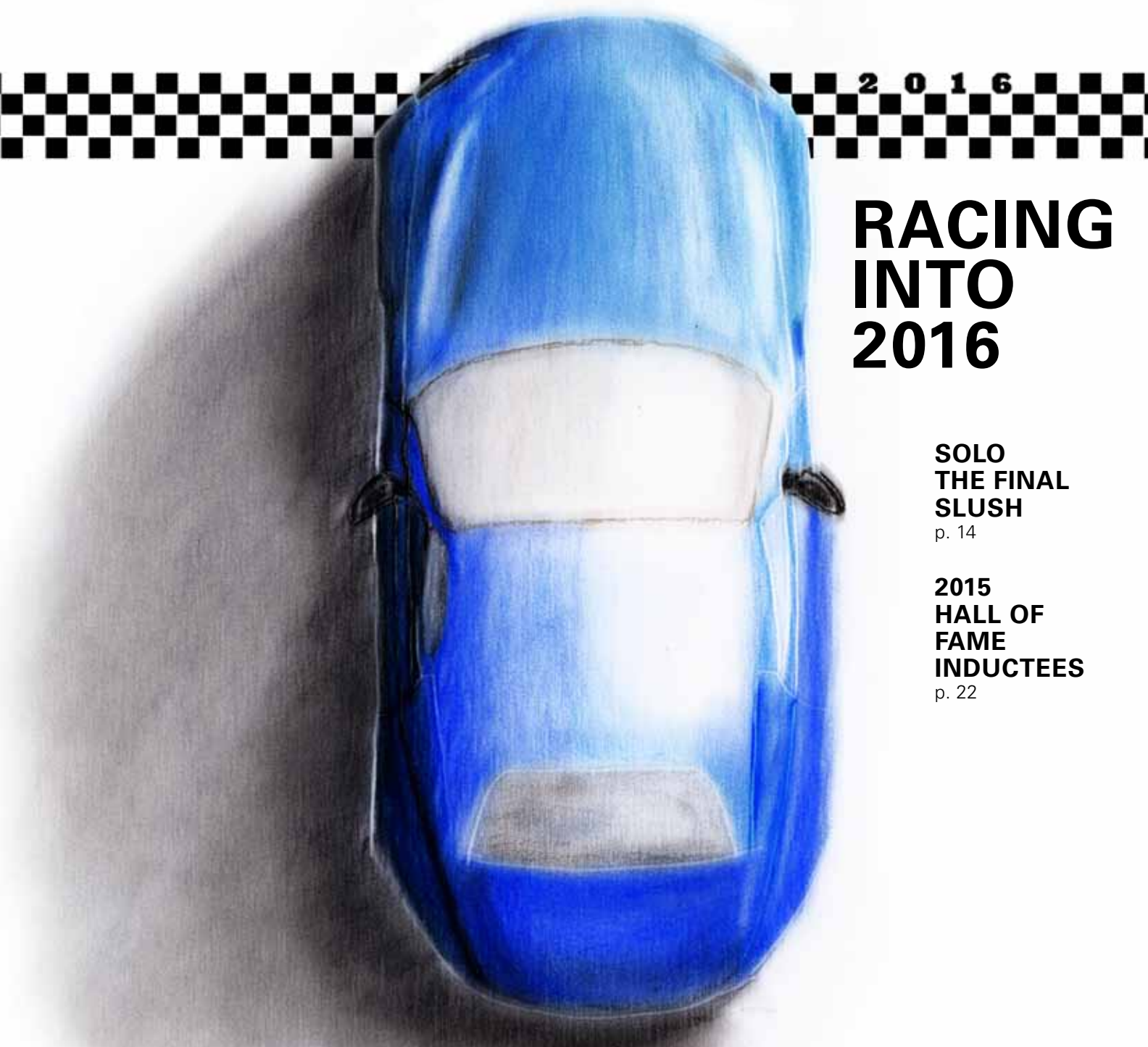


The wheel[®]



VOL. 57 | JANUARY 2016

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



RACING INTO 2016

**SOLO
THE FINAL
SLUSH**
p. 14

**2015
HALL OF
FAME
INDUCTEES**
p. 22

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January 2016

Cover Art by Julie LeFrancois & Photo Above By Ryan Panlilio

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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

Season Finale

Double Regional 13 & 14

October 21-23 | Thunderhill

Annual Awards Banquet

October 22 | Willows

SOLO SCHEDULE

Check www.sfrautox.com for dates.

