strip. Ben never had the fastest car and he never was a front-runner. Ben did have a son that was a very big kid. From the looks of things this kid was feed nuts and bolts and would spit out nails. Several of the other driver's were fearful of Twissleman's son and Whitey Rich had a talk with Ben regarding his son.

As luck would have the very next race after Whitey had the talk, Twissleman got into a wreck. Before the cars had even stopped moving Twissleman's son was over the wall looking to extract his pound of flesh out of the driver his dad tangled with. If memory serves me correctly Twissleman was the main cause of the wreck,

but that did not matter to his son. Whitey was watching and as soon as the kid started towards the other driver Whitey was on his way over to break up the action. The age different between Whitey and the kid was probably thirty years, the size difference was probably fifty pounds in favor of the kid, the IQ level was defiantly on the side of Whitey by about 100 points.

As Whitey went to pull the kid away he swung around and clocked Whitey in the jaw. Naturally we (the NASCAR Officials) were running towards the fight and jumped on the kid immediately upon arrival. The resulting dog pile was four NASCAR officials in our white pants fighting Mongo. The old man Twissleman took exception to the uneven odds his son was facing and he jumped in to the donnybrook. So there we were the four NASCAR officials and the Twissleman family pulling, tugging, ripping, and sweating on each other as we rolled amongst the wreckage and coolant of the offending cars. After about five minutes it was all over and we had the Twisslemans under control. As we all got up and started to check our body parts I looked over at the grandstands. The scene was surreal, everyone was on their feet, hooting and hollering in utter joy. To these people it did not get any better then that, car racing, high speed wrecks, and fights. Naturally the obligatory beer can or two was thrown in our direction for good measure. Needless to say the following week the attendance was up, and the Twisslemans were banded for life. Which ironically was lifted and in 1993 Twissleman was involved in an accident where his car went over the wall into the pits killing a spectator.

The best part of the racing at 99 Speedway was the track announcer. His name was Ron Andaya. Ron was Filipino, he was short, wore glasses, and he did not fit the mold of the typical enthusiast of Stock-car racing. A motorcycle accident rendered his left arm useless but boy did the guy know how to get the crowd excited. He was friends with Whitey's Son Dean and got the job because their normal announcer was no longer available. Besides Ron was enrolled in a broadcasting classes at Delta College which made him the most qualified person at the track that day. Andaya would watch the crowd go by underneath him and crack jokes about them. When introducing the starting line-up he would read all the sponsors of the cars and build up each drivers so the crowd would give them an applause. Andaya made up nicknames for a lot of the driver's which revved the crowd up even more. He would make fun of the "stoner" fans in the turn one grandstands, but most importantly he would call the race as if he was driving it himself. By the time the checkered flag was

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thrown he was out of breath and everyone was exhaling. He was that good.

I had a lot of fun being a NASCAR official. I got to go to the races every week, I was able to get two free tickets and get my friends in, I saw some of the most amazing racing a person could ever see, and I got paid to be there. The names of the drivers were guys like Ron Strimiska the Manteca Missile, "Frog" Trent, Rip Van Winkle, Ivan "the terrible" Baldwin, Harry "the gentle giant" Belletto, Swervin Ernie Irvan (Won the 1991 Daytona 500), and Kevin Gotella "Mr. Excitement". There were guys with one eye, with one arm, and guys with one brain cell. There were people from very enriched backgrounds and then there were people that did not talk about their backgrounds. But at the end of the day, what you had was a large collection of people that all shared one interest, auto-racing.

LESSONS LEARNED FROM MY NASCAR OFFICIAL DAYS:

1. Watch the entire race, not just the leaders
2. The best way to find out who is cheating is from the other crew members
3. Walk, never run to a fight: by the time you get there everyone but you will be tired.

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DRIVERS SCHOOL 2016

THUNDERHILL RACEWAY MARCH 4-6, 2016

BY **STEVE JAROCH** PHOTOGRAPHY BY **CHUCK KOHLER**

As near as I can remember it has not rained at the San Francisco Region Drivers School since I took the class in 2009. That changed big time as a major storm with high winds hit late Saturday afternoon and continued to hammer the area throughout the night. Seventy-five competitors were scheduled on the pre-entry sheet, broken up in three groups. Thirty-four in Groups 1, closed wheel, twenty-five in the more experienced Group 2, closed wheel, and sixteen in the Group 3 open wheel ranks.



Friday morning began with registration and a meeting between all the instructors. That was followed by instructor introductions and student assignments. Mandatory drive arounds took place after that until 10:05.

Group 1 had their first 30-minute track session which saw Thierry Hugand's #66, Lotus, receive an open black flag, thus having to make a stop in the pit lane. Later the #19 Miata of Yehia Eissa would receive a closed black flag for a number of spins and continues.

Group 3 was next to take the short 1.9-mile course. Ben Ford, #52, Tiga, made a call to the pit lane for unknown reasons. A test of the "Black Flag All" was conducted midway through the session. The #40 of Stuart Baumgard, had a few issues, making a pit stop, then spun / continued, (S/C), in T6, almost requiring a tow which was cancelled once he was again underway.

Group 2's first session had the #32 of Mark Gordon spin on course at T6, causing Joe Montana, #88, to have contact with the #97 of Dan Azar, blocking the track and bringing out the red flag. There were a couple of "passes under the yellow" in T2 but I won't name names. In T7, Rob Fuller, #92, S/C, while the #59 of Steven Schaffert was showing flames from the left front brakes of his Miata. In T8, Daniel Haney, #29, S/C, while Francesco Bellocchi, #8, S/C, evasive.

We, in the tower, were visited by Ryan Arroyo, Group 2, #9, Honda Civic Si, who was having major mechanical issues and was in need of a rental car to continue with his weekend. The announcement over the PA system yielded him a much needed Miata and a big Thank You goes out to the person who stepped up to assist him.

Post-session debrief meetings were held after every session throughout the three days. During the lunch breaks, drive-around were also conducted. All of the afternoon sessions were 25 minutes in duration.

John Becker, who was the Group 1 Team Leader, saw his group first out after lunch. T5 had Sushanth Sureshkumar, #11, off driver's left exit requiring a "tow now". Cynthia Torp, #37, had a S/C in T3 and an off and on in T8, while the #21 of Chris Anderson, in his Monte Carlo, had issues in T3 and T5, and receiving a closed black flag for his efforts. There continued to be more passing under the yellow flags as the session progressed. Joseph Ysais, #29, would be on the receiving end of an open black flag for that very reason. The #53 of Nadine Neth, went back paddock, as "sound" would plague her and her son, David, throughout the weekend.

Bruce Severe was the Team Leader for Group 3. Group 3 became a family affair, having Jeffrey Cook, #32, pitted against his son, Andrew, #3, while Joe Briggs, #9, would compete against

his two sons, Tanner, #2, and little brother, Parker, #6. The #82 of Lyn Greenhill spun in the pit lane. In T8, the #3 went off and on and the #1 of Andy Hettrick S/C, evasive. T2 saw the #8 S/C, while the #1 did the same in T5, as well as the #82 in T1. The #82 would receive an open black flag. T3 had the #82 do it again! Double yellow flags came out as numerous more spins took place in Turns 2, 3, 4, 6, and 9.

Dave Arkin, Team Leader for Group 2, would be the last group out before a makeup session for lead follow only. Again, no shortage of spins and continues. T5, #43, Frank Russell, T3, #29, Daniel Haney, T2, #07, J. D. Medin, T5, #8, Francesco Bellocchi, and again in T8, T9, #53, David Neth, T6, #97, Dan Azar, and again in T2, and last, but not least, #5, Austen Chen in T1. A fair number of passes under the "yellows" were again noted. During the session, both the #92 of Rob Fuller, and the #76 of Zoe Downing would take their cars to the back paddock.

Unlimited passing was the order of the day when Group 1 took to the track for their last Friday afternoon session. Cynthia Torp, #37, would S/C in T3, #98, Scott Stephens, in T6, #46, Craig



Branigan, in T3, and #21, Chris Anderson, in T6. In T8, the #71 of Scherf Montgomery spun and the #61 of Neal Daneman went off evasive. In T9, both the #21 and #31 of Duke Zander would have some side to side contact. Both continued but the #21 would go to the pit lane. Late in the session, Mark Abouzeid, #27, had a rough ride off of T5, after going airborne.

Group 3's final Friday session saw a number of off and ons but only three S/C, which were #52, Ben Ford, in T8, #3, Andrew Cook, in T8, and #6, Parker Briggs, after the checkered flag was thrown.

The final Friday session of the day was Group 2 who only had two off and ons. There was very good car control by all the drivers. The only issues were for the #9 of Ryan Arroyo, who had his hood come up but fell towards the passenger's side of his Miata and a flat right front tire in T3 for the #8 of Francesco Bellocchi.

Saturday morning drive arounds continued then it was Group 1 first to take the track. Mark Abouzeid, #27, S/C in T6, while #71, Scherf Montgomery, did the same in T9. T9 saw both, the #27 and the #39 of Farhad Pagdiwalla, S/C. The #37 of Cynthia Torp pulled off driver's left in T3, bringing out the "Black Flag All" so the tow truck could be dispatched. Rob Coneybeer, #12, received an



open black flag for his pass under a standing yellow flag. The #39 made a pit stop and the #59 of Rees Todd would go back paddock. In T5, Neal Daneman, #61, S/C, while David King, #20, did the same in T8.

Next up was Group 2. Right from the get go, Ryan Arroyo, #9, made a pit stop. T5 had Steven Schaffert, #59, S/C. In T2, Sunil Pedapudi, #57, spun off and was hit by Anja Lee, #08, unavoidable, which would end the weekend for the #57 and sending Anja into town for evaluation. She would return no less for wear and tear. The #29 of Daniel Haney also S/C in T2 and the "Black Flag All" brought all cars to the racing pit lane while the safety team dealt with the issue. The #43 of Frank Russell S/C in T5, the #16 of David Salguero made a pit stop, and #44, Phillip Holifield, and #76, Zoe Downing, took their cars to the back paddock. After the re-start, the #65 of Paul Turner made a pit stop, #32, Mark Gordon, also made a pit stop after going off before the pit lane, and #28, Clark Nunes, spun off and on at T5. He would make it back to the pit lane then take it back paddock. In T2, Joe Montana, #88, would stop and bring out yet another "Black Flag All". Since the ambulance was deployed the session was checkered early.

