

The wheel[®]



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



**2016
DRIVER'S
SCHOOL**
p. 26-29

**THE
ULTIMATE
CHALLENGE**
p. 19

**2015
YEAR IN
REVIEW**

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2016

CALENDAR

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

MARCH

SFR Race Drivers School
March 4-6 | Thunderhill

Season Opener Double
Regional 1 & 2
March 18-20 | Laguna Seca

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

JULY, CONTINUED

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



Photo by Mary Pozzi

FRESNO SCHEDULE

Event 1 – January 31
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!*

Season Finale
Double Regional 13 & 14
October 21-23 | Thunderhill

Annual Awards Banquet
October 22 | Willows

SOLO SCHEDULE

2016 Bay Area Autocross Schedule
Tentative as of Jan. 14, 2016

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

Round 1
February 28 | Marina

Test N Tune
March 12 | Crows Landing

Round 2
March 13 | Crows Landing

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 2 | Mather Airport

Round #2
SCCA Sacramento Cup
April 3 | Mather Airport

Round #3
SCCA Sacramento Cup
April 23 | San Joaquin Fairgrounds

Round #4
SCCA Sacramento Cup
April 24 | San Joaquin Fairgrounds

Round #5 SCCA Sac. Cup /PAL
Event
May 14 | Mather Airport

Round #6
SCCA Sacramento Cup
May 15 | Mather Airport

Check www.sfrautox.com for dates.
Pre-register on: Motorsportsreg.com

SCCA MEMBERS ONLY

Temporary Memberships available on
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 #7
SCCA Sacramento Cup
May 28 | San Joaquin Fairgrounds

Round #8
SCCA Sacramento Cup
May 29 | San Joaquin Fairgrounds

Round #9
SCCA Sacramento Cup
July 30 | San Joaquin Fairgrounds

Round #10
SCCA Sacramento Cup
July 31 | San Joaquin Fairgrounds

Round #11
SCCA Sacramento Cup
August 27 | San Joaquin Fairgrounds

Round #12
SCCA Sacramento Cup
August 28 | San Joaquin Fairgrounds

Round #13
SCCA Sacramento Cup
September 10 | San Joaquin Fairgrounds

Round #14
SCCA Sacramento Cup
September 11 | San Joaquin Fairgrounds

The "Bill Fleig Memorial"
Enduro Day 1
October 1 | San Joaquin Fairgrounds

The "Bill Fleig Memorial"
Enduro Day 2
October 2 | San Joaquin Fairgrounds



Photo by Ramon LeFrancois

Anger Management

WHEELWORKS BY **BLAKE TATUM**

I was falling asleep watching Top Gear when cussing from my son's room awakened me.

It seemed he was watching a Warriors game and as the final seconds ticked away the score was much too close for comfort.

IT REMINDED ME OF THE DAYS WHEN I WAS EASILY EXCITED ABOUT THINGS. I remember the days when if the Raiders and later the 49ers lost my day would be ruined. I remember when the action or inactions of others would cause me to lose my temper. I remember the days of throwing wrenches and kicking things in a fit of anger. I remember when controlling my anger was not one of my strong points.

Most people think of me as an easygoing mellow guy. But I have to tell you when I got around mechanical objects I was easily pissed off. I think I took after my dad. Hanging out in the garage watching him work on things, I saw that a few cuss words and a thrown wrench or two really was a good release for built-up tension.

As I started to work on cars by myself the nut that would not start, and wrench that keep slipping out of my hand, the fuse that continued to pop, would cause me to lose control. For some reason my word of choice has always been g-d damn it. I do not know why, but for some reason I want to blame the creator of everything for that broken exhaust bolt. The throwing of

things usually followed the cuss words and after the 13mm open-end wrench bounced off the door of a VW and hit me in the head, I finally decided that throwing wrenches was not a good idea. Plus if you throw them too far they are hard to find.

Throwing wrenches was soon replaced with kicking something. Kicking a box or a door was always very satisfying, but when you kick something you have to be pretty careful about the shoes you are wearing and what you are kicking. Back in 1996 I bought some fuel from Larry Rodriguez for my racecar. I asked him if it was legal, he said of course it was. Needless to say impound found the fuel illegal and took away my race win. Naturally I was mad so I marched right down to Larry and told him off. As I was leaving I kicked the cones he had set up near his trailer. Of course one of the cones flew and hit Marylou Robson as she was walking by.

Another time kicking was not such a good idea was when I crashed into Mace German at Altamont Speedway. When I hit his car, I damaged my trailing arm and some bodywork. The thing I was most mad about was the fact that

I was there in the first place. I did not want to race on that oval and I thought ovals sucked. My friends talked me into it. I reluctantly went and after five laps of the main I was sorry I attended. When I crashed, I solidified that thought and decided right after I broke my toe that I was not racing another oval. It seems kicking the side of the car with the Kevlar reinforced bodywork in drivers shoes was not a good idea.

Usually my temper tirades end up costing me money. Mostly in collateral damage. I was slow to learn that taking a deep breath and calming down was the best course of action.

My worst racetrack tirade happened when I thought I was finally about to be somebody in the Formula Vee scene. After years of being a back marker I finally spent the money and got a good engine. I was to the point that all the excuses were eliminated.

It was the first race of the year and of course I wanted to make a good impression on my competitors. The first practice session went pretty good. I certainly was not the fastest, but I was a long way from the back. I worked real hard to get the car ready for qualifying. I checked for full throttle, I checked the timing, I checked the alignment, I even double-checked the valve clearance. Unfortunately no one double-checked my work.

On the first lap one of the valve adjustment screws backed off, effectively making my car a three cylinder. I was pissed! No way was I going to set any kind of competitive time on three cylinders. So I pulled into the paddock. I hurriedly pulled into my pit stall and was greeted by my father. I tried to tell him what was wrong, but with all the noise and the muffling of my helmet he could not hear me. I disgustedly unfastened my belts and jumped out of the car.

With my helmet still on I took the valve cover off and fixed the offending valve adjuster nut. I then snapped the valve cover back in and fastened my belts. I started to back up and my dad was trying to push me back. He was ever so slowly guiding me and in my mind he was wasting precious track time. So I slipped the car into to reverse and backed out at a much higher speed.

What I did not know was that Art Perry had followed me into my paddock space. I am sure he was offended by the more than walking speed pace that I entered the paddock. Of course I backed right into the passenger door of Art's Nissan station wagon leaving a nice round dent in the shape of my tailpipe. By this point I was beyond pissed, I put the car into gear and pulled onto the hot pit lane, only to be stopped by the pit fire crew. It seemed that going into the back

paddock during a timed session was not legal and I was not allowed on the track.

Upon hearing this I lost all control. I got out of the car and left it right in the pit lane. By the time I reached my pit stall I was beyond boiling. So I had to do something. Of course there was nothing to kick so I took a wrench (the one I left out after tightening the valve adjuster nut) and slammed it into the toolbox. But this did not do much for me. I needed to do more! I had too much anger in me still. I looked around; everyone was staying as far away from me as possible. With nothing to kick and nothing to smash, the obvious solution was the big white thing on my head.

I then unfastened my Simpson M1 full-face helmet as fast as humanly possible. I grabbed the straps with my hands and in one fell swoop removed it from my head and chucked it through the open passenger window of my 1990 Chevrolet pickup.

What happened next belongs in the unexplainable annals of things like the bullet that struck JFK, or Malaysian Airlines 370, or the Bermuda triangle. Somehow I put enough spin on my toss that the helmet flew into the truck, hit against the drivers door panel, bounced against the driver's seat back and sprung over the top of the steering wheel with just the right amount of force to crack the windshield. At this point I was thoroughly defeated and with nothing left to throw or smash I just sat down and tried to decide if auto racing was really for me!

My dad, bless his heart, still claimed me as a son. He walked up to me and told me that we were there to have fun. He then went on to tell me no one ever won a race in the qualifying session. By now I was settling down and he told me the silver lining to the incident was that Art Perry was not going to tell anyone about me throwing my helmet, otherwise I would have to have it checked for cracks. My dad also took the hammer and performed some body work on Art Perry's Nissan Station wagon so the door would open and shut. I sure miss him.

Fast forward to 2015. I was driving my Formula First, which has given me nothing but trouble. Mostly my own fault, but never the less I have had trouble with it.