Pre-register on: Motorsportsreg.com

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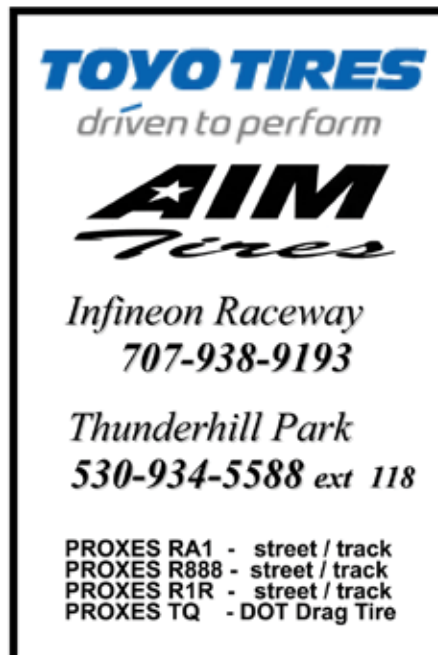
Motorsportreg and on-site for additional \$15

NOTE THE NEW PRICE CHANGE IS

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

SCHEDULE FOR ALL DATES

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



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THE ULTIMATE CHALLENGE™

RE NEWS BY GARY PITTS

This Spring, at our April 8-10 Majors event, San Francisco Region, SCCA will step boldly into the future by presenting the greatest extravaganza ever seen at an SCCA club event, The Ultimate Challenge™, throwing down the gauntlet to top drivers from across the country and from the Northern to the Southern border to compete on the tough, traditional Thunderhill three-mile circuit as well as the full five-mile circuit in the same event!

THE "REGION THAT KNOWS HOW", WITH ITS EXPERIENCED WORKERS, officials, and Stewards can do what others have thought impossible, and do it in style! "If we put it on, they will come" says David Vodden, President and C.E.O. of SFR's ThunderHill Raceway Park! "Be there or forever live with regret!" says RJ Gordy, Race Director, Western Conference of SCCA Majors Tour.

This is the one you don't want to miss! We will start with two, count 'em, TWO full days of testing on both track configurations (check with www.thunderhill.com for details), followed on Friday with all six race groups practicing and qualifying on the "East 3". After a paddock party for all with plenty of refreshments put on by our crack Social Crew in conjunction with Thunderhill's expert catering group, and a good night's sleep, we will start Race Day Two with racing on the three-mile, followed after lunch by practice on the full, five-mile track incorporating the NEW FOR 2014 West Track and the NEW FOR 2015 "bypass" making it a little easier to push your 800 HP monster around the tight and diabolically devious "back side" of the 20 turn "Five Miles of Thunderhill".

After another great paddock party Saturday evening, you'll be ready to sample the local cuisine and other entertainment, if you haven't done so already. Yes, in and around Willows, California are plenty of restaurants including the Elk Horn Lodge 10 miles west of the track in

remote and colorful Elk Creek for great burgers, ribs and all the trimmings, or the Maxwell Inn in nearby Maxwell for, you guessed it, steaks, chops and game. Or maybe Casa Ramos, a favorite for authentic Mexican fare, and home to the locally famous "RJ Margarita" (limit two)!!! or, my favorite, Wong's Chinese Restaurant right in the parking lot with the Motel 6.

There are many more close by, as well as the whole University town of Chico (Chico State University), about 35 miles northeast of Willows on Hwy 99-E, where all varieties of ethnic and exotic food and entertainment are readily available.

After recovering from all the racing and entertainment, Sunday will dawn on a new race day with all six groups fighting it out on the full five miles of Thunderhill, the envy of the West Coast and the downfall of many a dilettante who cut his teeth on lesser circuits. Podium activities will be held after each race with the ceremonies after Sunday's race including driver interviews, champagne, and prizes courtesy of our benevolent Majors sponsors.

In addition to trophies, all winners will also get a VERY SPECIAL JACKET declaring their position as a WINNER OF THE FIRST ANNUAL ULTIMATE CHALLENGE at the most challenging track in the West, Thunderhill Raceway Park, a wholly owned subsidiary of San Francisco Region, Sports Car Club of America. Get other details as well as the absolute latest info about this and other SFR events at www.sfrscca.org.

It's going to be THE Ultimate Challenge with tons of fun and excitement for drivers, crew, workers, and other attendees. Bring your kids, your friends, and all the folks you know who love a great time at the track, or who would love to see just why it is that you are so avid about the wonderful sport of SCCA Club racing.

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RDC WILL SEND A VOLUNTEER TO DRIVERS SCHOOL

The Racing Drivers Club is offering a full scholarship - entry fee and car - to one lucky SFR volunteer worker. The drivers school is March 4 - 6, 2016. The RDC will provide the car, gas, tires and crew chief and SFR will waive the entry fee. The RDC will also do their very best to provide loaned safety gear.

The RDC put this program in place so that the excellent SFR volunteers could expand their knowledge of the sport to which they donate so much of their time. All of our previous scholarship winners have found the school solidly met this objective. The vast majority of them also found the experience to be a thrilling challenge AND an immense amount of fun.