Session #4 for Group 3 and they are playing nicely. T5, #6, Parker Briggs, S/C, and again at T5 a lap later was the only on track incident the entire session. Bad Parker, bad Parker!

Session #5 for Group 1 saw #97, Brian Duddy, make a very early pit stop. In T3, Chris Anderson, #21, S/C. Davis King, #20, in T9, Yehia Eissa, #19, and Milas Mills, #78, in T8, all did the same. Pit stop #71, Scherf Montgomery. "Black Flag All" was displayed when #53, Nadine Neth, got stuck in the mud, driver's left in T2 exit and required a pull tow. The #20 blew the black flag! In T2,

Duke Zander, #31, passed #61, Neal Daneman under a standing yellow. Bad Boo Boo! Christopher Lyon, #79, S/C in T1.

Group 2, session #5, saw a little bit of everything. T3, #43, Frank Russell, S/C, #787, Randy Almand, evasive. Anish Ramrakhiani, #83, passed under a standing yellow. Some more off and ons. Pit stops by the #44, Phillip Holifield and Ryan Arroyo, #9. "Black Flag All" came out for #65, Paul Turner, stuck in the mud, right apex of T5. Pit stop and back paddock for the #90 of Michael Cummings. Same thing for the #92 of Rob Fuller. In T3, Yoni De Beule, #95, spun, forcing #53, David Neth to make an evasive move.

Group 3 was the last Saturday morning session. The group was very well behaved but what was odd about this session was the fact that most of the field made multiple pit stops for unknown reasons.

After lunchtime drive arounds and a make-up session for lead follow only it was time for Group 1 to again take to the track. T5 had Chris Anderson,



#21, S/C. Sushanth Sureshkumar, #49, went off at T2, bringing out the Safety Car. After the green fell, the #21 got stuck in the mud in T3, bring out the "Black Flag All". Nadine Neth, #53, went back paddock and back under green, Cynthia Torp, #37, made a pit stop. Upon her return she slid off at T8 and continued. Christopher Lyon, #79, S/C at the exit of T2 and at T6, Yehia Eissa, #19, went off with a mechanical issue but was able to creep along through the grass.



Group 2 was next up and during the opening lap, David Salguero, #16, found the mud and weeds, driver's right exit of T4, bringing out the "Black Flag All". The tow crew got him back on course and he continued. After the green fell, the #16 made a pit stop. With five minutes remaining the "Black Flag All" again came out then the checkered was thrown due to the fact we lost the communication lines to T6 through T9.

Group 3's session included a practice start and race until they saw the yellow flag at T3. In T2, Jeffrey Cook, #32, had side to side contact with Joe Briggs, #9. Andy Hettrick, #1, S/C in T8, while the #92 of Tanner Briggs was stalled on course at T9. He restarted and continued. Brother, Parker, #6, S/C at T8. The #32 was caught passing under T5's waving yellow. Stuart Baumgard, #40, S/C at T5, while Michael Woolley, #41, did the same at T8. Late in the session in T3, car #1 spun and car #9 unavoidably hit him. The #9 made a pit stop.

Group 1's last session Saturday afternoon also had a practice start. The #90 of Damian Pascuzzo passed Chris Anderson, #21, under a standing yellow in T2. In T8, Robert Stenrose, #127, had an off and on and would take it to the pit lane. Double yellows came out as well as the Safety Car. In T5, Chris McMillen, #17, passed Brian Duddy, #97, in T4 under the double yellows. In T8, Yehia Eissa, #19, went off driver's right in the mud but



was considered "safe". The #35 of Warren Ahner would make it to the pit lane then take it back paddock, as would Scherf Montgomery, #71.

Group 2's final Saturday session was very tame, with only Yoni De Beule, #95, and, having one off and on a piece. Safety Car was deployed late in the session and it was the one to receive the session ending checkered flag.

The last session of the day featured Group 3 in a "real" race start and a "real" race. It was amazing that with the heavy rain which came, there were NO yellow flags! There were, although, many S/C, including Parker Briggs, #6, in T3 & T8, Michael Woolley, #41, in T2 & T6, Ben Ford, #52, in T9, Tanner Briggs, #92, in T5, and Stuart Baumgard, #40, at Start/Finish. The most well-choreographed spin in slow motion at Start/Finish by the #6 of Parker Briggs was the final one of the session!

After the Sunday morning drive arounds, it was Group 1 which were out first. No issues were reported except Chris Anderson, #21, showing smoke from the center rear of his Chevy.

Group 2 included a practice start which they would race until they saw the yellow flag at T3. Multiple passes under the yellows were noted in T3, T5, & T6. (I will let their instructors deal with them.) In T1, Austen Chen, #5, S/C, while Dan Azar, #97, did the same in T6. T1 saw Fran-

cesco Bellocchi, #8, S/C. Clark Nunes, #28, lost a rear bumper cover down the front straight and was given a "Mechanical Black Flag", (the meatball flag.) After the checkered flag two cars went off at T1 after having body contact, (B/C).

Those involved were car #5 and Frank Russell, #43. Also the #97 required a tow out at T6.

Group 3 had their last track session before we started the remainder of the day with three "races" for each of the three groups. In T5, Ben Ford, #52, had body contact with Gary Webster, #10, but both would continue. "Sound" would report two S/C, (T15 exit),

#52 and Michael Woolley, #41. T6 report car #10 had a hard ride but was off "safe". The #10 would make it back to the pit lane, as would Joe Briggs, #9, who then went back paddock. T8 had the #41 S/C after a practice "Black Flag All". Checkered flag was shown to the Safety Car, which had been deployed late in the session.

RACE 1, GROUP 1

The only "no show" for the 15-minute race was Anish Ramrakhiani, #83. Keep in mind that the grid is set by the Team Leader, not qualifying times, as in Regional races. First lap in T8 saw Cynthia Torp, #37, buried in mud, driver's right, which brought out the double yellows and the Safety Car. David King, #20, passed multiple cars at T6, and was still passing at T7. Neal Daneman, #61, passed Mark Dragonette, #77, at T5, and Michael Villa, #89, passed Mw Montgonery, #4, all

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under double standing yellows. Once the #37 was out of the mud, she would make her way to the pit lane. After the “green” fell she would be back out on course. T1 had Damian Pascuzzo, #90, S/C, while Chris Anderson, #21, had his in T3.

The race winner was the very quick “muellerized” sponsored Mitsubishi Evolution 8, #30, based out of Venice, California, piloted by Brian Anderson. Thierry Hugand, brought his #66, Lotus in 2nd, while Rob Coneybeer, #12, was 3rd, and was the fastest Miata of the group.

RACE 1, GROUP 2

T5 had Francesco Bellocchi, #8, have an off & on, while T5 had a S/C by Yoni De Beule, #95. With five minutes remaining, Paul Turner, #65, went back paddock. In the final lap T5 had the #787 of Randy Almand, S/C, while Steven Schaffert, #59, go off & on, evasive. After the checkered flag, both had body contact. The #787 pulled off at T5, requiring a pull tow.

The race was won by Clark Nunes, #28, Spec Mustang, out of San Jose, racing out of the Cal Club. Second place was Luke Shanahan, #2, who was racing Tanner Briggs’s Spec Racer Ford, and 3rd place went to David Neth, #53, out of Lakeside, California, who co-drives his Miata with his mother Nadine.

RACE 1, GROUP 3

Lyn Greenhill, #82, had nothing but praise for the Emergency Crew in a post-race e mail to our Safety Steward, after his hard hit into the wall at T8 early in the race. Safety Car was placed into service. Andrew Cook, #3, and Jeffrey Cook, #32, both spun in T8, avoiding the incident. Joe Briggs, #9, went back paddock. After the green

waved, Nathaniel Ng, #48, also retired his car. T6 reported the car #10, Gary Webster, was dragging his nose piece. On the last lap, Ben Ford, #52 went off, driver’s right in T8 and was a hazard.

Minden, Nevada resident, Andy Hettrick, #1, brought his Spec Racer Ford in 1st. He is sponsored by RIDL, Ltd. Coming in 2nd was Andrew Cook, #3, in his SRF out of Santa Cruz, sponsored by AccelRaceTek. Placing 3rd was young Parker Briggs, #6, also in a SRF, sponsored by HSE Racing. He hails from

Healdsburg.

RACE 2, GROUP 1

Pole-setter, Duke Zander, #31, was caught scrubbing tires in the pit lane, which is a no-no. He also accelerated prior to the green flag being waved. Brian Duddy, #97, had an off & on at T6. Last lap saw Sunil Pedapudi, #65, go back paddock, Yehia Eissa, #11, off & on at T8, and Robert Stenrose, #127, off & on at T3. T3 also had the #11 S/C. After the checkered flag we had T3 have some post-race action. Nadine Neth, #53, went off in the mud but was able to get back on course.

For the second time today, Brian Anderson, #30, took the top spot. And for the second time today, it was the #66 of Thierry Hugand, claiming 2nd. Dave Pope, #22, finished 3rd, in his 1992 Honda Prelude, based out of Fremont.

RACE 2, GROUP 2

J. D. Medlin, #07, had an off & on at T3. The starter reported during

the previous two laps, Anish Ramrakhyani, #83, was blocking Ross Lindell, #71, which led to a “Closed Black Flag”. In T6, Dan Azar, #97, had an off & on, made an unsafe re-entry onto the course, where Mark Gordon, #32, had body contact. Tow was required. Yoni De Beule, #95, S/C, in T3. Michael Cummings, #90 was slow in T7 and made it to the back paddock. David Salguero, #16, went off, driver’s left at T3, “safe”, but would require a tow at end of the race. Last lap Clark Nunes, #28, passed Michael Vogel, #60, under a yellow. Justin Cone, #45 had an off & on at T2 after the checkered flag.

Clark Nunes, #28, Spec Mustang, took the win for the second time today. Luke Shanahan, #2, is also two for two. David Neth, #53, also received his second 3rd place finish of the day.

RACE 2, GROUP 3

No-shows for this race were Ben Ford, #52, and Lyn Greenhill, #82. Joe Briggs, #9, took it back paddock before completing his first lap. Son, Parker, #6, spun off & on at T3, while Michael Woolley, #41, had his off & on at T5. On the last lap, Nathaniel Ng, #46, S/C, at T5. T7 reported the #41 was slow and he pull into the pit lane.

Son, Andrew Cook, #3, claimed the win in his Spec Racer Ford, out of Santa Cruz, while his dad, Jeffrey, #32, brought his SRF in 2nd. He hails from San Jose and they both are sponsored by



AccelRaceTek. Placing 3rd was Andy Hettrick, #1, who won the first Group 3 race earlier in the day.