This Laguna schedule had my group going out first. But the problem with being first is tech inspection is very hard to get through when you do not have an annual. Another complicating matter was that the track does not allow race engines to be started before 8:30 AM, which meant I had to push my racecar to tech. My paddock space was over by turn three and ever since I have been going to Laguna Tech has been

at the track exit clear across the paddock. Fortunately I had my son with me and at 6:30 AM we started pushing the car to tech. Pushing a racecar is never fun and pushing a racecar with brakes that drag is even worse. Even though my car is small bending over and pushing at a 45 degree angle so the back tires do not run over your heels can take a lot of energy out of a guy. So after pushing the car clear across the paddock, I arrived to find tech is no longer in the same spot. For some unknown reason it had moved to less than 100 yards away from my pit stall.

Out of breath, tired, and pissed is no way to start the day. By the time I arrived at the new tech location there were about five Porsche Cup cars already in line!!!! After busting my butt to get the car through tech and getting it ready for the first session of the day I pulled onto the pit lane. As I was shifting from second to third gear the transmission got stuck in between gears. I did everything I could from the driver's seat. I pulled on the shift lever, I engaged the clutch, I let it roll in gear, but nothing changed. The only thing I would get was the nasty noise that only transmissions can make. It is a combination of grinding of metal with the crashing of a crane. It is definitely a noise that raises the hair on the back of your neck.

This meant the car did not have any drive plus it could not be pushed. It was basically a 1100 pound anchor sitting in pit lane. I rolled to the pit wall and thought to myself about the last time I had this problem. Before It meant the transmission had to be taken apart and the offending parts had to be replaced. An extra transmission was not in the bag of tricks.

I was expecting the worst and naturally that pissed me off. I was mad and sat in the pit lane contemplating my next move. As I was contemplating thoughts of the long drive from Stockton, the sweat loading the trailer in the 100 degree heat, the anxiety caused by the schedule, the fatigue from the half marathon of pushing the racecar just 30 minutes prior, all these thoughts exploded into one massive burst of negative energy.

I unstrapped the belts and got out of the car. I started to feel like I did when I was younger, the blood pressure was building, my head was pounding, my vision was narrowing in to a fine focus, and something had to happen! I took the steering wheel off and tossed it to the side. I then took my gloves off and tried to make them a permanent part of the bodywork. I then took my helmet off and, and, and just set it down! I took a deep breath and exhaled. I then watched the rest of the session from the pit lane talking to friends. It seems that I have learned something in all these years.

NOTES

from the *Archive*

RACE PROGRAMS

BY GARY HORSTKORTA

SPORTS CAR ROAD RACE PROGRAMS

are a good addition to anyone who collects motorsports memorabilia. To the historian, they are a valuable tool to chronicle racing history over a period of time or of specific club or race series. Programs contain more than the event location, date, list of competitors and their cars, they may also include photographs and articles of interest about the top racers or other pertinent subjects.

For the San Francisco Region, the collection of programs shows the progress and growth of the club from the earliest years when only a few events and a small number of entrants were held on airport runways and public roads. The oldest program in the collection is perhaps one of the most significant - the first Pebble Beach race, November 5, 1950. As we all know, this race not only was one of the most popular on the West Coast, it helped spawn the Pebble Beach Concours and eventually lead to the opening of Laguna Seca Raceway. There were only thirty-five entrants listed in this program[the list of cars to be shown at the Concours; an article entitled "Why Do They Race on the Road" by Miles Collier and a list of rules "Road Race Regulations" which was all of two pages long!

The next significant and one of the most unique programs is the October 20, 1951 Reno Sports Car Road Races. This race was held on public streets that included half a lap around Virginia Lake providing a scenic portion to the course. The program also contained a full issue of the November 1951 issue of Road & Track magazine, the only time this occurred in an SFR program. Races in the Reno area were held sporadically in the 1950's and 1960's at three different venues - Virginia Lake, Stead Air Force Base and the Reno/Tahoe Airport .

Two 1952 programs marked the addition of two more important venues on the SFR racing calendar - Golden Gate Park and Stockton. Besides Pebble Beach, Golden Gate Park was a very important race since it brought national attention to west coast racing based on race reports in just about every racing magazine of the day. Now with two highly visible races (Pebble and GGP) the SFR was assured of increased interest in sports car racing and continued growth in membership.

Stockton was important since it was one of the longest standing races on the SFR calendar. For fifteen years, 1952 through 1966, this race provided stability to a list of venues that changed from year to year. Two locations were used, Stockton Airport and the Port of Stockton which had the longer run of the two.



Four other race programs of significance include new venues added in the 1950's Cotati (1957), Sacramento (1955), Vaca Valley (1958) and Laguna Seca (1958). Each of these races helped to further solidify the annual race calendar and two provided the first purpose-built road race circuits in Northern California. Of course Laguna Seca has outlasted all the early road race tracks and has the enviable position of being in continuous operation since it opened fifty-eight years ago.

Two race programs contribute to a sad chapter in SFR history, those of the Arcata Airport races in 1956 and 1957. Home of Lou Brero Sr., a fast rising star and very likable racer, Arcata was added to the schedule. Through Brero's efforts, the Redwood Empire Sports Car Race was first run in August 1956 at the airport and was successful enough to warrant a spot

on the following year's calendar. Unfortunately, prior to the second event, Brero was killed in a racing accident in Hawaii so the event was renamed the Lou Brero Memorial Race. Without Brero's dynamic personality behind the event, 1957 was the second and last time for this race.

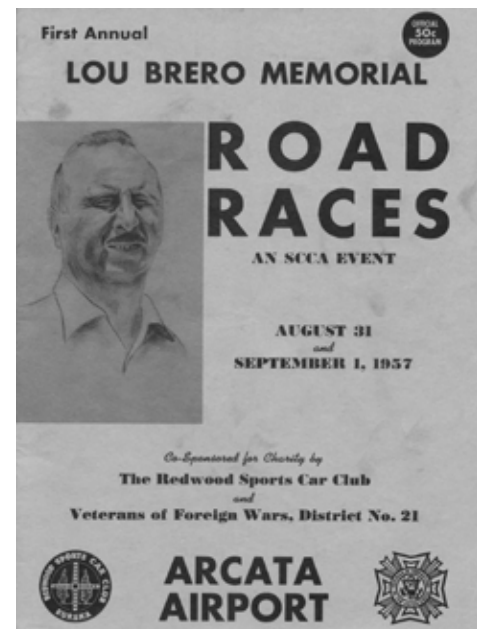
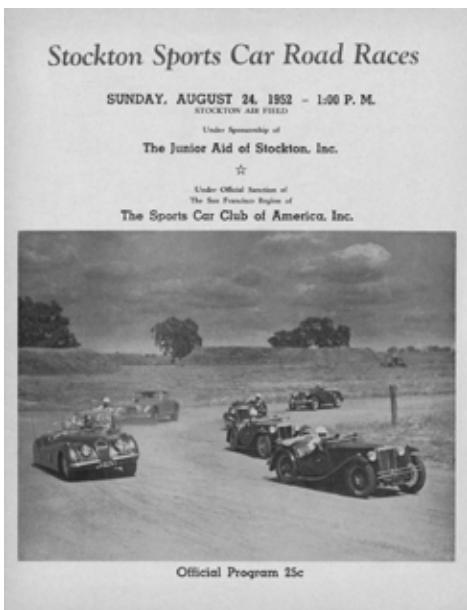
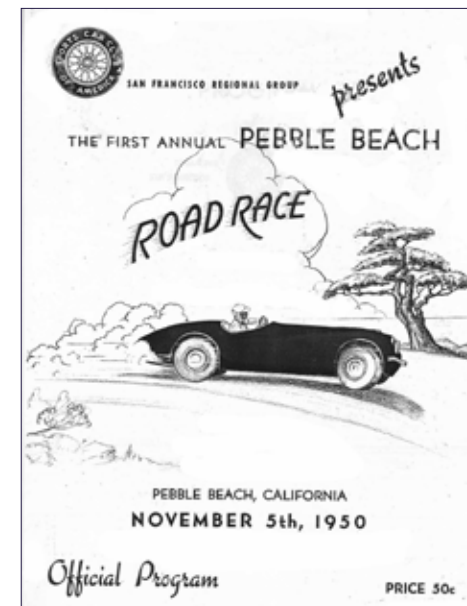
As the SFR moved into the 1960's, the most significant event of this decade did not have a program - the opening race at the new Sears Point Raceway in November 1968. It wasn't until the March 29, 1969 sports car race at this new track that the first program appeared. At the time, no one could fore-

see the troubled years ahead as the track would close and reopen a few times with multiple changes in ownership until it was purchased by Bruton Smith and remodeled into the great facility it is today.