This scholarship program is just one of the many ways the RDC and its racing drivers give back to all of the members of the SF Region of the SCCA. The RDC has long believed that much of the success of SFR is because of our skilled and dedicated family of volunteers. Which of you would like to expand your knowledge AND have an immense amount of fun?

To apply for this scholarship, go to the RDC web site:
www.racingdriversclub.com/drivers-school/-scholarship/

Send your application to: marcy.crawford@comcast.net

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THE DEKON MONZA

BY GARY HORSTKORTA



Cord passes Hobbs - Laguna - April 1978.



Holbert at Sears - July 1976

ONE OF THE GREAT RACE CARS TO come out of the Trans Am series in the 1970's was the fire breathing DeKon Monza. Based on the Chevrolet Monza subcompact car, the DeKon Monza was a tube frame car with a powerful V8 engine designed to compete against the IMSA Porsche's. The story behind the Monza and DeKon is an interesting one and really begins with World War II.

In 1937 in Austria, Horst Kwech came into the world just in time to live through World War II. With Austria trying to recover from the aftermath of the war, Kwech's family emigrated to Australia where he was raised until he moved to the U.S. in 1961. An experienced racer and mechanic by that time, he soon found

employment and set about racing in SCCA events in the Central Division.

Kwech won two regional championships in short order, one in a sports racer of his own design (AUSCA) and one in an Alfa Ti Super. He then successfully raced an Alfa GTA in the under 2 liter class in Trans Am before becoming a team driver for Carroll Shelby in a Mustang. In 1972 he raced in both Trans Am (Alfa GTA) and a few Formula 5000 races. In 1974, Kwech and Lee Dykstra formed DeKon Engineering (D from Dykstra, K from Kwech) in Illinois and at the same time he raced a Ford Capri in Trans Am.

In 1975 Chevrolet introduced a subcompact, four passenger car called the Monza which was based on the Vega. Originally designed to use a GM-Wankel engine, a 4.3 liter V8 was used instead when the Wankel had difficulties with emission compliance and fuel economy. A two-door 2+2 and coupe followed to compete with Ford's Mustang and along with other models, over 700,000 cars were manufactured until the end of model production in 1980.

DeKon began work on a design for a tube frame Monza based race car in conjunction with GM. Their goal was to build a car to compete against the highly successful Porsches in the IMSA Camel GT Series. During the design process and for the first

time, GM utilized computer aided design and drafting (CADD) technology. In late 1974, DeKon began receiving complete Monza production cars which were torn down and rebuilt into race cars based in part on customer requirements.

The DeKon Monza was an impressive machine with tube frame chassis, powered by a 600 hp, smallblock V8 engine yet weighting only 2400 lbs. The cars were very fast and competitive thanks in part to their excellent 50/50 weight distribution. Over a three year period, DeKon Engineering produced seventeen racecars, fourteen of them Monzas. After some initial teething problems in 1975, Al Holbert took his Monza to the IMSA Championship in 1976 and 1977.

Besides the IMSA Camel GT Series, Monzas were raced in the All American Grand Touring class from 1975-86 and in SCCA Trans Am pro series and in regional races.