RACE 3, GROUP 1

No shows for this race were Anish Ramrakhyani, #83, and Sunil Pedapudi, #65. Added to the grid was the #98 of Scott Stephens. No incidents throughout the entire race.

Scherf Montgomery, #71, took the win in his 1989 BMW spec e30, based in Windsor, and sponsored by bronze brothers racing. Also out of Windsor, in his 1990 BMW spec e30, was Mw Montgomery, placing 2nd. His #4 is sponsored by walt’s white cap wit. Coming in 3rd was the #30 of Brian Anderson, who won the previous two Group 1 races.

RACE 3, GROUP 2

No shows included Randy Almand, #787, Dan Azar, #97. Michael Cummings, #90, Sunil Pedapudi, 357, and Anja Lee, #08. Car changes were Austen Chen, from #5 to #93, and Mark Gordon, from #32 to #30. T5 had the #8 of Francesco Bellocchi, spin off & on, knocking down a pylon on the bypass road. With five minutes remaining, Ryan Arroyo took his #9 back paddock. T2 had a visit from Yoni De Beule, #95, after completing 3 laps when she went off driver’s right exit with a mechanical issue and parked it safe behind the hill. After the checkered flag was given, the #93 had an off & on at T3.

The #2, Spec Racer Ford of Luke Shanahan, would be victorious in this final race for Group 2. Clark Nunes, #28, SMG, fresh off of his two earlier wins, would finish 2nd. David Neth, #53, went three for three, fishing 3rd in EVERY race. Mr. Consistency.



RACE 3, GROUP 3

The final race of the weekend saw a full grid. Report from the starters was that Stuart Baumgard, #40, was out of position by a full car width prior to the green. With 5 minutes remaining, Nathaniel Ng, #46, had a S/C, at T6, and the #92 of Tanner Briggs, had an off & on, evasive.

Checkered flag went to Andrew Cook, #3, his second of the weekend, while dad, Jeffrey, #32, claimed his second 2nd place finish. Third went to Andy Hettrick, #1, who goes away from the weekend with one 1st & two 3rd place finishes. (Hope you three pass the course, ha, ha.)

As was said at the start of the weekend, a numbers of drivers had names that are easily mispronounced. If we did, we apologize, and if those mispronunciations need to be corrected, please see any Announce Crew member in the tower. (If not we will continue with the butchering.)

We want to thank all of the instructors for their time and patience, to the course workers who braved the elements, for all the “behind the scenes” volunteers, and congratulations to all the graduates. I especially would like to thank the Briggs family for their kind gesture.

Up next is our Season Opener at Mazda Raceway, Laguna Seca, March 18th through 20th.

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STORIES FROM THE STUDENTS

DRIVERS SCHOOL 2016 THUNDERHILL RACEWAY MARCH 4-6



Craig Branigan's Driver's School smile is even brighter than his fire suit.

CRAIG BRANIGAN

To be honest, I didn't really know what to expect when I arrived at the drivers school on Friday morning. However, as soon as I arrived I knew this was the real deal. This was not a drivers school, this was a racing school, and as a true novice, I knew it was going to be a challenging, exciting and potentially very rewarding weekend. I was not disappointed. The professionalism of the staff and the quality of the instruction enabled me to safely improve every time I entered the track. I progressed from being a total rookie to being well on my way to becoming a race car driver. A totally exhilarating experience. An amazing transformation in just three days!

This whole experience was enhanced by the my car owner, Ian Cook, and my crew, Doug Alvis (see photo). They answered all my questions, cheered me

on and provided a great car. And, of course, my instructor, Dave Allen, and all the SCCA volunteers made it all possible.

This was truly a weekend I will never forget, but perhaps more importantly, a weekend that will lead to many more unforgettable weekends in the future...

LYN GREENHILL

Granite Bay, CA

Driver's School was absolutely incredible. I have attended two other commercial schools, and the SFR school is way better. What really stood out for me is the interest in your success from everyone. I felt that the instructors and workers wanted us to become competent, safe racing drivers and did everything possible to help us achieve that goal.

WAYNE COTURRI

Being involved at the race track is one of my "look forward to moments." I have been lucky to be associated with others with like minded enthusiasm for Motorsports. It's been a lifelong hobby of mine. Drag racing in my 20's with the Road Squires in Fremont and Half Moon Bay. And working Grid and Membership for SCCA San Francisco Region for the last 20 years, my time spent at the track has manifested some great friendships and one of a kind experience that I wouldn't trade.

This is what I thought of this last weekend's San Francisco Region Drivers School. I was the recipient of the RDC scholarship for 2016. What a great surprise and honor. Thank You! And what a BLAST! Of course there was rain, and more rain but overall I achieved what I and my instructor had set out to do. I passed! And got passed also! Being in a race car takes all of your focus and skill. Keeping your line while others are keeping theirs sounds great in theory, much more difficult when in fact. I would invite all those workers who want to experience the other side, the driver's side, to apply for next year's scholarship; it truly is an eye opener and a chance of a lifetime.



Doug Alvis and Ian Cook driver's school 2015

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What's next for me? The company I work for has a Motorsports division. I love it. While working on the problems of the day I get to be around a lot of great race cars at the same time. It really is a great gig! Last year I decided to take the plunge and bought a 1970's Opel GT race car. Opie by name and 46 by number ran San Francisco Region back in the day with Roger and Julie Lee. They are great people, Julie is running fast as ever in heaven and Roger is busy building Cackle Cars. Penta Motorsports in Canoga Park is doing the restoration with lots of input by "ME", that is amazing. Looks like mid-summer the build will be complete, and then the real fun begins! I can run in the GTL class with SCCA so I hope to be able to bring "Opie" and crew to a race track near you.

So thank you SCCA SAN FRANCISCO REGION, Workers, Drivers, Instructors, Larry Oka racing. And especially RDC for the opportunity. A special mention to Lizz Larsen who generously donated in the name of Bob Missbach a gift card to cover expenses. Thanks again, See you at the Races!

ANJA LEE

This was my second time at driving school and I loved the seat time in my new race car. I used to rent, but now I have my own car so wanted to get some time with "Max" the Miata before the season starts.

Unfortunately, the roads were slick and this happened. (spun and damage to the right side of her car). I was surprised that they did not say anything about the rain line with the weather being so awful, and if they did say something in group 2, it didn't sink in for me.



Sad Max

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Event 3 - Ahla Yang

FRESNO EVENTS 1, 2, & 3

JANUARY 31 AND MARCH 12-13

BY **AUDREY TAN** PHOTOS OF EVENTS 1 & 3 BY **AMY ARMES** EVENT 2 BY **DANIEL PEREZ**

Our 2016 autocross season got off to a slow start in January with the first event of the year being rained out. The event was turned into a test and tune which resulted in a lot of slipping and sliding and fun photo opportunities. Thanks to all who braved the rain and got in some wet weather practice!



Event 3 - Katherine Flater

Event 2 had better weather and brought out 55 competitors. Top 3 Raw times of the day went to Jimmy Au-Yeung in his STU 2006 Mitsubishi Evo (47.235), Reace Fisher in his BS 2012 Subaru Impreza STI (48.233), Ric Quinonez in his CS 2013 Scion FRS (48.832).

AS had one entry, Rogelio Pimentel in his 2006 Chevy Corvette (54.420) who did well for his first autocross event. Reace Fisher won BS over Andrew Bossler in his 2004 Subaru Impreza WRX STI (50.081). Last year's DS champion, Dan Correll, in his 2007 Mini Cooper S (50.243) won DS over newcomer Mark Saul in his 2011 Subaru WRX (55.475). ES had veteran Gary Lieb in his 1994 Mazda Miata (57.051) on top over Dennis Feasel in his 1990 Miata (57.776). FS had 3 competitors with Gary Fazekas taking first place in his 2012 Ford Mustang



Event 2 Sarana Samuth

(51.431), Leon Weinroth took second in his 2014 Mustang (51.602), and Keith Bullock took third in his 2014 Mustang (52.182). GS and HS each had one entry, Spencer Vonderheide, in a GS 2012 Fiat 500 Abarth (57.719) and Sanjay Singh in his HS 2000 Suzuki Swift (59.098). What these two little cars didn't have in speed, they totally made up for in entertainment value.

STS had 4 competitors, with Steven Bradford in his 1991 Mazda Miata (49.204) on top, with Myron Ybarra in second in a 1998 Dodge Neon RT (52.980), and newcomers Eugene Cole (57.151) and Leon Bennett (57.359) co-driving a 1999 Infinity G20 finishing the class. STX also had 4 competitors, with last year's STX champion, Jonathan Cadiente, in his 2004 Mazda RX8 (49.417) taking first place, Derrick Souza in his 2002 Subaru WRX (52.824) taking second, Clint Bustamante in his 2013 Scion FRS (55.606) taking third, and Ross Abrina in his Subaru BRZ (62.684) taking fourth. STR had 4 entries in two cars. Co-drivers Brandon Griggs (50.405) and Robert Carstens (53.414) were on top in a 2002 Mazda Miata,

and co-drivers Mitchell Keenan (55.421) and Drew Sherwood (56.413) rounded out the class in a 1991 Miata. STU brings back last year's rivalry between Jimmy Au-Yeung and James Clenney in his 2004 BMW M3 (49.235). New class STP had one entry, Jeffrey Jantz, in his 2006 Ford Mustang (58.738).

Gary McDaniel was prepared for snow in his 2004 Subaru WRX STI (53.787) running in his "other" SSP car with snow tires. Ming Tang, with newly acquired slicks, moved from last year's STS to CSP this season in his 1992 Mazda Miata (50.758). Nathan James ran ESP in his 2015 Ford Mustang Ecoboost (53.432). CAM-S had two entries, with Ian Cline in his 2002 Chevy Corvette Z06 (50.654) besting Keith Loedeman in his 1978 Chevy Corvette (58.873). Teenager Max Kovacs ran his first-ever autocross event in his DP 1970 Datsun 510 (60.779) and improved his time on every run. Steve Carlson ran an impressive time despite a few DNFs in his FP 1971 Nissan 240Z (49.253).