In the first two decades of racing, the SFR saw rapid growth, a highly active competition schedule and a variety of locations used for road racing. Many of the race programs are fairly rare since the races had very short lives including Crows Landing, Oakland Airport, Salinas Airport, Moffett Field and Santa Clara

Fairgrounds, each of which only saw a single race. Others like Candlestick Park, Camp Stoneman, Tracy Airport and San Luis Obispo were only used a few times before becoming part of SFR history.

With the exception of special events and the emergence of digital technology, the race program for amateur racing has all but disappeared. So if you have old race programs, pull them out from time to time and flip through the pages, perhaps they will spark a memory of a race you attended or participated in then visit a vintage race where you can see many of those same cars (and a few drivers) still out on the track having fun.





2015 *Year in Review*

COMPILED BY **BLAKE TATUM**

Achieving a goal can be a defining moment in a person's life. Wishing you had achieved a goal and never doing it can also be a defining moment. Auto racing takes a commitment of energy and resources. Winning a regional championship takes another level of commitment and energy and resources.

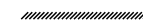
THE CLASS OF 2015 took on the Regional Championship a year after the Runoffs dominated the

headlines. 2015 was supposed to be an off year for the Regional program because drivers were supposed to be licking their wounds from the Runoffs all-in attitude.

What is supposed to happen and what actually does happen are often times totally different animals. 2015 was that way. Many people said they were not going to race, many people thought they might do one or two races, a lot of people were going to be finished racing. The beauty of auto racing is that itch to get in the car is never satisfied, that desire to feel the car vibrating on the seat of your pants never wanes, the common sense approach is not approached, racers just need to race.

Everyone who said 2015 was going to be an off year, was wrong. Everyone who said the Regional program is dead, was wrong. Everyone who predicted 2015 would be a failure were wrong. Everyone who won a Regional Championship, thank you. Thank you for proving all of those people wrong. Thank you for achieving your goal, congratulations.

Here are the stories and highlights from the 2015 class of Regional Champions.



JAMES PAUL - P1

This year was a whirlwind of fun and excitement. It all started with Drivers school once Jason and

Chris from Bulldog convinced me that I belonged. Being so new to the sport and having only done a few NASA Races and track days, I was pretty unsure. I tried to convince them to help me get the car classified as a P2 car, but they felt we would be fine leaving the car alone and just going to have fun and learn. Well, they were right. Although my car has a lot to gain HP wise to be more competitive in P1, and I have a long ways to go as a driver, I learned that consistency and staying out of trouble is key.

I would have never been here had it not been for my dad. He bought the Norma from Terry Eaton for us to share as a track day car to play with. I couldn't believe I was actually going to get a chance to go drive on these fantastic tracks with groups like Hooked on Driving and TrackMasters. After a couple of days behind the wheel I couldn't get enough... David Ray suggested it, and I begged him to actually allow me to compete with it and do something like a time trial and was able to get my Dad to agree. Well, that first time trial actually turned into my first race and once I saw a green flag while lined up with a bunch of racecars that was it. The hook was set.

This year I decided to give it a full commitment and try my best to show up to all of the races and learn. My ultimate goal every time I got in the car was to make sure I didn't break it. I couldn't afford to fix it so if I didn't take care of it, it would be a short experience. Luckily, having Jason and Chris in my corner gave me a bit of an advantage all together. Their coaching and maintenance on the car was the key to giving me the confidence to go out there and give it my best shot. I never had to worry about a setup or an adjustment; all I had to do was mention something and you could see their wheels turning as they solved the problems.

I must admit that the most important part to me was the involvement of my family and friends. My wife made just about every race with the kids in tow, and my daughter was actually excited about spending her Birthday at Thunderhill!

Claiming the top spot in P1 was not easy. Bruce Brown in his Stohr was always in my face, and as

for Jim Devenport, he's in a class all by himself... I can only hope to continue to learn and get faster.

Thank you SCCA for a wonderful experience. I know we have some exciting new cars coming in for this upcoming year, hopefully this new livery will help me drop a couple seconds.



TROY TINSLEY - CF

Thanks goes to my crew Art Jurado and Chris Wallace, my sponsor SavvyCities.com, and a special thanks to my fellow Club Ford competitors for making 2015 a great season.



PATRICK CASEY - GTL

Aloha!

People spend thousands to come to Hawaii where I live, to hang out and I spend my money to come and hang out with all of you on race weekends. First, I want to thank all the folks with the San Francisco Region for putting on fantastic race weekends. My start with the SFR was in February of 1973, when we shoveled dirt off of Sears Point, so we could hold a driver's school (two weekends driving/racing in the rain - I loved it!). Two years later, in November of 1975, I won my first SF Regional Championship - in FP, at Sears Point, and in the rain.

I didn't race for almost 40 years, until last year, when I got back into the seat of one very fast Huffaker Bugeye Sprite and won the SFR HP Championship, chasing Tom Tuttle all season. I had met Young Joe Jr. back in 1971 or '72, when we were both students, and then later I worked with 'Little Joe' for his dad, Joe Sr. on the British Leyland team. When Little Joe called me in December of 2013 to ask me if I wanted to get back into racing, it was something I couldn't pass up. After so many years of dreaming of it, driving a Huffaker team car for two seasons, and winning two SFR championships has truly been a dream come true. Thank you Joe!

I want to thank Norm Mitchell for being the best crew chief a racer could ask for - and a special thanks to my long time friends, Mike and Jenny Crowther of Petaluma, who have been incredibly supportive of my late-in-life, re-kindled passion for racing. I must be a late bloomer, since I didn't have a mid-life crisis - you know: buy a Harley and run off with the secretary, so I must be having a 'senior crisis', because as I approach 70, I can't give this up!! The friendliness, camaraderie, and keen competition I've experienced the last two seasons is truly priceless. Thank you all! I hope to be back on the track with you in 2016!



FRED LIND - SP

I would like to thank my wife Ardelle, my kids, Duane Harrison, my parents, Steve and Michelle Nagai, Mike Mansch, Rich Voss, Stevens Creek Quarry, Johnny LaFever, John Pinkerton, Raymond Brown and many other friends that have made another year of racing possible. This year was eventful to say the least, but out of the ashes a new day will rise.



BRUCE TRENERY - STU

Bruce Trenery here. I had a wonderful time this year, many previous years, and hopefully many years to come running with the SCCA. Therefore, my thanks go out to everyone involved from those in registration, tech, stewards, corner workers, and emergency and towing, though I happily didn't require the services of the latter two groups in 2015. I would like to thank Ward Rose of Import Auto Repair in Modesto for keeping our Acura running and on the button. I'd also like to thank my friend Tim Main for coming up and lending his support. I enjoyed the format that allowed running in two groups, as that really kept us hopping when running multiple cars. I sincerely hope that the RDC Enduro will survive, as it is a lot of fun to participate in, and it has a long and rich history in the Region. See Ya'All Next Year!



TODD RUEPPEL - ITC CHAMPION

THANK YOU.....SCCA Workers, without you I would not have been able to make this dream come true. Thank You for showing up every race, thank you for making sure my helmet is secured and suit zipped up, and making the check in process so easy.

THANK YOU SCCA SFR for providing such nice trophies and great events. We are so lucky to race at such awesome tracks on the West Coast.

THANK YOU Larry Oka for your support, pointers, direction, tools, awareness, introductions, knowing all the good local food places, thanks for the doughnuts. Thanks for letting me pit with you, and most of all, thank you Larry for making my first race car purchase possible.

THANK YOU Ricky Freeman for selling me "The Thrasher". I ran four double Regionals without a single breakdown. The 510 may not be the fastest, but it just works and works and works. Great prep and what a rev-er. Rick also shared his decades of experience with me when I had questions.

Thank YOU to all the new friends in the paddock, chatting, sharing, loaning. Thank you to the SMG Mustangs for not tearing off my front end as you pass me at the last second and retake the line. Thank you Miatas for giving me someone to chase and challenge but not rubbing fenders or bumpers. I'll Be Back!



TUPPER HULL - ITA

My winning the ITA championship in 2015 was the result of slow and steady progress in understanding racing, race craft and race engineering. I was not

a young man when I began racing in 2005. In fact, at 55, I was what many would consider already past my prime. Nor was I a natural.