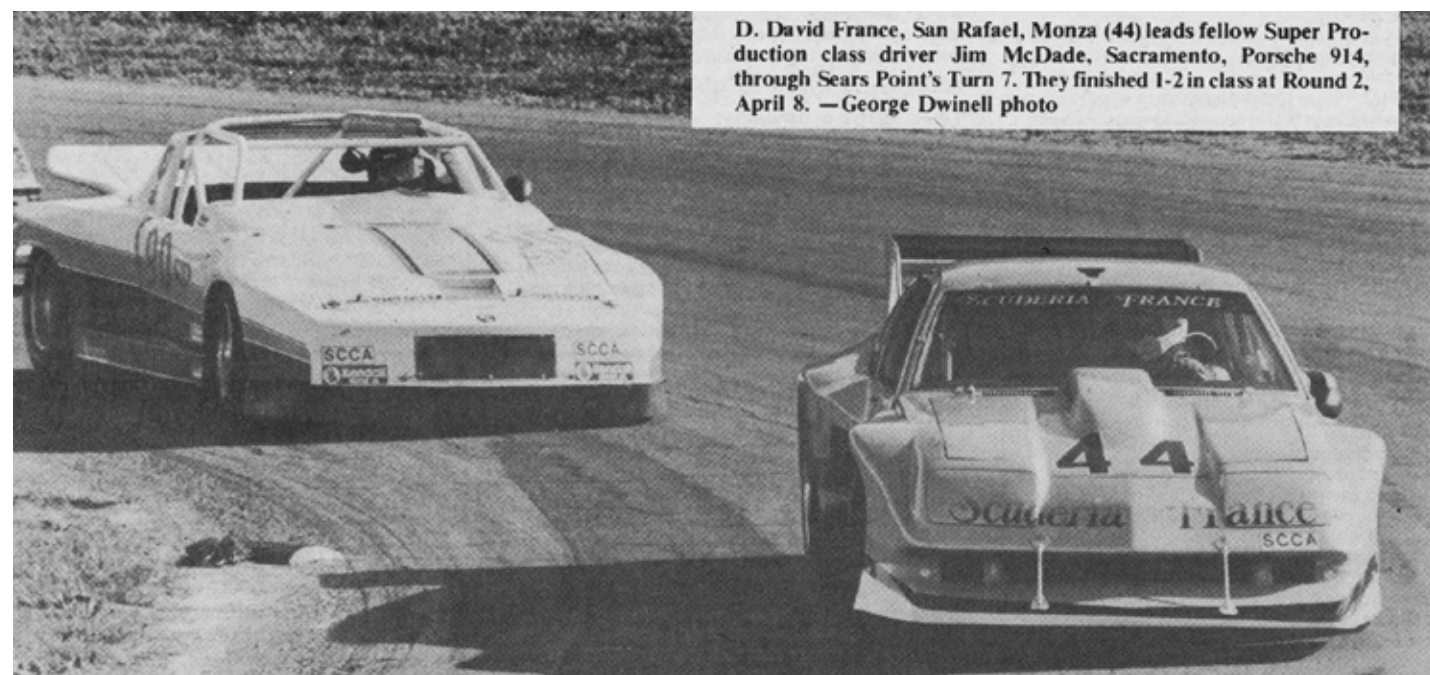
In 1982, local businessman and driver, David France purchased chassis 1004 or the fourth Monza built, to go racing with the SFR. He reworked the car to bring it in line



France in car 44 on far left

with SCCA Super Production Class specifications. France often split time in the car with Supercuts founder, Frank Emmett and the car was painted in the Supercuts livery of black with orange, yellow and red stripes. From 1982 through the 1984 racing SFR racing seasons, the car attained an excellent record. In twenty-three races, it had only one DNF with nine firsts, three seconds, three thirds with only three races outside the top ten.

After the 1984 season, France put the car in storage before selling it in the 1990s and subsequently the car went through several more owners and is presently in Colorado where it has been returned to its original configuration and color scheme for more vintage racing. A side note of interest, from 1977 until 1984 the car was maintained by Huffaker Engineering.



David France wins at Sears - April 1984



The Most Elegant Motorcar Award: 1934 Cadillac V-16 Convertible Coupe

2015 NIELLO CONCOURS AT SERRANO

BY RICHARD SIMONDS PHOTOS BY: RICHARD SIMONDS AND MORRIS LUM

The 12th annual Niello Concours at Serrano displayed their usual fine selection of vehicles. Each year Brian and Michele Moore's team creates a magnificent event for car lovers in Northern California. This year the featured marques were Cadillac Motor Cars and 60 years of Ferrari in America. Beyond that, they had the usual variety of American and Imported manufacturers represented in the beautiful setting of the Serrano Country Club.

There were 159 cars entered in 28 classes with 9 special awards given at the end of the show. The placement of cars on the field made it easy to see the diversity of makes and models on display. The Niello Concours at Serrano has become one of the must-see shows on the West Coast and the SCCA, San Francisco Region, Concours d'Elegance Chapter has been a part of their success from the beginning. Next year's Niello Concours d'Elegance will be held on Sunday, October 2, 2016.



Best of Show Award: 1957 Ford 500 Skyliner

Class Winners

CLASS DP 1 PANTERA STOCK

3rd 1973 De Tomaso Pantera
2nd 1972 De Tomaso Pantera
1st 1972 De Tomaso Pantera

CLASS P 2 PANTERA MODIFIED

3rd 1973 De Tomaso Pantera
2nd 1971 De Tomaso Pantera
1st 1974 De Tomaso Pantera

CLASS Q EXOTICS 1988-PRESENT

1st 2015 Lamborghini Huracán

CLASS COO—CUSTOM ONE OFF

3rd 1926 Ford Lakes Modified Roadster
2nd 1941 Lincoln Convertible
1st 1966 Lincoln Town Car Batmobile

CLASS VRC VINTAGE RACE CARS

2nd 1962 Lotus 23B Sports Racer
1st 1955 OSCA MT4

CLASS F MUSCLE CARS 1963-1973

3rd 1969 Chevrolet Camaro
2nd 1969 Plymouth Roadrunner
1st 1970 Chevrolet Camaro Z28