SMF had two entries, with Richard Jensen in his 2000 Ford Focus (53.185), edging out Kristopher



Event 2 - Dan Correll



Event 2 - Rufus Connell and Myron Ybarra



Event 2 - Max Kovacs



Event 3 - Jimmy Au-Yeung



Event 2 - Ming Tang

Watanabe in his 2003 Acura RSX type S (53.318). SM also had two entries, with Rufus Connell in his 2001 Subaru Impreza (51.171) on top and Wesley Mungin in his 2008 Mitsubishi Evo (56.653) placing second. Ahla Yang was the sole entrant in SSM in his 2014 Subaru Impreza WRX (53.180).

Novice class had 3 competitors with George Stroker placing first in his DS 2009 Mini Clubman JCW (52.476), Ryan Zelinski taking second in his SMF 1994 Integra (55.898), and Brandon Simmer in third in his STR 1994 Miata (57.710). Ladies class had 4 entrants, with Katherine Flater placing first in her CS 2013 Scion FRS (54.672), Paige Ybarra taking second in her STS 1998 Dodge Neon RT (55.898), Rosalie Schubert placing third in her BS 2004 Subaru WRX STI (60.264), and Cheryl Blackburn placing fourth in her

ES 1999 Mazda Miata (63.706). Index class had 5 competitors, with Ric Quinonez taking top honors by 0.257 over Paul Newton in his CS 2013 Mazda Miata (49.146), and Paul's co-driver Audrey Tan, taking fourth place (52.096). Co-drivers Jensen Tang (50.355) and Sarana Samuth (53.092) placed third and fifth in their FSP 1986 Toyota Corolla.

Event 3 had dry conditions for the morning run groups but rain for the afternoon run groups. The event had 42 competitors total. Top 3 Raw times of the day went to Reace Fisher in his BS 2012 Subaru Impreza STI (46.691), Jimmy Au-Yeung in his STU Mitsubishi Evo (47.810), and Adam Tarnoff in his CS 2004 Mazda RX8 (47.829).

Good luck to our local racers headed to the National Tour Event at Crows Landing in April! Bring back some trophies!

EVENT 3 TROPHY WINNERS:

- BS: Reace Fisher
- CS: Adam Tarnoff
- DS: Dan Correll
- ES: Brandy Terry, John Terry
- FS: Corky Schroeder
- HS: Sanjay Singh
- STS: Myron Ybarra
- STX: Caleb Bailey
- STR: Jonathan Santiago
- STU: Jimmy Au-Yeung
- STP: Trever Dykrstra
- SSP: Gary McDaniel
- CSP: Ming Tang
- DSP: Johnny Cano
- ESP: Nathan James
- SMF: Adam Dominguez
- SM: Rufus Connell
- SSM: Ahla Yang
- Ladies: Paige Ybarra, Pam Schroeder
- Index: Jensen Tang



Event 2 - Paul Newton

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NEWS FROM THE FLAGGING & COMMUNICATIONS CHIEF

BY RHEA DODS, SF COMMUNICATIONS CHIEF

Well, our season is well under way. We have already had three events.

**OPENING EVENT OF THE
2016 SEASON WAS DRIVER'S
SCHOOL AT THUNDERHILL.**

- Friday the weather was rainy off and on. Saturday, around lunch time, it rained fairly hard, but cleared somewhat by the time lunch was over. It stayed slightly rainy and WINDY the rest of the day. Sunday was clear, but cool.
- There was a great group of students at the school. There were a few minor incidents with some damage to the cars. One incident was coming out of T15, where a FF hit the wall at the exit on the left. Unfortunately, the car sustained some major damage. However, all drivers were OK.
- It was great to welcome back Marcy Ames-Goodman. WELCOME BACK MARCY!!!!

**THE 2ND EVENT WAS THE FIRE/
RESPONSE TRAINING AT SO-
NOMA RACEWAY.**

- We didn't have quite the turn out we were expecting due to the rainy weather. However, it was a very productive session and everyone seemed to have a great time.
- We were pleased to welcome some new folk: Joseph Singh, Larry Maurer, who has been absent from the F&C ranks for several years, and is returning; and Michael Detmers, who was a graduate of driver's school. It was great meeting them and welcoming them to our racing family. Joe Briggs also attended, who came on board for a couple of events last year and plans on being more active this season.
- Also, at the Training was Jack Daniels and Misha Nasledov, who have been absent from our events for awhile do to work and other commitments. It was so nice to see them, and they are hoping to participate more this season.

- Would like to heartily thank the Sonoma Raceway folk, especially Dan Kenber, who helped coordinate this joint session with the Region folk. THANKS SONOMA!!!

**THE THIRD EVENT WAS THE
SEASON OPENER REGIONAL AT
LAGUNA SECA.**

- Well as usual, the fog had to be incorporated into the Friday and Saturday schedules, as we had to wait to start the day due to visibility issues. However, Sunday was clear and sunny.
- We welcomed 4 new members to our crews: Waheed Brown, former motorcycle racer; Bill Browning, who flagged in the past with Cal Club, has been absent for a few years, and is joining our crews and expects to be quite active this season; Nik Peter, who brought his great smile and enthusiasm to his first event; and Joseph Singh, who wrote us and said he had a great time and will join us at the Laguna events.. WELCOME Waheed, Bill, Nik and Joe.

- A shout out to our one day workers: Jack Daniels and Paul Clark, who joined us on Friday to help. Appreciate it JD and Paul. And Mike Lee for joining us on Sunday. Thanks Mike.

- It was so nice to have Bruce Runyan as Flag Chief for Friday and his help as a logger in the tower. Also, it was great to see his daughter Sandy. Thanks guys.
- There was some great racing and the novices did a very good job.
- There were 3 NEW cars, that were purpose built in France and were quite intriguing. The drivers of these cars joined us at social Friday night, and explained that these purpose built cars have a series in Europe, which is an arrive and drive; and that they are trying to establish a series in the United States and would like SCCA National's help in classifying the cars. Hence the demonstration at the Opener. The cars where a very tidy package and driven well. One of the drivers was the stunt driver that drove the Red Mini in the Bourne Supremacy and another one was driven by a former Indy Car driver.

Next up will be our historic, unique and prestigious Ultimate Challenge MAJORS event at Thunderhill April 6-10!!!! Want to get on a corner at our 2016 events? Email office@sfrscca.org and we'll put you in touch with the flagging chiefs.



CLUB NEWS

IN MEMORIAM

BY STEVE JAROCH

Recently the San Francisco Region lost two long time members.

Marissa Archuleta posted on Facebook, "It's with tremendous sadness that I share with you all the passing of my grandfather, Larry Rodriguez. As most of you know he has been battling congestive heart failure and pneumonia these last few months. He passed away in his sleep." Many historical photographs of Larry's life as a racer, etc. can be found on Larry Rodriguez, Rodriguez Racing Equipment Facebook page.

Pete Fairwell passed away from a massive heart attack while doing what he loved to do weekly, playing racquetball. Known for his outgoing personality and late-night story telling at the track after a long day of recycling, Pete left his mark on all who came in contact with him. He was our "Teamster", doing all the heavy jobs at hand and for the past few years has "dumpster dived" enough to fund our annual Steak & Lobster feed. An avid diver and world traveler, he leaves behind his loving wife, Janet, his best friend since high school, Ron Campbell, and many, many, friends both on and off the track.

God speed to you both.

THE SF REGION, STOCKTON FAIRGROUNDS SOLO SITE EXPANSION PROJECT

BY CLINT DEWITT

At the request of SF Region Solo Steering Committee, which represents the Bay Area autocross contingent of the San Francisco Region, the Region Board will soon decide on the first real estate transaction since the purchase of the Thunderhill property. Specifically, this transaction will constitute the doubling of the Stockton Solo Site -- the autocross area at the Stockton Fairgrounds -- by SF Region Solo investing it's half-million dollar Site Fund, plus a \$300,000 loan from SCCA National, in order to pave 5 acres at the Stockton Fairgrounds, expanding the current 5 acre Solo Site to 10 acres.

This expansion of the Stockton Solo Site will allow SFR Solo to lure a number of the many local autocross clubs away from the Marina Airport and Crows Landing, and have them instead lease the Stockton Solo Site, greatly increasing the income to the Fairgrounds from the Solo Site. In return, SFR Solo plans to negotiate a long-term lease with the Stockton Fairgrounds granting SFR Solo rent-free autocross dates at the Solo Site for some 40 years or more.

For the Region Board to give formal approval to the project, however, the Region's bylaws require a special notice of at least 15 days be given to the Region membership of a general membership meeting to be held regarding the project, after which the Region Board will hold a roll call vote to either approve, or decline to approve, the proposed transaction. In addition, SF Region Solo has a pending request for a \$300,000 line of credit or loan from SCCA National. The SF Region Board voted on March 16 to approve the concept of guaranteeing payment on the loan, if it is granted by SCCA National, for the following reasons:

1ST, SF Region Solo has a half-million dollar plus Site Fund, but needs a loan of \$300,000 to fund the Stockton Solo Site project.

2ND, by doubling the size of the current Stockton Solo Site and bringing in other autocross clubs, SFR Solo is expected to increase the revenue

from the Site by well over 50%, enough to pay off the loan within 4 years.

3RD, The loan has to be in the name of the SF Region, since SF Region Solo is not a formal "entity" like the Fresno and Sacramento Chapters are, and thus the Solo Site Fund is in the Region's name.

4TH, While the purchase of enough Bay Area land for a Solo Site is far too costly, the Stockton Fairgrounds already constitutes a motorsport center that hosts the World of Outlaws and has dedicated facilities for quarter-midgets, karts and autocross, making it SFR Solo's best and last chance to put the half-million dollar Site Fund to good use.

5TH, SFR Solo constitutes a large portion of the membership of SF Region, many of whom believe they don't see enough benefit from their national and regional SCCA dues.

6TH, SFR Solo now has to compete with autocross organizations that can charge significantly less because they don't require regional or national dues, and aren't required to pay SCCA sanction and insurance fees -- which constitute over \$12 of the usual \$40-\$50 entry fee -- whereas the competition pays no sanction fees, and less than \$2 per entry for insurance.

7TH, SFR Solo can offer SCCA a cost-free form of interest on the loan, by giving SCCA annual rent-free solo dates for their three national programs held here.

8TH, Any expenditure to improve the Solo Site at the Stockton Fairgrounds would require multiple approvals, by (1) SCCA National as the lender; by (2) the SF Region as guarantor, since the Region Bylaws require approval of real estate transactions by a 2/3 roll call vote of the Region Board following at least 15 days notice to the membership (Art. IV, Sec. 10); and by (3) both the California Department of Food and Agriculture and the State Public Works Board, since the Fairgrounds is property of the Second District Agricultural Association (Sec. 4002, F&AC).