My first couple of years were spent in the back of the Spec Miata and ITA, trying my best to stay

out of the way of the front runners when they lapped me. I slowly moved up to a reliable mid pack position where I learned the value of making smart decisions that may have cost me a momentary pass, but usually got me to the end of the race without damage or hard feelings.

After a great deal of practice and a little investment in some professional help with engine management, I began finding myself on the podium if not in first place. What is most rewarding about this progress is not just winning the championship, it's the pleasure and privilege of racing with competitors who, while fiercely competitive, are also smart, skilled and entirely trustworthy.

My greatest thanks go to the incredible SCCA volunteers who week after week give their time so the rest of us can slowly improve our skills and knowledge of the best sport anywhere anytime.



JIM MALI - FA

Well first, its difficult to remember the last year! I did not get out as much as I had planned. Last season had some good races, trying to stay out of the way of the trouble, the sand traps, contact with other competitors, and the P1s. I would like to see more of the group 2 racers back out. Seems we lost quite a few since the Runoffs. There was great weather at Laguna Seca, and at Sears Point. Most of the season I was chasing a front turning problem which led me to believe the driver was at the root of the problem. It turned out to be a couple shocks, but the driver is still suspect.

I would like to thank the crew at WorldSpeed for all the support and services. Rick at Aircraft for his body work, and my kids that helped paint them; Graham and Ed, and the other competitors. And all of the SCCA volunteers, workers, grid crews and whistle blowers that help make these events happen. Without their support our hobbies would be only dreams.



TOMMY MCCARTHY - SM

This year in SM we finally connected all the dots to become a very competitive team. We didn't only have a new car that fit the job, we had the right people. Mike and Chris Haag helped us tremendously in every way possible to prep the car for the weekends. My Dad and Grandpa helped set-up the car every weekend. Kent Stacy, Tom Pabst, and my dad helped me out a bunch with my driving technique.

My mom helped by coming up with many sicknesses/excuses to get out of school early to practice or qualify on a Friday at Laguna Seca. David Vodden arranged days for us to practice on the new Thunderhill track, which I prefer because it is a very technical track that challenges me as a driver. And lastly, all the fast drivers in the very competitive Miata group who pushed my team and I to become the very best we can be. Without any of these people, it would be hard to say whether I could still be the SM Champion.



JON BRANDSTAD - FF

Having previously won the 2012 Regional Championship I had realized a dream come true. After that year I thought that I could relax and racing would be a really fun hobby to enjoy. By the time the 2015 season came around I had only planned to run a few races. As it turned out, the season went much better than I had hoped for and I found myself in contention for the championship again and ultimately the win.

I would like to thank a few people. Much of my success is due to Bill Margraf; without his expertise none of this would have been possible. He is a consummate professional and in his care, my car was always race ready. Also, my year would not have evolved the way it did without the mentorship and support of Greg Mercurio, who at times came all the way from Montana to lend a hand.

Racing has really turned into a family affair for me. I want to thank my son David who has encouraged me to follow my 'late in life' dream. His support at the races and at home has meant so much. Most importantly, I want to thank my wife Christine, who in 11 seasons of racing has only missed one race weekend. She is my greatest sup-

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porter and for someone who at one point knew nothing about racing, turned out to be the best spotter a driver could have. I'm so grateful to be involved in this incredible sport where I have met many wonderful people and lifelong friends.



IGOR LYUSTIN - ITE

I would like to thank my family for their constant love and support. I would also like to thank Shad Huntley from "Driving Ambition". This achievement would not be possible without his continuous support, knowledge and dedication to my car, and big friendship to me.



FRANK EMMETT - GT1

This year marks my 35th year in racing. It's been a long and wonderful wild mouse ride.

Advice from the Legends:

Joe Huffaker Sr - *Before getting in my car for the very first race back in 1981, I asked if he had any advice. "Take an early lead and extend it."*

Andy Porterfield - *Before every race we would meet and agree - there would be no blocking and no hitting.*

Monte Shelton - *After the Rose Cup Race, a reporter asked him what was his race strategy. "If there is a car in front of me, I try to pass him."*

I've owned five Huffaker-built cars: two TR8's, two Pontiac TransAm cars, and a TransAm Vette. I've been on fire twice and wadded two up in a ball; and along the way got a concussion, a couple of broken ribs, a broken back, a broken toe, and two ambulance rides. The first car I bent in half was a rental which automatically and suddenly made me a car owner - experience gained the hard way, if you know what I mean.

I've gotten more from racing than racing ever took from me - it's still better than fly-fishing.

What follows is a small sample of encounters at various tracks:

- First year and first formal visit with the Chief Steward, who informed me that I had no sense, no judgment and no business in a race car: standards I still try hard to live up to.
- I was told by a track official at a test session to slow down: I was going too fast and making the car slide around.

I was black flagged for scrubbing my tires on the pace lap because it was illegal and too dangerous in that Region. That makes the first corner even more exciting!

A fire extinguisher bottle blew during a race with the nozzle pointed at my head; it froze my face shield shut.

We arrived at a track on a Friday night, and the tech officials were waiting for us - made us unload the car in the dark so they could tech it, because they heard we were probably cheating somehow.

At a track in Florida we saw emergency crew wearing scuba gear. That was scary all by itself. Don't they have alligators in this part of the world?

After the victory lap at a track in St. Louis, I had to give back the checkered flag because "they're too expensive to give away."

At a well-known Road Atlanta Runoffs I broke the record for agricultural rototilling and lumberjacking in one accident into the trees.

After a Saturday SP race, Crew Chief John Matzen had to swap motors for a Sunday GT1 race (we were the only GT1 car out there) and then had to change motors again for a SP race the following weekend: by himself, three motor changes in 24 hours. And this was before Velcro.

At the old Las Vegas track, I couldn't find the exit road off the track, but did manage to find an access road that led me out into the desert.

At Willow Springs a car passed me upside down ten feet off the ground between Turns 7 and 8; when they cleaned up the debris, they found a nitrous bottle.

At a circle track school, the owner/instructor gave a class on how to cheat. One of his exhibits was a lead-filled 7-Up liter bottle that the crew would hand you in the car on the way to the scales.

After SFR's Driver School, I called Chief Instructor Dave Arken to get advice about racing and such. He said "Be careful ... this hobby is addictive and can cause havoc and otherwise ruin your family, your business, and your life if you let it; and it's not a good retirement investment." A sample of this: I helped a guy get his bent-up vintage car on his trailer and tie down a car cover over it so he could smuggle it home and into the garage so his wife wouldn't find out. He said she'd been bugging him for years to "sell that damn thing and get something we both could enjoy - a boat."

This is not a goodbye letter, just a 'Thank You' to all of you for all that you've done for me. Thanks

for those memories. Now, let's go racing. It's still better than fly-fishing.

Younger women, faster cars, more beer!



SCOTT VREELAND - FC

2015 was supposed to be a recovery year. After the Runoffs we were over extended in so many ways. The plan was to take it easy and just run a few races in 2015. After getting through the holidays and paying off the Visa bills that ole itch to get back on the track started all over again. The fact is that racing is not just driving for me. I get a huge amount of enjoyment working on the car, spending time at the track, driving or not. Everyone that I've met there has become an extended family and I look forward to getting back as soon as possible, that makes staying away a very, very hard thing to do.

I have to express a huge thank you to my wife Beverly for her support she has shown all through this time back in Auto Racing. If it was not for her support and an occasional kick in the rear I would have never had the opportunity to participate in this great sport. Thank you, thank you, thank you!

A big thanks goes out to Neil Porter. I've been working with Neil since getting back into racing in 2010. Neil is a great wealth of Knowledge often separating fluff from fact and keeping me on point. Neil has become a great friend and I look forward to seeing him any chance I can.

I also have to say Thanks to Chuck Horn. Chuck has become a good friend and someone that I can discuss many aspects of auto racing with. Chuck is a great sounding board who can call B.S. on me when needed. Often making me raise my own bar to become a better driver. Thanks!

A huge thanks goes out to all of group 4. You guys are the best. There is a wealth of knowledge within this group and I'm lucky to take home something learned every weekend! You guys are all welcome in my pit anytime!

Finally, Thanks to all the people that take the time to make these events happen, I'm sure I could fill this page with the names of all of you. Thanks!



MATT INSLEY - EP

I really need to thank my late wife Darlene whom I lost on July 1st 2014 for giving me the opportunity to race and spend time with all of our racing friends. Darlene loved to come to the races and visit with our friends and watch me race and when I got back to the paddock see my smile and ask if I had fun and say I guess you did. I dedicate

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this, our first but hope not my last, championship. I also need to thank everyone who donates their time to make all of this possible.