CLASS M ANTIQUES TO 1919

2nd 1915 Overland Speedster
1st 1902 Prescott Style Ten

CLASS PL AMERICAN LUXURY 1949-1969

3rd 1956 Plymouth Fury
2nd 1960 Chrysler 300F
1st 1957 Ford 500 Skyliner

CLASS WB WOOD-BODIED CARS

2nd 1936 For Deluxe Station Wagon
1st 1920 Rolls Royce 20 HP Estate

CLASS E PRESERVATION

2nd 1960 Buick Le Sabre
1st 1952 Chrysler Windsor Deluxe Newport

CLASS P AMERICAN 1949-1969

3rd 1964 Ford Mustang Convertible
2nd 1957 Chevrolet Bel Air
1st 1957 Chevrolet Bel Air

CLASS N VINTAGE TO 1948

3rd 1940 American Bantam Roadster
2nd 1948 Tucker Model 48
1st 1948 Diamond T 201 Pickup

CLASS A THE CLASSICS

3rd 1940 Packard 160 Super 8
2nd 1929 Lincoln L Sport Phaeton
1st 1934 Packard 1104 Sport 8 Dual Cowl Sport Phaeton

CLASS C3 CLASSIC CADILLAC

2nd 1947 Cadillac 6207 Club Coupe
1st 1941 Cadillac Convertible

CLASS C4 CADILLAC V-12 & V-16

2nd 1934 Cadillac V-16 Convertible Coupe
1st 1934 Cadillac 452 D

CLASS C5 CADILLAC 1949-1959

2nd 1954 Cadillac 62
1st 1949 Cadillac 6107

CLASS C6 CADILLAC 1960-1974

2nd 1960 Cadillac El Dorado Biarritz
1st 1960 Cadillac El Dorado Seville

CLASS C8 CADILLAC ALLANTE

1st 1990 Cadillac Allante

CLASS CL LASALLE

2nd 1934 LaSalle Series 350 Coupe
1st 1934 LaSalle Convertible Coupe 350

CLASS Z FOREIGN PASSENGER CARS 1957-1979 OVER \$6K

3rd 1961 Rolls Royce Silver Cloud III
2nd 1960 Mercedes-Benz 220SE Cabriolet
1st 1971 Mercedes-Ben 280SE 3.5 Cabriolet

CLASS T – AMERICAN SPORTS CARS

1953 TO 1967
3rd 1965 Cobra Mark 1 /289
2nd 1957 Ford Thunderbird
1st 1966 Cobra 427 Roadster

CLASS U – FOREIGN SPORTS CARD TO 1956

3rd 1955 Jaguar XK140 FHC SE
2nd 1951 Allard K-2
1st 1953 MG TD

CLASS W – EUROPEAN SPORTS CARS

1957-1979 OVER \$6K
3rd 1974 Porsche 911 Carrera
2nd 1969 Jaguar E-Type Series II
1st 1967 Porsche 911

CLASS Y – FOREIGN PASSENGER CARS 1957-1979 UNDER \$6K

3rd 1964 Volkswagen Deluxe Microbus 21 Window
2nd 1966 Mercedes-Benz 200 Sedan
1st 1954 Volkswagen Deluxe Microbus

CLASS F4 FERRARI 1992-PRESENT

3rd 2002 Ferrari 360 Spyder
2nd 1992 Ferrari 512TR
1st 2004 Ferrari Challenge Stradale



Overall view of the Niello Concours Field at the Serrano Country Club

CLASS F3 FERRARI 1975-1991

- 3rd 1986 Ferrari 328GTS
- 2nd 1986 Ferrari 328 GTS
- 1st 1987 Ferrari Testarossa

CLASS F2 FERRARI TO 1974

- 2nd 1972 Ferrari 365GT 2+2
- 1st 1965 Ferrari 500 Superfast

Special Awards

THE HONORARY JUDGES AWARD

- 1960 Cadillac El Dorado Seville

THE RICHARD NIELLO SR AWARD—FAVORITE PORSCHE

- 1967 Porsche 911

THE MEGUIARS BEST FINISH AWARD

- 1965 Pontiac Catalina 2 + 2

THE GEORGE A. MOORE MEMORIAL AWARD

- 1956 Cadillac El Dorado Seville

THE MOST ELEGANT MOTORCAR AWARD

- 1934 Cadillac V-16 Convertible Coupe

OUTSTANDING CADILLAC AWARD

- 1949 Cadillac 6107 Sedan

OUTSTANDING FERRARI ON THE GREEN AWARD

- 1965 Ferrari 500 Superfast

2015 SCCA CHAMPIONSHIP AWARD

- 1934 Packard 104 Sport 8 Dual Cowl Sport Phaeton

BEST OF SHOW AWARD

- 1957 Ford 500 Skyliner



2015 SCCA Championship Award: 1934 Packard 104 Sport 8 Dual Cowl Sport Phaeton



1948 Tucker Sedan from the Academy of Art Collection, San Francisco



LOOKING BACK ON 2015

PHOTOS BY: **CHUCK KOEHLER & STAN GUIDERO**





12 CS: Fred Campbell in his 99 BMW M3 coupe good for 2nd place.

SOLO FINAL 2015 SLUSH DECEMBER 5, 2015

BY RYAN PANLILIO

The rain clouds may have stayed away, but cold tires and cold pavement proved to be a tricky combination for drivers this day. Several competitors in the first run group lost control as early as the second turn of the course which featured a cross-over design.