OIL RECYCLING ROCKS AT THUNDERHILL



The State of California, Ross/Campbell Company and the SFR SCCA have once again partnered to deliver the environmentally sound message to all who will listen that recycling used oils and filters and the use of re-refined oils is a good thing for the environment. After two previous award-winning programs the show is back on because motorsports and the men and women who participate in motorsports serve as excellent spokespersons for the oil-recycling cause. "It is simply right for us [SFR SCCA] to embrace and promote good environmental habits going forward," noted SFR SCCA Regional Executive Dr. Gary Pitts. "We were among the most effective programs back in the day and now we are, on again. We will successfully combine our motorsports with a socially responsible mission -- the recycling of used oils and filters," he said.

For drivers in the club the program gives them the opportunity to boast about their role in making the world a better place while sharing with sponsors and friends the added value that their support creates. Decals will once again appear on SCCA race cars as will the Recycling Rocks logo and message on various materials generated by the Club. Participation will be voluntary.

Select Club events will feature partnerships with other state agencies and grantees who share the goal of eliminating the environmental issues caused by dumping used oil into the ground and our water ways. The program will continue through 2017 with the possibility of renewal if all goes well.

"We are thrilled to be back in the race seat with the San Francisco Region of the SCCA with a unique and proven oil recycling program," noted Ross/Campbell principal Shawn Campbell. "We are very familiar with the efforts of the state and their various partners charged with addressing the pollution impacts caused by used oils. I can say, from experience, that the dynamic back drop of motorsports is a convincing medium for achieving success in this area."

For more information about the program contact Shawn Campbell at 916-446-4744 or Terry Taylor at 530-934-5588 Ext 102.



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NOTES

from the *Archive*

MILT BROWN

BY GARY HORSTKORTA



The Alfa Romeo 2900 of the late 1930's was the inspiration for Brown's Monza Spyder.

THE DESIRE HAS STRUCK SEVERAL

individuals connected with racing to build their own cars either out of necessity from lack of funds to buy a race ready vehicle or the feeling that "I can build a better car myself". Well known names like Joe Huffaker Sr. (BMC, Genie), Jim Hall (Chaparral) and Max Balchowsky (Old Yeller Specials) are a few of the talented people who had the desire, creativity and technical knowledge to strike off on their own.

Another name to add to the list of car designer/builder is local product Milt Brown. Like the better known car builders mentioned above, Brown, a U.C. Berkeley graduate with a degree in engineering, had some experience as a driver in local SF Region events including building his own H Mod class car which he raced. When the Formula Junior class was approved by the SCCA for racing, Brown, like many other would be constructors around the world, jumped into the fray in late 1959 with a design he called the Apache.

Brown's first task was to build a balsa wood model of his tube frame creation followed by construction of two customer cars for Ray Ingalls and John O'Donnell. The space frame chassis was covered with a body of fiberglass (nose, tail) and aluminum (center panels). The rest of the components list looks like a shopping kart of different makes - Simca engine and transmission; FIAT driveshaft, steering



The Apache Formula Junior driven by Roy Pike at Laguna Seca 1961

column and radiator; Anglia differential; Morris-Minor steering rack; Austin spindles; VW flywheel; Lotus springs; SU carbs, Chevy shocks and Mercury brake cylinder.

Several cars were built and competed in local races with some success but Brown had bigger things in mind. His dream was to build a limited production, performance sports car for the street but with limited funds and production knowledge, he decided to head to the UK to learn car building first-hand. Brown found a job with Emeryson, a small race car builder that took over the Connaught Formula One effort. Like a sponge, he absorbed practical knowledge on suspension, frame design and making contact with a variety of specialist firms in the UK and Europe.

One of these contacts was a representative for a small, Italian coach builder by the name of Carrozzeria Intermeccanica (CI) who was looking for cars to build. Brown discussed his new car idea with CI and finding the pricing for building bodies acceptable, a contract was signed and Brown returned to the US in to finish his design. Enlisting the help high school friend Ron Plescia, a recent graduate of the Art Center of Pasadena, who designed a very attractive two-door coupe sports car body for the new car which was named the Apollo GT.

Brown built a ladder type frame to accept the Buick Special suspension, driveline, brakes and V8 engine which he sourced from a burned out car he had purchased.

The chassis, plans, Plescia's drawings and a 1/4 scale model were sent off to Italy for completion of a prototype. After receiving the prototype and making some necessary updates, production of finished chassis began at CI in 1963. Over the course of the next two years, thirty-nine cars were built and sold. The Apollo GT was highly praised by auto magazines in the U.S. and Europe but production ceased with Brown's company in debt to the banks and suppliers late 1964. The assets were sold off to another investor who built fourteen additional cars before closing the operation once and for all.

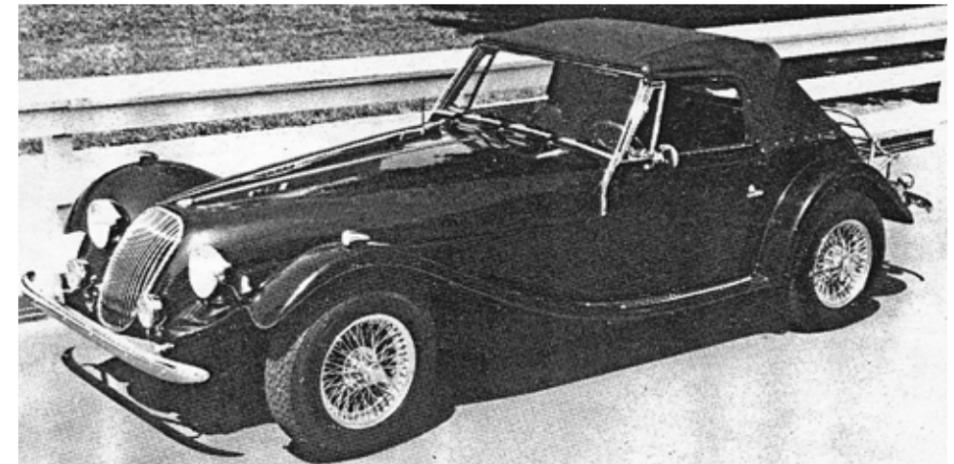
Having learned quite about the business of building a street car and the mistakes to avoid, Brown took a break from cars and applied what he learned to building his real estate development business. Fifteen years later, the bug to design and build another car bit him in late 1970. Once again the project was a two-door sports car called the Verona, but this time he would build the car himself and license his design to other interested parties. Ron Plescia was re-enlisted to design the body which when finished, looked like a marriage between a Morgan front half and MG-TD back half, only larger.

Brown designed the ladder frame and tubular steel chassis for a 3.8 liter, turbocharged Buick V-6 engine, 5 speed gearbox and other GM components. The body was fiberglass reinforced plastic with luxurious leather bucket seats, door panels and dash. It took two years to build and test the prototype before the Verona went into production. The car was praised by auto magazines for its design, quality construction and drivability and between 1983 and 1989, Brown sold forty-four cars in kit form. Brown also licensed a German company to build the Verona utilizing BMW engines and suspension and as of 2005 were still in production for European buyers.

Moving into the late 1990's and with his real estate investments doing well, Brown was prompted by a friend to design a successor to the Verona, so he formed Milestone Design Group to create a new car for licensing. The car would be a showcase of his new companies capabilities in the hopes of attracting investment and potential licensees for his designs.



The beautiful Apollo GT by Brown with body designed by Ron Plescia.



A cross between a Morgan and MG, the V6 powered Verona was Brown's third design and sold in kit form.

Brown always admired 1930's Italian car designs, particularly the Alfa Romero 2900, Brown decided to create a modern version of the car which he called the Monza Spyder.

The result was a stunning, two-door sports car of classic design but utilizing modern components under the fiberglass body. The prototype used the engine and driveline from a BMW 3 Series with a luxurious, full leather interior. Brown received very favorable feedback on the car including Best Sport Car in the 2005 San Francisco Custom Car Show and the Editor's Choice Award from *Motor Trend Classic* magazine at the Concorso Italiano show.

Over a forty year period, Brown created unique and successful automotive designs from a Formula Junior to a one-off Italian inspired sports car...wonder what's next?

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Jesus Villareal took first place in EM in his '73 Lotus Europa.

SFR SOLO ROUND 1

BY RYAN PANLILIO

The first round of the San Francisco Region's SCCA Autox Championship Season drew 186 drivers. Drivers, workers and spectators were kept on their toes, with competitors losing control in and out of the marked course.



The first round of the San Francisco Region's SCCA Autox Championship Season drew 186 drivers. Drivers, workers and spectators were kept on their toes, with competitors losing control in and out of the marked course.

Ken Mollenauer took the top spot in AS in his 2007 Corvette Z06, very closely followed by co-driver Shelly Monfort. Mary Pozzi took third in a 2004 Corvette Z06. Colleena McHugh took the top spot in ASL.

B-Stock saw Tony Rodriguez's 2004 Honda S2000 take first place over Chris Boynton's 2015 VW Golf R. Ryan Cirillo rounded up the top three in 2014 Subaru WRX Sti. Youmna Zalzal ran uncontested in BSL.

Jonathan Stroud topped the large field of the 86 twins, taking the top spot in CS in his 2013 Scion FRS. Teddie Alexandrova took second and Ricardo Quinonez took third in his 2013 FRS. DS saw Scott Garriss run uncontested in his 2013 WRX.

Miatas continued to rule ES, with Ed Burghardt taking first in his 2000 Miata, followed by Craig Boyle in his 1991, and Adam Wigginton in his 1998. Soyun Lee ran uncontested in ESL in her 2000 Miata.

Sean O'Boyle, in his 2013 BMW M3, took first place in FS, followed by Richard Jones in a 2012 M3. Third place was taken by Michael Do Couto in his 2010 M3.



Don Ebaugh ran uncontested in DSP in his '12 Civic Si.

Justin Bowen, competing in GS, took the top spot in his 2015 Focus ST. He was followed by Joel Campbell in a 2007 VW GTI and Jon-Mark Schneider in a 2015 Focus.

H-Stock saw Rob Luis take first place in his 2011 Mini, closely followed by Mike Wood in his 2014 Fiesta ST. Mark Allen rounded out the top three in a 2011 Mini. Joe Weinstein ran uncontested in SS in his 2010 Camaro.