JOHN ILES - SS

First and foremost, I must thank my wonderful wife Kristin. Not only has she supported and encouraged my racing endeavors, but she has also been known to change tires and help in any way she can. She's the true champion of my team. Because of the loving support from Kristin, 2015 turned out to be a fantastic year for us; the Ford Boss Mustang ran strong all year, and I was able to see a personal dream come true by taking a season championship.

Also greatly contributing to the team's success is the fantastic car set-up from Cortex Racing, as well as the trackside support from both American V8 Supercars and Hoosier tires. Also a huge amount of gratitude goes out to Darrell Anderson and Filip Trojanek for their encouragement and support over the past few years.

And finally, thanks to all the SFR SCCA staff, especially the volunteers, for letting us have our fun and keeping us safe while we race!



MARK RUDEN - GTA

Dino Fry Racing

2015 SCCA SFR Regional GT-A Champion

Sounds impressive, right? Our team succeeded in winning the 2015 SCCA SFR Regional GT-A Champion. Additionally, and also very rewarding, Dino Fry Racing, with a new and undeveloped car in 2014, our first season, won the GT-2 Regional Championship, and GT-2 Divisional Championship, and competed in the Nationals. Great stuff, very satisfying, met lots of drivers (after being out of road racing for 26+ years), and most important, had lots of fun.

But, in 2015, it was somehow different. Still met even more drivers, had lots of fun, but it just was not the same feeling. Know why? NOBODY SHOWED UP IN GT-A EXCEPT US!!!



DANNY MALFATTI - GT2

Lots of promises, but no one to run against, race after race after race. At least in the 2014 season there was at least a handful of GT-2 cars in every race, and at times, huge numbers of GT-2 entries. So, with no one else in class, our goal was to try for an overall in Group 3/13. And, at times, had some great races with other T-1, SP, and GT-1 drivers. Don't get me wrong as this is not intended to be a complaint ... I am just saying it could have been even more fun!

I am still unsure what the future is for 2016 and Dino Fry Racing. Hopefully, we will be out for at least some races. I do want to thank Dino Fry, the crew, Dino Jr., Al, Barry, & Shauna, all the SCCA volunteers, and all the drivers I raced with. I never had an issue on track with other drivers, and hopefully they did not have issue with me.

I would like to thank Rick Freeman of RF Racing and Andy Corioni for all the help. We got to go to the Runoffs at Daytona which was a great experience for all of us. Never did I think I would be able to go around The Highbanks of that racetrack

Thank you Ricky and Andy!



MARK DRENNAN - SMT

I'm truly thankful for another amazing season racing in the SCCA's best region, the San Francisco Region! Feels great securing my third regional Spec Miata championship ('07, '14, '15) which was only possible because of the incredible support of Tim "F" Barber, Mikey Dodge, and all the guys at TFB Performance.

In 2016, we're hoping to take our championship winning ways to the professional level as we compete in the Battery Tender Mazda MX-5 Cup, making my professional debut along with fellow SFR Spec Miata racers, Mason Filippi, and Marco Gallaher. The season opener is right in our backyard at Mazda Raceway Laguna Seca on April 29th - May 1st. Come on out to cheer us on and watch history being made with over 40 2016 MX-5 Cup cars taking the green to start a new generation of MX-5 Cup racing. As always, a special thanks to my life-long sponsor - NoWifeNoKids.



MARK DRENNAN - SMG

Looking back to before the 2015 season, I vividly remember getting a call from my long-time friend Dave Mani and the invitation to race his beautiful Spec Mustang with support from Darrell Anderson's AV8 Supercar race shop. Coming from the Spec Miata world, strapping into SMG's V8 thoroughbreds was an absolute treat...especially when I was flying by my Miata buddies on track! So a huge thanks to Dave Mani for the opportunity and to Darrell Anderson and everyone at

AV8 Supercars for their exceptional support, especially Chris Drysdale. I also want to thank David Ray for founding/leading such a fun class and letting me drive his Hooked on Driving #30 for one of the race weekends. Fun fact - I raced in 4 different SMG cars throughout the season... such a cool class!



BRIAN CROSS - SSM

I want to say it's always nice winning a championship two years in a row. I want to thank my brother Kevin for always coming to races with me. Also I want to thank Matt Rose, and Roland Kamber for always being so fast and making me chase them. Lastly I have to thank Larry Oka for helping me with my car. Finally I have to thank David Ray for helping me get into racing!



SEAN WHEELER - T2

The 2015 SCCA season was my first year racing, and as I look back at everything that has happened over the past year, I realize how quickly time flies. I started the season fresh out of Thunderhill Drivers School, intending to run in only a handful of races, but after my first race weekend at Thunderhill in an SMG prepped Mustang I knew I was hooked. Darrell Anderson and the great crew at AV8 Supercars quickly showed me that racing really was as fun as I had imagined it would be, and I knew I'd found my second home. When the wins (and flags) started piling up, well, that was just a bonus! And to cap the year off with Rookie of the Year honors - I really couldn't have asked for anything else out of my first season.

I definitely wouldn't have accomplished what I did without the constant support of Darrell and the AV8 crew - they were truly the only reason my car was running on more than one occasion, and I don't know what I would have done without them. I'd also like to thank my good buddy Mark

Drennan (aka "The Professor") for being a great rabbit to chase (and a great coach). And last (but certainly not least), I'd like to say thank you to my wonderful wife Elizabeth and her parents Eric and Lisa for their never-ending moral support and "always available at a moment's notice" private accommodations at the Diamond Ranch in Willows.

Cheers to a fantastic 2015! I can't wait to see what 2016 brings."



UMBERTO MILLETTI - SRF3

Gen3: New Engine, New Opportunity

2015 was my first Regional championship in my 11th year of racing. Spec Racer Fords had an engine change, from second to third generation, which gave the opportunity to Jason Hohmann and Chris Garcia at Bulldog Motorsports to go through the car from top to bottom. The result was a very reliable, consistent and fast drive for me in 2015. The engine change also split the Spec Racer Ford fields, and produced a lighter and more powerful car, better suited to my driving style.

The combination of a great pit crew and a new setup gave me the opportunity to take 6 wins and podium in 13 of 15 races.

To perform inside the cockpit one needs complete focus. Knowing that consummate professionals who leave nothing to chance (Jason and Chris) are ensuring that I have a very safe, fast and reliable car allows me to focus on the task at hand. Knowing that my wife Julie is holding down the fort at home while I'm racing for the weekend keeps my mind clear of any worries and focused on the racing. I can't thank Julie, Jason and Chris enough for setting me up for success in 2015, and let's see if we can repeat in 2016!

**CONTINUES
ON NEXT PAGE >**



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2016 Board President Jimmy Au-Yeung getting the trophies and raffle prizes ready.

FRESNO CHAPTER 2015 AWARDS BANQUET

BY AUDREY TAN PHOTOGRAPHY BY KURT WONG AND RIC QUINONEZ

The Fresno Chapter officially closed out the 2015 Season with its Annual Awards Banquet on Saturday, January 23, 2016. Many great raffle prizes and door prizes were handed out to lucky winners. Prizes included cool stuff all car folks need – various tools, gloves, air compressors, jumper cables, as well as tire sprayers and even a floor jack.

2015 Board Members, Chiefs, and Event Chairs were awarded Tire Rack gift certificates for their service, and the 2016 Board was officially introduced.

And then there were the trophies! The Chapter handed out 35 trophies total, a significant increase from the past few years. One special trophy, affectionately known as the “Kenny

Cone,” was awarded for hitting the most number of cones for the season – 29 – to Kyle Crouch, who surprisingly, also won his class. And here we thought we were supposed to NOT hit the cones!