KEN MOLLENAUER, IN HIS MAZDA FORMULA, AND DAVID WINTERBURN, IN HIS JBS SPORTS RACER, ran uncontested in AM and BM, respectively.

Chris Warner, in his 1991 Swift, took the top spot in CM over Charlie Davis in his 1985 Reynard. Bryon Borchard, in his 1968 buggy, and Steve Petro, in his 1961 buggy, took 1-2 in DM. Michael Streets ran uncontested in EM in his 1973 Ford Pinto.

Junior Karter Cameron Fraser had the course all to himself, getting his best time on the second lap in JC. Vernon Head ran uncontested in KM in his CRG Road Rebel.



861 FS: Ross Maguire in his 2009 MB C63 AMG sedan took top spot in FS.

Outgoing Solo Chief Isaac Acks took first place in SM in his 2006 Lancer Evo. His co-driver Youmna Zalzal, and Strother Jones, in a 2008 Subaru STI, rounded out the top three spots.

The BS class saw Chris Boynton take the top spot over co-driver Bryan Nemy in their 2016 VW Golf R, while Seju Bidiwala took third in his 2004 Honda S2000.

Richard Quinonez took first place in his FRS, while Fred Campbell in his 1999 M3, barely beat Mark Lewis in a 2016 Miata, to round out the top three in CS.

Joel Tan's 2013 Golf R was no match for Evan Ortiz's 2015 WRX, with Tan taking first place in DS.

It was a battle of Miatas in ES, with Ed Burghardt, in his 2000 Miata, taking top spot over Larry Andrews, in his 1991 Miata, and Michael Jensen, in a 2000 Miata. Soyun Lee ran uncontested in ESL in her 2000 Miata.

Ross Maguire, in his 2009 MB C63 AMG, took first place in FS with a sizable margin over second

and third place finishers Gary Fazekas, in a 2012 Mustang, and Dan Pellow, in a 2003 Camaro, respectively.

The GS class saw Kenneth Lyngen, in a 2013 Focus ST, take first place over Nathaniel Honka in his 2006 Civic SI. Anton Rozhkov, in a 2012 Mini Cooper, barely eeked out the top spot in HS class over Matthew Ouellette in his 1998 Saturn SL.

Nathan Gabriel, in a 2010 Tesla, took the top spot in SS, followed closely by Joey Jarosz in a 2015 Corvette and Carl Gabriel, his Tesla co-driver.

Juven Lat and Benjamin Luu both ran uncontested in BSP and CSP, respectively. Lat was in his 1997 BMW M3 and Luu was in his 2015 FRS. Michael Martin, in his 1990 MR2, also ran uncontested in ESP.

The OSP class saw Wayne Overbeck's 1978 Ford Fiesta beat out Steve Lima's 2003 Corvette for first place. Kirk Wilson outdrove co-driver Clay Wilson in the SSP class in their 2010 911 Turbo.

CAMC saw Troy Jennings, in a 2014 Mustang, take the top spot over two Camaros driven by Samuel Ruiz, in a '01 and John Payne, in a '10. Kim Jennings ran uncontested in CAMCL while breaking in her 2015 Mustang.



11 STF: Edward Wong in his Toyota Echo 1st place in his div.



89 SSP: Kirk Wilson in 2010 Porsche 911 Turbo gets over his co-driver in SSP.

Mary Pozzi continues to shine in her Camaro with a first place finish in CAMT. She was closely followed by Michael Erickson, in a 1967 Chevelle, and Larry Albarran in his 1968 Camaro.

Edward Wong, running uncontested in his Toyota Echo, took the top spot in STF. Praneil Prasad, in a Honda S2000, took first place in STR over Gary Tran in his 1994 Miata.

In another class filled with Miatas, Manuel Ruiz outdrove John Jennings and Damian Huertas for first place in STS. Jennings and Huertas finished second and third, respectively.

Jimmy Au-Yeung's 2006 Lancer Evo proved to be too much for the BMW M3s in STU. Au-Yeung was followed by second place Howard Yang in his 1998 M3 and third-place finisher Ben Freedman in his 1995 M3.

STX had the largest field of the day, with 11 drivers. Brothers Justin and Mack Tsang, in their 2013 BRZ, took first and second place, respectively. Eric Lam, in his BRZ, rounded out the top three.