Richard Rossmassler ran uncontested in ASP in his 2009 Nissan 370Z. Hal Dorton, in his 1997 BMW M3, took the top spot over Warren Chuong, in a 2014 WRX, in BSP. Diane Dorton ran uncontested in BSPL in a 1997 M3, and Manny Pretti ran uncontested in his 1966 Corvette in BSPV. Don Ebaugh, in his 2012 Civic Si, ran uncontested in DSP.

Monty Pack, in a 2014 Porsche GT3, took the top spot in OSP. Wayne Overbeck, in a 1978

Fiesta, and Grant Keyser, in a 2010 Cayman S, took second and third, respectively.

John Paulsen and Nina Carlini both competed in JB, and Vernon Head ran uncontested in KM in his CRG Road Rebel.

Steve Goldine, in a Caterham Superlight RV, ran uncontested in AM. Larry Sharp beat co-driver Dave Dunwoodie in their 2000 LeGrand Mark 25 Dragon in BM. Ben Martinez, in a 1984 VanDiemman, ran uncontested in CM.



Paul Pluguez on his way to second place in SMF in his '94 Sentra.



Justin Moore manhandles his Sti for first place in X-class.

D-Modified saw Greg McNair in his 1968 VW Dune Buggy eek out first place from Dave Henry, in a 2001 Caterham. Christian Obert rounded out the top three in his VW Dune Buggy.

Jesus Villareal, in a 1973 Lotus Europa, edged out Bill Charron for first place in EM. Charron, in a 1972 Porsche 914-4, was just barely ahead of Gary Ratliff, in a 1969 Dune Buggy.

Marconett's co-driver, Robert Marcy, in a 1973 Datsun 1200 in DP-class. Deanne Caraballo ran uncontested in DPL in the 1982 Starlet.

Ivan Panden and Jeff Eikenberry both ran uncontested in their classes. Panden, in his 2000 BMW 323 in FP, and Eikenberry, in a 2015 Corvette, in SSP. Yoan Andreev also ran uncontested in STF in his 2014 Mazda 3.



Robert Marcy took third in DP driving a '73 Datsun 1200.



Deanne Caraballo runs uncontested in DPL in a 1982 Toyota Starlet.

Josh Savage outdrove his co-driver for first place in SM. Savage's co-driver, Isaac Acks, took second in their 2006 Lancer Evolution. Jacob Dawson came in third in his 2004 Subaru WRX Sti.

Donald Lewis, in a 2013 Fiat 500 Abarth, took first place from Paul Pluguez, driving a 1994 Sentra, in SMF.

Jake Obniski, competing in CAMC, took first place in his 1996 Mustang over John Payne, driving a 2010 Camaro. In CAMC-Ladies, Kelly Prior took first place in her 1996 Mustang over Kim Jennings, in a 2015 Mustang.

Howard Wolf, driving a 1982 Toyota Starlet, was able to hold off second place finisher Andre Marconett and

It was a battle of Mustang GTs in STP, with John Fabela, in a 2015 GT, edging out Troy Jennings, driving a 2014 GT, for first place. Maury Green rounded up the top three in his 2008 GT.

Praneil Prasad, in his S2000, took first place over Eric Lam, driving a 2016 Miata, in STR. James Laeno took third in his 2013 Miata.

Small displacement was the name of the game in STS, with Manuel Ruiz, in a 1990 Miata, taking first place over Randy Krider, in a 1989 Civic Si. Alan Gruner rounded out the top three in his 1991 Miata.

Jimmy Au-Yeung's '06 Lancer Evo took first place by a hair in STU over Nathan Hackman in a 1998 BMW M3. Howard Yang, in a 1998 M3, took third.

In STX, Karlton Lew edged out the hard-charging Tsang brothers. Lew, in a 2014 BRZ, took first, with Justin Tsang second and Mack Tsang third, in their 2013 BRZ.

Jason Kuang, in a '05 Acura RSX Type-S, took first place in N over Adam Garcia and his 1999 Audi A4. Zachary Sankin rounded out the top three in his '15 WRX.

NS found Paul Zahorsky in first place in his '97 Miata. Roger Bramble, in a '06 Mini Cooper Works, took second, and Brian Jenkins third in his '15 Mustang.

Takeshi Yoshida, in a '03 Lancer Evo, took first place in T2. Victor Harris took second, and co-driver Stephen Sullivan third, in their 1999 Subaru 2.5RS. S

Justin Moore manhandled his '05 WRX Sti for the top spot in X-class. Mark Scroggins, in a '06 Lancer Evo, came in second and Chris Cox third in his '14 Mustang.



Joel Tan pilots his Chevy Volt in HS.

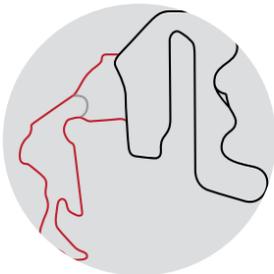


Alec Storrie-Lombardi pilots his 2016 Jaguar F-Type coupe in AS.

THUNDERHILL REPORT

BY DAVID VODDEN

As is the case with all businesses like Thunderhill, there are a number of sources of revenue that keep the park alive in addition to track rent.



Frankly, if our track, any track, had to survive on track rent only, well, we and they would be closed.

There would be no track which is, in my opinion, the worst possible outcome for us all! Some of the additional revenue streams that keep Thunderhill afloat are obvious and vital to the track's bottom line. They include race fuels where our exclusive deal with Paul Oil keeps our tanks full and provides additional marketing support for our facility.

Our food service is a bit different in that we "exclude" anyone and everyone from selling food at our track. Why? Because we cannot split the demand for food with anyone else and stay open let alone keep the food quality that Jim Thompson consistently puts out. Nor could we keep the talents of Francisco or Dale or Stacy, just to name a few key people on Jim's outstanding food service team. There was once a time when the owners of the track would not use our food service. This is true but we got past the resistance and everyone benefited. Jim had more resources and we drastically improved the food service for the Club.

We have also endeavored to make our tire service unique to the track while still respecting the long-time service to the Club provided by Roger Kraus and his son, Brandon. Our Pro Shop enjoys the same exclusivity in the area of selling Thunderhill Park merchandise. Not that many years ago Terry and I went on the road with the Club selling thousands of dollars of SFR SCCA merchandise to racers and members at all the tracks. This produced a significant amount of additional revenue for the Club during those years. It also helped spread the name and logo of our Club across the land whenever and wherever members and their friends wore our tee shirts with SFR SCCA emblazoned across the front.

In the course of doing the business of Thunderhill we have a host of special "deals" and exclusive arrangements all of which are designed to save us money. These deals enable us to make Thunderhill better for all and, most importantly, secure our track for the long-term. Keep in mind that the long-term survival of the track the Club owns is Job #1. Anything that threatens this prime directive brings out the parent in us. Our arrangement with our emergency response team is a unique example of the survival of Thunderhill. When we first opened, the local standby ambulance companies were happy to get the day-time business. As our business expanded we found it necessary to use two companies for stand by emergency medical service.

Eventually we were told by the companies we were using that they could not handle the volume of service we needed. We struggled for a while and then found Jeff and Debi Moore. These two highly qualified emergency medical response individuals set up a service that could meet all of our needs back then and still to this day. They used their personal knowledge of the industry in our market to recruit top talent to attend to our needs and they purchased ambulances and equipment to operate. They created a fully functional first aid station in the paddock. Because of who they know we have the Enloe Flight Care helicopter on the ground at the track during the American Federation of Motorcyclists [AFM] races here. They have a rapid-response vehicle that is ideal for our venue and our topography. They know every nook and cranny. The synergy of this relationship constantly provides added values. In partnership with Jeff and Debi we now have fully dressed-out fire-fighting service at the Park seven days a week when their service is in place. Even with the incessant rising costs of doing business, our relationship with Side Trax has always been one of finding solutions. As we approach the 25th anniversary of Thunderhill, we will continue to strive for the best, full-time, dedicated emergency response presence possible for all who come to the track for any reason.

Among the issues that are hardest to manage outside of our business is our reputation. The people's perception of what and who we are is most critical and so is the opinion of our users and our industry. We work hard to make sure that Thunderhill Park is respected and appreciated. We get great satisfaction when someone says that every time they come to our track there is something new and better. We take equal pleasure in hearing people say how clean Thunderhill Park is and how that makes them feel. We are often compared to other tracks. These are choices that our customers have. Except for restaurants in Carmel and NASCAR anywhere, we generally come out on top. Thunderhill is here for the long run. That is what we told all those people who paid the \$50 per entry surcharge and that is what we told those who were kind enough to invest in our neonate track.

So far, so good but please know that it takes a lot more than track rent to build what we have at Thunderhill. The next time you have a choice to eat breakfast in town or at the track, you know what to do. The fuel that powers your cars powers the track too. Our tires are the same except our tires provide a return on your investment to your track. Wear Thunderhill tee shirts, polo shirts, everything proudly. You will get stopped by a happy customer in a place far away who will say, "I have been to Thunderhill, what did you go there for?" And so it goes, on into the future, many years past our 25th anniversary in 2018 and many generations beyond that. This is why we built Thunderhill Park, remember?