Paul Newton (Novice), Ric Quinonez (Index),



Class winners from left to right: Tyler Bandy (BS), Audrey Tan (ES), Keith Bullock (FS), Myron Ybarra (GS), Sanjay Singh (HS)



Class winners from left to right: Gary McDaniel (SSP), James Carothers (STR), Jimmy Au-Yeung (STU), Ahla Yang (SSM)

2015 SEASON TROPHY WINNERS:

AS CHAMPION: Ken Vaughn

BS CHAMPION: Tyler Bandy
2nd: Reace Fisher
3rd: Jake Harris

DS CHAMPION: Dan Correll

ES CHAMPION: Audrey Tan
2nd: Gary Lieb
3rd: Dennis Feasel

FS CHAMPION: Keith Bullock
2nd: Gary Fazekas
3rd: Leon Weinroth

GS CHAMPION: Myron Ybarra
2nd: Al Anderson

HS CHAMPION: Sanjay Singh

STS CHAMPION: Ming Tang

ST X CHAMPION: Jonathan Cadiente
2nd: Edgar Martinez
3rd: Derrick Souza
4th: Timothy Dorsey

STR CHAMPION: James Carothers
2nd: Brandon Griggs

STU CHAMPION: Jimmy Au-Yeung
2nd: James Clenny

SSP CHAMPION: Gary McDaniel

SMF CHAMPION: Richard Jensen

SM CHAMPION: Kyle Crouch

SSM CHAMPION: Ahla Yang

NOVICE CHAMPION: Paul Newton
2nd: Ian Cline



2015 Board President Gary Lieb presenting the “Kenny Cone”

LADIES CHAMPION: Pamela Schroeder
2nd: Paige Ybarra
3rd: Katherine Flater
4th: Jacqueline Crouch

INDEX CHAMPION: Ricardo Quinonez
2nd: Ron Branum

**CONGRATULATIONS TO ALL THE WINNERS!
NOW ONWARD TO THE 2016 SEASON!**

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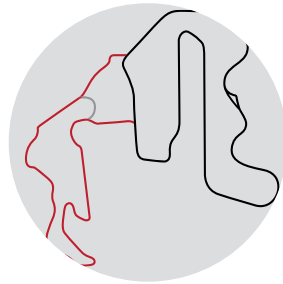
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THUNDERHILL REPORT

BY DAVID VODDEN



I received some pretty interesting responses to last month's psychological thriller column. "What were you smoking?" sort of sums them up.

IT WAS A BIT DEEP BUT I DO FEEL THAT IT WAS accurate and very valuable to anyone who wants to build club racing and/or recharge the SFR SCCA going forward.

I attended the SCCA National Convention along with a host of San Francisco Region movers and shakers. Dr. Gary Pitts, who is very well known as a result of his incredible resume with the Club, was a key player. R. J. Gordy has status because of his role in the Majors racing program and many National and regional assignments. John Schmale is the Executive Steward for NORPAC. Bill Blake is the new Deputy Executive Steward for San Francisco Region and Jim Rogaski has one of the top spots this year as the Chairman of the Stewards for the entire SCCA. There were other key players from our region including our Division Director Brian McCarthy. Incidentally, Brian's second term will end soon so if you want to see how the SCCA runs and be a part of the big decision making, checkout how you can run for and get elected to the National SCCA Board.

At the opening Town Hall Meeting I asked those in charge to answer the following questions:

1. What business are we in?
2. Who are our customers?
3. Who is our competition or, stated differently, who is doing what we do and doing it better?
4. What will the Club racing experience look like in five, ten, fifteen years?
5. Who will be at the top of this business model providing values that drivers will pay for? Will it be NASA? LeMons? Marque clubs? Chump Car?

Gamers? FACEBOOK? Who? Will it be the SCCA National organization or will it be one or more regions in select areas where strong programs and strong leaders have the vision to make it happen?

If you go back to the start of the SCCA racing experience you'll see that it happened simultaneously in various locations with one common ingredient, the demand for road racing in America. On the East coast it went one way. In California it went another way. In all cases what happened was based on the leaders who were there when the demand for racing on highways and closed courses appeared. In the early days SCCA regions ran special events. These are well documented in the annals of the sport. Eventually road racing grew to the point where organization was needed.

Enter the SCCA National organization and the GCR in its earliest forms. For years the SCCA was the only game in town. With a leadership structure best described as in and out, the club became mired in various forms of politics. In the 60s some leaders wanted the SCCA to run professional road races and be like USAC, NASCAR and even the NHRA and AMA, all of whom were setting up national structures to do what they do nationwide. In and out, up and down, the process went on for the SCCA while strong centralized leadership in the form of Hulman, France, Parks and others, built racing empires. With no consistent leadership in an ever-changing world, the SCCA could not get a handle on what it was and what it wanted to be. It figuratively ran in circles, retracing the same course lap after lap always leading back to its roots, amateur-recreational road racing. This where it is today.

At the same time SCCA, including the Club structures, began fracturing their focus and embarking on various sidelines. They shifted from focusing on racers to stressing over workers and minutia. Drivers, upset with the new order dominated by over-officious non-racers offering race programs run by officials, rules and volunteers, joined marque clubs. The marque clubs quickly added racing programs inspired by the dissenting drivers from the SCCA. This was palatable until the advent of NASA.

NASA changed the playing field. They put street cars on the race track in a way no one else ever had and they replicated SCCA race classes telling everyone who would listen, and there were a lot of racers listening, that their program was fun! They even created new racing classes that history

has shown became vital to the continued success of all phases of amateur road racing. At NASA the tail did not wag the dog and the kennel. It worked and NASA began to impact entries and the perceived status the SCCA felt was their exclusive right.

And so here I am at the 2016 SCCA National convention where, once again, a new cadre of leaders with a plethora of ideas and plans are positioning themselves to restore the strength and glory to the SCCA. Been there. Seen this. Cynical? Not really. I would not have come if I did not believe that the SCCA, including regions like San Francisco, did not have the ability to create a new world that will appeal to tomorrow's racers and make all forms of road racing bigger and better. As I said last month, the best days for SCCA road racing and racing in its many forms, are ahead.

As the convention unfolded, I was pleased when I heard about new programs that were clearly aimed at the future and were "different". No more "good old days". Those days are gone. Yes, they were good and yes a lot of people did great things to make that so. I could not sit through one more story about what this group or that person did back in the day. Such responses tend to be ubiquitous when SCCA members are asked what needs to be done to make the SFR SCCA relevant in the future. Enough. Ask not what happened in the past but what will happen in the future and how. Ask yourself, "What am I going to do to make road racing relevant to people age 25 to 45. How can "I" attract these people to our racing world? The task is not to tell people what we did but to determine, by any means, what they want and how road racing will meet their needs.

The convention was good. "Track Night in America" has merit. The bracket enduro program has great potential. The Majors program differentiates the SCCA racing from the competition. There is more but the message is clear, the SCCA new leadership is thinking outside the box. We need these leaders. We do not need a divisive process where "old thinking" flows from those who do not know the global picture. We need continuity and persistence and we need to stay the course, no matter what that course may be, as long as it focuses on what the SCCA was created for and what the SCCA does best.

We need our best visionary, determined, resourceful and entrepreneurial efforts for the task. One task. A single focus. Racing makes the SCCA happen. If the racing works well and is worthy, all the rest of the ingredients will thrive too. This is how you get more workers. This is how you create a legacy and this is what we should do. Do it.

In closing please mark down April 6th and 7th for the big test days before the Ultimate Challenge Majors race at Thunderhill on April 8th, 9th and 10th. This is where the best of the

best and the best of the bold will take on the amazing racing challenges offered by Thunderhill Park. Three days, two tracks and the Ultimate Challenge!

Mark Drennan will be there, will you? Blake Tatum will be there, will you? Everyone who is anyone will be there. Will you? This race was the talk of the 2016 SCCA National Convention because everyone from Florida to New Hampshire will be there. Will you? I hope your 2016 is filled with lots of racing, fabulous race moves and lots of new people thanking you for helping them be a part of this fabulously rewarding world of motorsports.

THE RACERS DENTIST



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DRAFT Program Expanded to Race Entry Credits

The DRAFT program has been in effect since 2004, allowing an SCCA driver to earn credit for test days by volunteering as a race official in any specialty: Flagging, Tech, Timing, Grid, or Worker Transport. A driver earns credit depending on the number of hours worked.

Starting this year, the DRAFT program has been expanded to include Region Race Entry credits.

By volunteering two full days, a driver can receive a \$150 race entry credit. Volunteering four days earns a \$300 entry credit.

To participate in the program, the driver contacts a volunteer chief

and arranges to volunteer. After working, the Chief will give the driver an official DRAFT card with the hours worked signed off.

One full, validated card is equal to two full days worked. One card equals \$150 towards an SFR race entry or one-half day of testing.

Two completed cards equal \$300 towards an SFR race entry or one full test day. Minimum credit is one full DRAFT card.

To redeem DRAFT cards for race entry, contact Sherry at the Region Office: office@sfrscca.org or 530-934-4455.