Only two drivers competed in NS, with Brian Duddy, in his 2014 Mazda 3, taking the lead over Michael Lee, in his 2013 Miata.

Jourdan Risoen beat his co-drivers Max Paolozzi and Richard Rozporcka to take top spot in T2 in their shared 2009 Subaru.

Sam Strano had the best index time in X- division in his 2007 Corvette. He was followed closely (Index time) by Justin Moore in his 2005 WRX Sti. Strano's co-driver Shelly Monfort rounded out the top three in the 2007 Corvette.



99 CAMT: Mary Pozzi taking top spot in her 70s Camaro in her class.



90E SP: Michael Martin in his 1991 MR2 in top spot in his class.



13 CAMCL: Kim Jennings in her 2015 Mustang taking first in her class.

WHEELWORKS

by BLAKE TATUM



THREE DAYS
TWO TRACKS
ONE TOW

What does that mean? It means the Region is serious about our Majors program. It means after years of being an afterthought, the Majors competitors are getting 100% of our attention.



The Region is going to do something that has not been done before -- we are going to offer three days of racing, held on two different tracks, and it will require only one tow by the participants.

The Region is going to do something that has not been done before -- we are going to offer three days of racing, held on two different tracks, and it will require only one tow by the participants.

How is this going to happen? Thunderhill Raceway offers us a chance to do something completely unique in the auto racing industry. We can run two different racetracks on the same weekend without even having to unplug the shore power. The first day and a half we will run the traditional three-mile course that has served us so very well. The second day and a half we will run the full five-mile course utilizing the new bypass.

The three-mile track is one of my favorite tracks. It features a technical front section joined by the high-speed back half. Turn nine of the three-mile course is like falling off the first hill of a roller coaster with the blind left hander followed by a long downhill straight that sends you into the slightly banked 90 degree left turn ten. If you do turn ten right, the right side tires barely stir up the dust from the track edge. But the turn that separates the men from the boys is turn one. It is deceptively fast yet getting it wrong can mean a steep price to pay in repairs.

I have never driven the full five-mile course so I really look forward to having a go at it. The run from turn six on the east course to turn four on the west course looks like is about a mile long and will certainly get your attention. Turn six and turn four are both at the lower elevations of the property; turn nine is at the top of the elevation. The turns in between look more like bends in the road depending on the car you are driving. I have no idea how fast the top guys will be going, but I can tell you it will be exciting.

Why are we doing such a unique event at our one and only Major's event? Simple answer, the Majors are a representation of the best of the best in amateur road racing. If you are going to be classified as such, the best of the best need an event that is equal to their resume. This event offers the unique opportunity to show off driving ability, car set up, and racecraft.

I don't know how many races I have been to where the guy with the most horsepower wins, or the guy that runs only one track has a home town advantage. This event eliminates these built in advantages. This event will be a test of the competitors driving ability because both tracks are uniquely different and feature both high speed and low speed turns. It will test the ability of the driver to set up the car. Does he set the car up for the long straights? Does he set it up to handle the tight sections on the west course? What gears does he run for the different tracks?

This will be a test of racecraft. Does the driver lay back and try to stay in the draft? Does the driver work hard and try to break the draft by doing the technical sections exceptionally well? How will the tires hold up? Will fatigue play a role? Where will the prime overtaking spots occur? Does the driver have a secret passing location that no one expects?

These are all issues that the best of the best should be expected to confront. These are the issues that the best of the best should look forward to. These are issues that the best of the best can proudly say they have mastered. These issues are why we decided to do this event.

No one else in the country will have such an event. No one else will challenge the driver like this. No one else would be crazy enough to try to pull off this event.

That brings me to why we feel that only the San Francisco Region of the SCCA can pull off something like this. It is because we are the Region that knows how. We are the Region that prides itself on doing things no other Region can do. Let me ask you could any other Region in the SCCA staff a major pro event and concurrently hold a Regional? Well we did! I realize this event is going to require more people, more coordination, more organization, but it is for these reasons that only the San Francisco Region can pull this off. We can get the people to man the flag stations, we can get the needed equipment, we can coordinate, and we can organize, and the only reason I know this is because we live by our motto, We are the Region that knows how!

I know it is only January. I realize the sanitation service has not even picked up the Christmas tree yet, but I know it is not too early to make plans. Make plans to be the first to compete in a unique auto racing experience. Make plans to take extra days off and

test on the five and three mile configurations. Make plans to be on the podium of America's most unique auto racing challenge. Make plans not to miss out!!!