FOR THE RECORD:

DEPARTMENT	2014	2015	TOTAL
Fuel	\$218,948	\$223,560	\$442,508
Food	\$135,948	\$173,567	\$309,515
Merchandise	\$51,690	\$38,138	\$89,828
Tire Service	\$106,733	\$50,477	\$157,210
TOTALS	\$513,319	\$485,742	\$999,061



Chico Corsa took to the track on February 26

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Crossle 55 Formula Ford. Porter Racing rebuilt engine. A terrific handling car. 19' enclosed trailer w/workbench & 2 toolboxes. New brakes & tires. \$17,500.00. Call Dale at 209-201-6449 or email: westfall.dale@gmail.com. 1502

For Sale 1974 Lola T 320 Formula Super Vee, Ground up restoration Everything is new or rebuilt. Beat the Atlantic cars for 1/3 the price \$35,000.00 Ed (415) 883-4824 1512



1988 Formula Mazda for sale standard FM, like new. Very nice, new fuel cell, new tires, new belts, many spares, included TPD 24 foot trailer, very good condition. Mike Bonnington 408-386-9648. or mikebonnington@yahoo.com \$24,999 with trailer 1511



1973 Formula Ford Crossle 25. Great club racing car. 80% restored. Looking to buy a Formula Continental. Lots of extras. No room left in garage. \$11,000. Call Jeff: 9257651494 1512



1992 Van Diemen FF. Loyning Runoffs motor. Stack dash, Technomagiesio wheels, Penske shocks. This model FF has almost won the SCCA Runoffs and currently wins races in England. RACE READY. \$10,000 Jerry Pacheco 530-367-3899 1512



Formula Enterprise Chassis 25 Maintained by Bulldog Motorsport since 2008, 2 SF Regional titles. \$32,500.00 Jason Hohmann www.Bulldogmotorsport23.com 209-892-5747



78 Lola T540, strong motor, straight chassis, Hewland trans. Currently set up for autocross. Completely restored. Complete with a two wheel trailer A winner at only \$20,000. Call Jim at 702-255-7945 or 702-521-8970 (cell) 1512

SPEC RACER FORD



Well sorted Gen2 SRF for Sale. All latest upgrades. Maintained by Bulldog Motorsports. Race Tech data acquisition. Spare set of Shelby wheels. \$18,500. Contact Bill @ 408 667 7043 / whbooth@gmail.com 1512



Spec Racer Renault #434 ,Rebello motor, Spare motor and Transaxle, Spare Radiator, Jack stands & Jack, Spare nose & tail, Misc parts, 6 spare aluminum wheels, 6 spare steel wheels, \$8500, Jeff Francis 559-307-5878 1508

FORMULA VEE



1997 Crusader Formula Vee Chasis #0297 for sale or rent. Tall roll hoop with lots of room for larger driver. 1 weekend on complete Ron Chuck engine rebuild. Very strong National level engine. RacePak G2x data acquisition. Momo D wheel. Jet coated exhaust. QA1 shocks all around. This is a clean, well prepared car ready for the track. Email brians42@att.net for rental prices, \$7,000 to own it. 1501

SOLO RACER



2000 ZX2 SR (special edition Ford Escort) 18,000 miles, came in three colors, this is one of 500 in red. SR stands for street racer. Fully adjustable factory suspension. All original except wheels and header (original parts are part of the package). Immaculate condition very rare. drive to the solo event, take home the trophy, and then drive home, all for \$13,000. do not miss this opportunity!!! contact Tim Van Ravenswaay 616-443-3313 1505



1990 Acura Integra, SCCA E and F production regional champion. Looking for best reasonable offer. For details see http://www.barnstormerracing.com/acura/ Contact Bernie at 7070-953-9891 or storc@msn.com 1411



Pro-Built EP/DP Miata. Only the best: Penske, Rebello, TC Design, OS Giken 949Racing, E85, Proven D-Prepared & Index Solo winner. Craig 408-460-1201 cnorthc1400@yahoo.com https://sites.google.com/site/craigsdpmiataforsale/ 1411

B SPEC



Brand new Mazda2 B-Spec build. Purchased new off the dealership lot in late 2014, stripped, and prepped for B-Spec competition. Only 8 races on the car with just over 1k miles so engine is just broken in and will only get stronger. Roll cage is an S-Box engineering kit professionally installed by Margraff Racing. Car has the best of everything and is one of the nicest B-Specs in the country right now. Cobra Sebring Pro Fit seat. Schroth Profi II belts. 5 pound, 4-nozzle integrated fire system. Quick release Sparco wheel with integrated radio PTT buttons. 3 sets of TRMotorsports C1M wheels, one with brand new unused mounted Hoosier rains. Includes AIM Solo DL data system. From eight races the car has six wins, 8 podiums, two track records (Thunderhill and Pacific Raceways), and it won the 2015 SCCA Western Conference Majors championship. Tied for 2nd in nationwide B-Spec points behind John Heinrich. Car is turn-key and ready to run top five in PWC at Sonoma or the Runoffs at Daytona with the right driver. I'll throw in coaching and car prep assistance for your first race weekend. Car is currently located in Auburn, CA but will be moving to HSE Racing in the San Francisco Bay Area soon. Contact Eric at eric@boucherracing.com or (408) 391-2310 for additional info. More pics at http://tinyurl.com/onzmbjs Asking \$21k. 1502

GT/PRODUCTION RACER



For Sale: 1970 SCCA GT1 Corvette. Car runs, handles, and stops as it should. Prep level appears to be from 1980s rule books. SCCA logbook says it ran eighteen races including Nelson Ledges and Road Atlanta in the late 80s. Clear Illinois title numbers match vin tag. Rollbar tech numbers match SCCA log-book. Tires are garage rollers only. Flares will accept up to 12 inch wide rims. Engine is an iron block 355 sbc with a Muncie transmission behind. I am an autotaxer and not a road racer. I have no more history than the logbook and a few old pictures. Call or text 559 645-2988 with your questions. Car is in Madera, Ca. \$25,000. 1404



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 NORPAC Division GT-3 Championship, 1997 NASPORT Championship and current lap record holder at the Thunderhill "new" 5 mile course and previous lap record holder at the Thunderhill 3 mile course. PRICE REDUCED - INQUIRE - Includes 2 motors, 3 sets of wheels, extra carbonfiber body parts, 24' Haulmark enclosed trailer and spares. With 19 years of continuous development and more than \$125,000 invested, this is a winning car! Call or e-mail me for a complete spec sheet and photos. Chuck McKinney (510) 812-1140 chuck@amtmetals.com 1502



T1 2013 Ford Mustang Boss R Fastest T1 Mustang on the West Coast. Ford Factory Built Race Car. New Huf-faker Motor with zero hours, New Dry sump system, New fuel cell bladder and pumps, complete Cortex Extreme Suspension with JRI double adjustable shocks. This car has the best of the best! Call for more details. Darrell Anderson, American V8 Supercars 510-928-2423 1502



Spec Mustang/T2 Mustang New build by American V8 Supercars. Ran two races and a test. Car is ready to win a championship!! This car has the best of the best! We can also build you a car to your spec's or Rent you a Spec. Mustang for the season or a race weekend. Call for more details. Darrell Anderson, American V8 Supercars 510-928-2423 1502



Ford's Boss 302S is special limited edition model built by Ford Racing in conjunction with Watson Engineering as a ready-to-run road racing car and an homage to the original. Basic specs are aimed at Pirelli World Challenge GTS class racing, but also suitable for SCCA and NASA club events. Power is supplied by a 5.0-liter TiVCT engine modified for better cooling along with various ECU settings for 91 and 98-octane fuel. A Tremec T-6060 six-speed manual transmission with integrated cooling pump, 3.73:1 rear end and a Torsen T2R differential help put the power to the road. Brembo four-piston brakes provide stopping power with 14-inch front and 12-inch rear rotors, PFC pads, Ford Racing brake ducts, stainless lines and Ford Racing ABS system. A Recaro HANS ProRacer seat is outfitted in the cockpit along with a Hand window net, Sabelt six-point harness, cockpit rollcage, and onboard fire extinguisher system. Finished in School Bus Yellow, this 302S is #42 and of the 50-unit run and ready to race. \$85,000 Adam Simms 408-438-7129. 1510



1994 Pontiac Body/Hornaday Chassis/Victory Circle Race Cars. Former Darrel Krenz Southwest tour car. All aluminum 358ci 9.5/1, Fresh springs rebuilt Jerico trans/new drive shaft Winters quick change w/ 10 gears sets New Bilstein shocks/springs New Tilton clutch 390/750 cfm carburetors (comp carburetors) 1.5 hours since refurbished. Fast and Fun! Mark 775 771 9120 1508



#40 SMG 2005 Mustang GT, 5 spd, 3:73 gears, Burgundy & White. New build completed April, 2014. 6 SCCA events total...6 wins, 6 2nds with driver's Darrell Anderson, Tony D'Allesandro, and Mark Drennan. Current T-Hill SMG

record holder...1:58.2 (Drennan) set May 16th, 2015. New motor Jan, 2015, (3 events), new Koni front struts June, 2015 (never run). 2 sets wheels, AIM, spares. Beautiful, fast, every conceivable option, pristine condition throughout. Pics on request...50K or B/O...contact Dave Mani, 650-867-0010 1507

GT1 Speedway chassis. Roller with 4 speed 5 Star fiberglass. Two sets of Duralites. Call for details. Jim Clayworth (510) 531-3229 \$3500/OBO 1508

GT1/TA Rockersports C5 Corvette, two motors, 5 speed, Weismann computer. Call for details. Jim Clayworth (510) 531-3229 \$45K/OBO 1508

'72 911 Racecar and licensed California car, built to PCA Club Racing GT-1; runs SCCA ITE 3.8L twin-turbo air-cooled motor, MSD Ignition, Haltech fuel control, est 700+ hp at safe boost levels. Meets 103db. 24-gallon FuelSafe. G50/50 transmission - rare, very strong. Elsinor/ERP front end, 993 multi-link rear suspension. RSR-type bodywork, mostly fiberglass and Plexiglas, drop-hood cooling, aggressive rear wing. 2170 lbs. 2 sets Fikse wheels 18/17, runs 285/30 fronts & 335/35 rears or 26*9*18 fronts & 25.5*12*17 rears. Full logs. \$75,000. Hank Watts, 408-245-4040 PDT hank@CAMDesigns.com. 1505



Noble M400 GT-1 For Sale or Rent. 110,000.00, Hoover Chan 925-455-1066 HooverC@turbohoses.com 1501



Race Car for sale GT-1/SP Tube Frame/Silhouette Body Body 1998 Monte Carlo (fiberglass by Revenge). Tube Frame (coil over). 396 CI Chevy Small Block by Comptech (2005), low hours - 550 HP, 500 LBft. (Edelbrock heads, roller cam, Mahle pistons, Schoenfeld headers, MSD. Four speed Jerico. SCCA Log books from 1987. SCCA SF Region 1987-2006 The car runs and drives; only a fresh set of tires from track ready. \$12,500 OBO Call for complete specifications - Geoff at 916/870-6682



1984 Renault Alliance Cup car. Restored, «showroom fresh» \$3000 obo John (Eves) 916 454-1115 brabworld@sbc-global.net 1501

SPEC MIATA

1991 Spec Miata - 1.6 I Mazda race limited slip diff, race wheels and set of street wheels, some suspension and steering spares, \$3000 SCCA and NASA logbooks tandem axel open trailer also available. Eric Hernandez 650 208-3544 threebearracing@netscape.net 1504



1991 Seal Spec Miata For Sale. Chassis up build with all suspension parts new during build. Lots of thought went into this build with too much to list in the ad. Driven for two SFR region seasons and a clean SCCA Logbook. Sale includes a spare engine and transmission. Asking \$14,000 please email for details Graduate.JoshuaFine@gmail.com 1503