Test At Thunderhill Until The Season Begins

You can enjoy a track day at Thunderhill for a fraction of the cost of other tracks and even private days by checking the Thunderhill Park web page at www.thunderhill.com and click on the schedule/calendar tab.

Get on the 3-mile, the 2-mile or the 5-mile for a complete day with relatively few fellow racers. "It is awesome in February when the sun is out and you get on track at a pace that is fun, comfortable and full of learning experiences," noted famous Spec Miata driver Mark Drennan. "I use it for testing in the rain," reported young superstar Miata driver Tommy McCarthy. "Where else and when else can you actually test in the rain? It makes a

really big difference when it comes to racing in the rain for sure," McCarthy added.

There are no limits to what testing time can provide to a serious racer or a racer who wants to put his crew chief in the car to sell him or her on another season of many weekends at the track. All licenses are accepted including California Driving Licenses.

To find out more check the web page or call the track at 530-934-5588 extension 103 for Shannon Ell, 105 for Ray Mudd, 107 for Schuyler Van Buskirk and 101 for David Vodden. We will make it happen for you!

400+ Days Already Rented at Club-Owned Thunderhill!

The track schedule for Thunderhill is taking shape nicely. At the end of January there were over 400 days contracted for on the property with good numbers for the skid pad as well.

In reality the track has 730 days of potential use if both tracks are in action plus 365 days for the skid pad.

The special features that attract new track renters to Thunderhill Park and keep them coming back starts with the tracks themselves. The 3-mile is challenging and fun whereas the 2-mile is tight and offers a very different experience. The 5-mile is for the truly brave and bold. Big chutzpah as they say! The fact that there is very little to hit and damage a car or motorcycle is a plus too. Street cars on race tracks are best suited for Thunderhill.

The cost of Thunderhill track rental is also a plus with rates substantially below the competition. "We have rate structures that work for one car, two cars and a paddock full of cars and motorcycles," noted track General Manager Shannon Ell. "We also can do everything that needs to be done to make a customer day special and successful," he beamed. You do not have to arrange for an ambulance or flaggers or food or a host of other items that can trip up a newbie or make scheduling a nightmare. "We do it all," CEO David Vodden likes to brag.

Our current clientele is a testament to all the values that make Thunderhill the premier and best track venue for your track day needs. To rent all or any part of Thunderhill contact Shannon Ell at 530-934-5588 on Extension 103. Even with 400 days booked already that still leaves 330 left if you hurry.

Call now and schedule your track day needs at the track built for you, the amateur racer and track user by people just like you in the San Francisco Region of the Sports Car Club of America.

HOW TO CONTACT THUNDERHILL TEAM IN 2016

All 530 area code

David Vodden	934-5588 Ext. 101	330-2186
dvodden@thunderhill.com		
Terry Taylor	934-5588 Ext. 102	624-8482
ttaylor@thunderhill.com		
Shannon Ell	934-5588 Ext. 103	624-9073
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Jim Thompson	934-5588 Ext. 112	519-2201
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Drivers School 2015: Closed wheel group receives practice on yellow flag situations.

Bucket List: Competition Driver's School

BY **BLAKE TATUM** PHOTOGRAPHY BY **CHUCK KOEHLER**

Today's world seems to be about crossing things off of our bucket list. Us baby boomers have lived a pretty good life, but we seem to think that the fun should never end. We need to have a list of things that we have always wanted to do. Things like skydiving, bungee jumping or learning to fly.

WHEN I TELL PEOPLE THAT I LIKE TO RACE CARS, I OFTEN TIMES HEAR "that is one of my bucket list items". If you happen to be one of those people, it is now time to start working on it. The easy path to claiming you have raced cars is to sign up for a driver's school through a professional organization like Bob Bondurant, Allen Berg, or Skip Barber. These are all great but what do you do if you actually want to race? I mean what if you really want to be out on the racetrack and be racing with the guy next to you? What if you want to mix it up for several laps over an entire weekend? What if you want to race at more than one racetrack? What if you want to race at historic places like Laguna Seca or Sonoma Raceway (aka Sears Point) or Road America?

If your bucket list is more than saying you have driven a racecar on a race-track then you need to get a racing license. The best place to get a racing license is through the San Francisco Region's Competition Licensing School. Notice it is not called driver's school. It is not called a driving experience. It is a school designed to teach you how to race cars on a real racetrack. Our Licensing school is not one of those things you attend and if you show up you pass. Our school is designed so that when you are done you can go out and race on a real racetrack with real racecar drivers and compete for real wins. It is not driving around at a reduced speed so that the car is not damaged.

I know this sounds harsh, I know it sounds like it might be too big of a challenge, I know it seems intimidating, but do not worry, the staff of professionals that run the school start you out slowly. They break down the process into manageable bites. They take the art of racing and start with a rough sketch. They teach the students the proper racing line. They teach the students apexes. They teach the students about vehicle dynamics. By the end of the weekend they have created a canvas of racing artwork which is the graduating student.

They know that you have to walk before you run. They realize that the standard is high, but they also know that when you are done you are ready to race a real racecar on real racetracks. They want you to be safe and they want you to be competent. They want you to have the best experience you can possibly have. They want you to become a member of a select group of people who have achieved a bucket list item. More importantly they want you to realize that the rest of the bucket is not important any more because the thrill you get from racing cars is like nothing else in the world.

This might sound like a difficult task. The purpose here is not to discourage you but to pump you up. I explain this because the school is the best three days you will ever spend in a racing car. To ease the anxiety you might feel about going to the Competition Licensing School I will share some comments from last year's participants.

Allen McCrary said his school experience was a similar adrenaline rush to flying. It woke up some feelings inside him that he thought were dead. He liked the fact that it was mostly all hands on training. He liked it because each lesson took him to his max and then the next lesson took it from there. It had a lot of parallels to his flying lessons.

David Deflyer said the school had fantastic track time and it was overall a fantastic experience. His



Drivers School 2015: Side by side action for #97 Kenny Murillo and #21 Sean Wheeler.

best and worst memory was kind of the same. He had a lot of car issues. Favorite part was overcoming the adversity of car problems. He said the school races were fantastic!!! He rated the SCCA a five out of five and said they were awesome; they did an amazingly good job. They were there to make sure everyone had a good time.

Nuno Gonzales said the SCCA volunteers really committed to making sure it was a good experience. He said the instructors were very helpful. His best memory from the school was the first and the last race of the school. The first race because he realized that he really enjoyed auto racing. He had fun with the wheel-to-wheel racing. The last race of the day because when he came onto the track he was literally crying.

Ross Lindell gave the course content a five out of five. What he liked the most was that within one or two sessions you are pretty much racing---the feedback regarding the theory of racing was great. He got a lot of pure racing experience out of the school. He really enjoyed his instructor Robert Murillo. He had a good sense of humor that he used on the students. The sense of humor helped communicate to them ways to make them better while being a good delivery method for a pep talk.

Ross had so much fun he said he might make a career out of going to driver's school.

Todd Rueppel said he was thrilled with how much on track time they had. Really felt like he learned a lot. The school is geared towards learning by doing. He felt the help from the instructors was very good. He liked the fact that they did not have too many whiteboard exercises. His best memory was how much track time there was. He was expecting lots of video and powerpoints and was happily surprised by how much driving time he had.

Zach MacLean said racing is all about seat time, it is hard to get that amount of track time. He gave the SCCA volunteers a rating of five out of five. He said they were all awesome. Could not do the event without them. He said everyone was nice and friendly. His best memory was winning the last race, beating the second place driver by a nose.

Competition Licensing School is one of the most memorable experiences I had in my life. It is the reason I am still racing today. The challenge is great, but not insurmountable, the experience is memorable, the satisfaction is life changing!

RDC Last Enduro Ever

The Last Ever RDC Enduro?

The Racing Drivers Club is working diligently to put on the 57th 4 hour Illgen Classic this October 23rd. Our challenge has grown immensely, as our small club will be financially responsible for that

entire Sunday at Thunderhill. It will be expensive, but we are committed to make it happen.

Our plan is to keep the entry fee the same, keep our membership fee the same AND eliminate the extra charge for those who join RDC late in the season, just to run the Enduro. We want racers to join the RDC early so they can enjoy the benefits of being

a member all year, but will drop that extra charge to encourage those late Enduro entries. We will only achieve a financial break even if there are more entries in the 2016 Enduro than we've had in the past few years. If

we can break even, there is a chance this might not be the last ever RDC Enduro. But, if it is the

last, you certainly don't want to miss it!

Please start thinking and planning to run the Enduro on 10/26. It has been a long tradition within the SF Region. It is a wonderfully unique event, focusing on low key fun, which has built teamwork and friendship among SFR racers.



Drivers School 2015: #77 Fritz Moore

2016 Drivers School

BY KEVIN ROGERS PHOTOGRAPHY BY CHUCK KOEHLER

The 2016 San Francisco Region, Sports Car Club of America's Drivers School from March 4th through March 6th at Thunderhill Raceway Park is fast approaching. We at SCCA and Thunderhill Park have been working throughout the fall and winter to make this the best Drivers School that we have ever put on. A number of changes have been made to this year's school to give students both beginning and advanced more track time and more individualized instruction.

ONE OF THE THINGS THAT MAKE THIS SCHOOL SUCH A SUCCESS IS THE personalized instructional format. Students who are coming to Driving School will have a student to instructor ratio of two students to one instructor. In addition, we work to match the students with instructors who have personal experience with the type of car the student is racing. This instructor matching allows the student to gain specific information concerning the students chosen car and class. In addition we offer instruction to include currently licensed racers who wish to refine their talents. This is a fantastic deal, for a little more than the cost of a double regional race weekend you get 4 1/2 hours of in car one-to-one instruction with instructors who are infinitely familiar with the type of car you are driving and 3 races. Currently licensed racers will be working with their instructor to develop a set of specific learn-

ing objectives to allow the student to lower lap times, be more competitive, and have greater car control.

This year there is a new process for completing the mandatory Ground School which must be completed prior to the start of Drivers School. When filling out your entry for Drivers School at <http://sfrscca.motorsportreg.com/> you will be asked to fill out a Drivers Profile. This profile will allow us to send you a link to the online Ground School training. The Ground School consists of two 45 minute interactive training presentations. Both training sessions must be successfully completed prior to any on track sessions. This requirement does not apply to individuals who have a current regional SCCA license.

If your car does not have a current SCCA Log Book you should have the car Teched prior to school. Each year we have drivers who come to school with

Oil Recycling Rocks at Thunderhill



Grant specialist Terry Taylor is shown next to the Recycling Rocks "Z" car with Thunderhill Park CEO David Vodden

The new Recycling Rocks program featuring the fast and furious 300 ZX of the Sports car Club of America will be collaborating with Glenn County's recycling efforts under the watchful eye of administrative analyst Joe Bettencourt.

New Oil Recycling Rocks 300 ZX awaits exposure to countless adults of all ages as the SFR/SCCA begins anew this program to help our environment by encouraging the use of recycled oils and the proper recycling of used oils and filters.

a car that has been raced in another series or has not been recently raced in SCCA and assume the car will be legal for competition, do not assume, have the car technically inspected prior to school. That way if any problems are found they can be rectified prior to school. Cars participating in Drivers School must meet the minimum safety standard for SCCA's Improved Touring Classification. If you have a car that needs to be Technically Inspected please see the Region web site www.sfrscca.org for a Travel Tech.

The paddock (pits) will be open at 4:00pm on Thursday March 3rd for participants to set-up their pit area.

To enter Drivers School please see the regions web site sfrscca.org and click on the Drivers School Tab for the step by step entry process

If you do not currently have a race car for Drivers School see the list of rental car providers on our web site.

Be prepared for rain. It tends to rain at Drivers School. Waterproof

your car and its electrical system now! Rain-Ex is a good thing on glass and helmet visors both inside and out. If you and your crew don't want to be wearing trash bags all day (ask my crew about driving school, we were the trash bag kids) you might want to buy rain suits and some type of waterproof footwear.

As coordinator of this event my staff and I will be at Thunderhill from Thursday through Sunday. Our job is to help you have a fun and successful school experience. All of us are licensed drivers who have been involved in SCCA racing for years. If you have any questions concerning policies, procedures, mechanical problems, etc., please do not hesitate to ask.

I look forward to meeting and working with all of you. If you have any questions prior to the school you can contact me at the numbers below or contact Sherry at Thunderhill Raceway Park 888-995-7222 or at office@sfrscca.org.





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1992 Van Diemen FF. Loyning Runoffs motor. Stack dash, Technomagtesio 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



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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/craigsdpmi-ataforsale/> 1410

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



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 1510



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, 1501

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 1512



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

SPEC MIATA

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 *SCCA & NASA Log books *Race Engineering head *1 set of 15" Team dynamic wheels *MiataCage.com Roll Cage *Mazda Motorsports SPEC Miata suspension *1.8 Suspension kit (second gen miata) * Stainless steel braided brake lines/Valaya Automotive,LLC 447 W. Saint John St, San Jose, CA 95110 Tel: 408-297-1990 1505

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 pozzimotorsports@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



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

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 1802

'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

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 1802



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 ronconiglio@gmail.com or cell phone (559) 567-4056 1802



Kirkey aluminum race seat #08400 \$75 Sparco fiberglass race seat (worn upholstery) \$100 John 916 454- 1115 evenings 1812

Have two trannies for sale one m21 munce 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 1812

Hobbyists/Light Industrial lathe/mill for sale - Smithy 1324 Granite with 3-axis DRO and a work stand. Plus all additional set up (3 jaw chuck, 4 jaw chuck, complete set of R8 collets, rotary table, 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

SERVICES

Race Car Fabrication and Dyno Tuning Chassis Fabrication, Fiberglass, Custom Bodywork, Engine Building, Welding and Dyno Tuning. 925-455-1066 Hoover Chan HooverC@TurboHoses.com TurboHoses R&D 1509



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

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

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

Formula First race car for rent for SFR 2015 drivers school and select regional races. The car is very well prepared and ready to go. It will fit large/tall drivers. It has a full GPS based data system and cameras onboard for driver development. Take advantage of my 35 years of racing experience to help you learn, or fine tune you're driving. Call Scott 916-801-9728



2014 Mazda2 B-Spec championship winning car available for rent. Complete Arrive and Drive package. Perfect for driver's school. Reasonable rates. Eric (408) 391-2310. eric@boucherracing.com 1512

Diamond FORMULA CARS 916-801-9728 scott@diamondformulacars.com

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SPEC RACER FORD RENTAL; Car finished 8th at 2014 Runoffs and has many regional wins. High horsepower dyno tuned motor. Mychroon data including; shock travel, steering position, brake pressure, fuel pressure and mixture. Car had a complete rebuild in 2013 and has all upgrades with new Penske shocks. Very reliable car with no DNF's due to mechanical failures. See YouTube video at https://www.youtube.com/watch?v=wtMLLeLsVPMc. Contact Perry Richardson for rental availability and pricing at (408) 497-1996 or perry@perryrichardson.com 1511

LOTUS ELISE RACE-CARS FOR RENT Arrive and Drive, track prep and storage. Dietsch Motorsports has race cars available for Drivers School, Club Racing and testing. Runs in T3. Can run in other classes. Full season rates and the car is set up for you. Boxster S and Miata also available. Cars are located at our Vacaville race prep facility. 707-446-2022; http://dietschwerts.com/ 1502

MADZA MIATA RENTALS ITX/ITA/ SMT, NASA events including SM/PTE & HPDE, prices start at \$350/day, Top cars, professionally prepared. 530 318 1943 ohmygodracing@atahoe.com www.ohmygodracing.com



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Spectrum/Honda F1600. Cameron Racing has two cars available for the

Majors, SF regional races and test days. Cars located at Sonoma raceway. Steve 707 953 7580

TRACKSIDE SERVICE: Bulldog Motorsports offers Formula Enterprise full trackside support. Join in on the fun of one of the most affordable/ fastest classes in SCCA. The Spec Class with class. Bulldog Motorsports is the place for full CSR support. Call Jason at (209) 892-5747.

SPEC RACER FORDS: Available for nationals, regionals, schools & test days. Well equipped with data acquisition, video, and radios. Enthusiastic crew to help a beginner get started in SCCA racing or setup a car to a more experienced driver's specifications. Dave Harriman (408)507-1531 dave@specracer.com

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

HELP ME FIND ...



MAYBE YOU CAN HELP, Stolen from Oakland Hills near Keller: dual axel Texas Roll Back Trailer license number 4EL5006. Trailer is aluminum with big tire box on front with Built Right tool box in front of the box. Oakland police report number 322. The thieves may visit a locksmith to rekey the two compartments. Michael DiGiacomo md-dpm2003@yahoo.com 510-406-4818 1503

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