1999 Spec Miata - Nearly Race Ready. 1.8L / 5 speed / Torsen, Haag motor with only one break-in weekend, Team Dynamics race wheels w/ RA1s, Upgraded roll cage, Evil Genius exhaust, Kirkey 71300 seat, Advanced Autosports splined quick release, Rennenmetal ballast weights and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013 Clear CA title with plate n drive it to the track! Extras! Stock wheels w/ new Dunlop Direzza, Advanced Autosports fuel pressure regulator (2x), Lightweight tow hitch and ball mount. Fluids, filters, brake pads, restrictor plates, etc. Tim Ryan tim@seventhcircleaudio.com \$17,950 1503

1999 Miata. The current engine and setup ran for the 2013 season, primarily in the San Francisco Region of SCCA. We ended up with 5th place seasonal points for SMT and 1st place for ITS. In addition

we won our calass in the four hour RDC Enduro. The car is fast and ready to race. We had 7 first place finishes, 3 second placed finishes and 1 third place finish. Car Includes

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VINTAGE RACER

"1989 Chevrolet Camaro IROC-Z "Players Challenge Series" car is FOR SALE. Raced professionally by Kathryn Teasdale in the Players Challenge and is a legitimate 1LE R7U Camaro. Raced in SCCA and CASC after it became ineligible to compete in Players. 305 cu in w/5 speed transmission, Ford 9". Ready to race with new tires, fresh maintenance, and has some spares that will go with the car. Have all log books for Vintage verification. \$17,500. Mary 831-905-8668 or pozzimotorspords@gmail.com 1502



1967 Beach MK4B vintage race car chassis #111. New light weight body from original molds, ford 1100cc engine , race prepared head, forged crankshaft, carrillo rods, weber DCOE carbs, dry sump, aluminum flywheel, 5 speed trans, disc brakes, fuel cell, fire system, etc. Complete set of designer blueprints. HMSA log book. \$57K. (805)434-2980 or elva4@sbcglobal.net for full history and restoration photos. 1512



1971 Triumph GT6 - Fresh (zero hour) Jim Clark engine, rebuilt trans, rear end. New paint in & out. Spares. Current VARA log books. Ed (760) 492-3814 edunn@afsfuel.com

IT/ST

Pro-built Honda S2000 track car/STU?? - new paint - F/G top-rear wing Tolle roll cage - helmet fan - 2 Recaro seats - Sparco wheel - Stop Tech brakes - Eibach coilovers - APR frt. nose and splitter - AIM dash W/GPS-OZ wheels - cat drop pipe. Frank Shoemaker (916) 919-5750. \$35,000 OBO 1504



2007 Civic Si 4-door For Sale Built in 2008 for World Challenge, our Civic currently runs SCCA's STL class. Built as a race car from new, it has fewer than 8,000 miles on the chassis. Super high quality build, in great condition. Lots of content and spares as well. Located in Southern California. Too many details for a small ad so please write us for more details at: forumal1@earthlink.net Eric Rosenberg 310-291-2555 1502



1975 Fiat X 1/9. NorPac Div H Prod Champ 2005&2009 \$6000. John (eves) 916 454-1115brabworld@sbcglobal.net01/13

STREET CARS



1970 VW convertible. New Bug Performance motor; new fenders, hoods, running boards, and paint. \$6000 Jerry Pacheco 530-367-3899 1512

TRAILER/TOW



For Sale: TPD trailer, 24 ft, bench w/tool box, cabinets, Honda 3000 inverter/ gen, 110 wiring w/ interior lamps & plugs & outdoor spots, elec tongue jack, awning, ramp extensions, \$13,000, Frank 707-769-8608 1504

Featherlite Model 3110 open Alum. Trailer - 17'6" - 2014 - Alum Air Dam - Spare tire - 6 ft. pull out ramps. Removable fenders - two 3500 lb torsion axles, etc. \$7500 OBO Frank Shoemaker (916) 919-5750 1504

1986 Alpha Toyhauler, 5th wheel. Great for small car, 16ft of room X 73'. Fit A Toyota racecar and still had room. Large

awning, 5000lb axles, safety chains, 2 batteries, 2 lrg propane, 100gal fresh water, 2/40 gal waste tanks. Sleeps 6 or more, 2 tables, Stove, oven, Refrigerator, Microwave, all work very good. Heater needs work. Bathroom just painted, to cover wall paper. Roof resealed again. Tows great. Extras! Can deliver to bay area for fuel charge. \$4,500.obo. Make me a reasonable offer. Paul in Reno. 775-762-4431, paulracer152@sbcglobal.net 1502

'93 Chev/CAT toterhome. Fully self-contained 5 spd/diesel set up for TAG trailer. Call for details. Jim Clayworth (510) 531-3229 \$23K/OBO 1506



FINEST TOW VEHICLE AVAILABLE! 2000 Chev, 3500 LS, extended cab, dually, glasstite shell, alcoa wheels. 7.4L, auto, only 56K original miles w/new motor (long story). New paint, excellent condition, \$10K firm. 925-683-1283

MISC FOR SALE

Willows Executive home for sale - best of the best - 3-car garage with loft - large lot. 3- bedrooms, 2,600 sq-ft. with complete remodel walls out- appliances, fixtures, granite counters and all new floors/carpet/tile/wood. Large pool with diving board, balcony patio and more. Quiet area next to two green belts. Located on end of cul-de-sac. \$380k. Will lease for \$2k per month with stipulations. Contact David Vodden 530-934-5588 Ext. 101.

ENGINES FOR SALE: 2.0L Ford mild race engine, built as S2000 for a Pinto. Raced for a couple of races many years ago. No build sheets. Aluminum valve and belt cover. Have a larger pan and other parts. \$500. obo. I also have a 2.0L block and head. A 2300 engine parts, plus a complete turbo engine. Plus 1600 parts and engine and trans for 1st gen. Fiesta. Not sure what all is there but willing to make you a deal. Paul in Reno. 775-762-4431 paulracer152@sbcglobal.net 1503



1997 Crusader Serial # 0197 Frame and Body Kit. Car was completely assembled and never ran on the track. Everything but the frame and body have been sold off,



\$1100. Contact would be Ron at roncniglio@gmail.com or cell phone (559) 567-4056 1502



Kirkey aluminum race seat #08400 \$75 Sparco fiberglass race seat (worn upholstery) \$100 John 916 454- 1115 evenings 1512

Have two trannies for sale one m21 muncie fine spline with shifter, one super t10 with out, make offer. also have 5 star fiber glass 4th gen camaro body was run as gt1 make offer. Don at 510 531 6632 disprrace1@aol.com 1512

Hobbyists/Light Industrial lathe/mill for sale - Smitty 1324 Granite with 3-axis DRO and a work stand. Plus all additional set up (3 jaw chuck, 4 jaw chuck, vice, etc.), cutting (I have a drawer full of assorted cutting tools), and measurement (2' granite surface table, height gauge, micrometers, etc.) tools. \$7K. Contact Bob at (408)733-0776 or email at bgardner44@earthlink.net. 1507

1976 Fiat X-1/9 parts: Hood, seats, vinyl top, wheels and misc. engine and body parts. All in good shape. \$650 for all or will piece out. (209) 613-8625 1506

1300cc Cosworth engine block and oil pan \$250. 5-spd Hewland gear sets (20+) in heavy duty wooden case. Some new and used. All in good condition, \$450. Accusump dry sump, new, still in original box. Low profile (non-hydraulic) jack for use on sports/spec racers. Designed and built by Chuck Billington, \$75. Contact Dennis Wilson (209) 613-8625 1506

Do you want to join the exciting world of LEMON car racing?? FOR SALE 1976 BMW 630 CSI sunroof- rusty fenders rear trunk etc, has fair running 3.0 engine, with an extremely rare GETRAG ultra close ratio 5 speed, gear splits approx 900 rpm, direct 5th gear. Project was started and stalled, has resurfaced flywheel, new clutch, pressure plate, TO bearing, trans mount and driveshaft, alone worth \$1000+, nice Racing Dynamics alloys, crap tires. Not a restoration candidate. Best offer- can send pics. 831-917-5952 1505



SIX brand new BFGs R1 "S" 225/45X17 tires in our garage stored since new in black bags. On Tire Rack they retail for \$260/tire (\$1,040 for a set of four). We're only asking \$185/tire!! Please let me know if you'd like additional photos or have any questions. This is a great set of tires at a fraction the price of retail. Eric, 310-291-255Five 1504

Two sets of 13" vintage racing wheels. Bolt pattern 4 on 3&3/4. Centerlines 6" wide and five spoke American Racing "Silverstone" wheels 4.5" wide. Call for pics and offsets. \$300.each set. Sam at 775 530-0265. 1503

SHOP/STORAGE SPACE

Garage Space Available at Thunderhill, located along the paddock, near AIM Tires. You would share space with two other cars, one car is unused/storage only, the other is Spec Miata. Garage is furnished with storage rack, fan, table/ coffee maker, fridge & tools. Plenty of free space. Will consider track day or race weekend short-term rentals also. If interested, contact Al Gjedsted @ 415-694-8519 or alangj@comcast.net.

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

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

RACE CAR STORAGE San Luis Obispo. Shared shop with utilities.\$150 month Near airport. Gary Corsiglia (805)544-0890

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

DRIVER COACH

Driver Instructor: Professional racecar driving instructor. Over 17 years experience in all types of race cars & tracks. Also advanced street skills for drivers of all ages. Group rates. Ric McCormick(530)646-8838 Resume at www.myspace.com/ricmccormick

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WANTED

Looking for an open aluminum trailer. It needs to fit a 108" wheelbase car. 74 inches between the wheels and carry 3000lb max weight. I will trade a 20-foot enclosed Hallmark car hauler, electric brakes, 4 new tires. Rear door ramp, etc. Great condition. includes load-carrying hitch, etc. or will sell trailer. Let's talk. Seth Emerson, San Jose, CA. (408) 247-2237 1507

WANTED: Friendly, racer oriented or at least sympathetic, CHAIN LINK fence Company/installer to put up chain link fence at Thunderhill. [WILL TRADE FOR TRACK TIME?] Five [5] feet high with some gates. The usual stuff. Some top bars too. Please contact D. Vodden @ 530-934-5588 Ext 101 to arrange premise visit and opportunity to bid the job[s]. Could be BIG? Location: 5250 Hwy 162 - Willows, CA. 95988 1501

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