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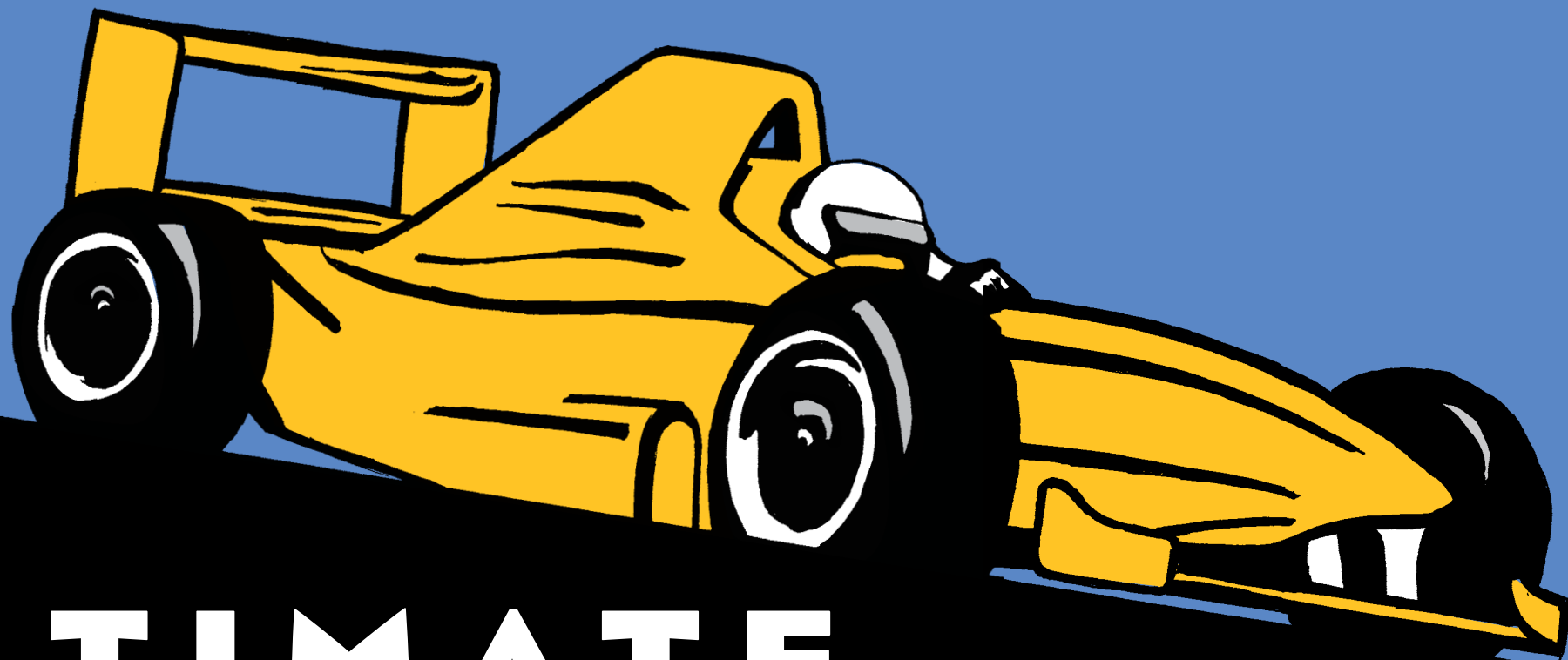


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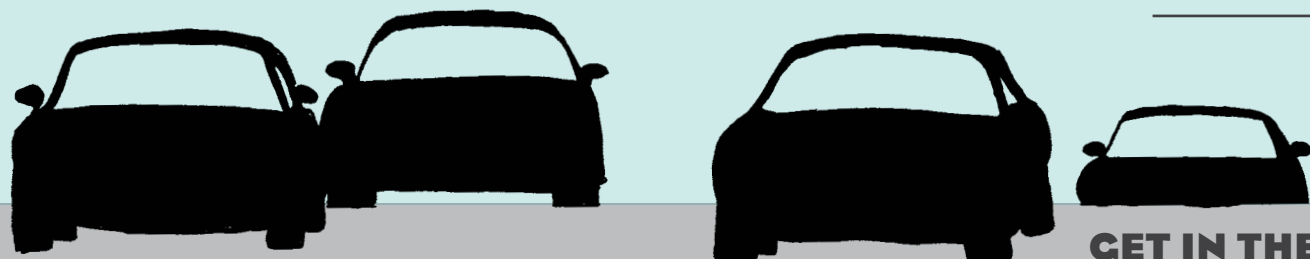
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GET IN THE DRIVER'S SEAT



SFR ANNUAL MEETING MINUTES NOVEMBER 21, 2015

Meeting called to order by Regional Executive Gary Pitts at 1 pm

Location: Pleasanton Doubletree, Pleasanton, Calif.

Present:

RE Gary Pitts, Rod Simmons, Clint deWitt, Mike Smith, & Barbara McClellan, and SFR Office. Newly-elected Board Members present: RE Gary Pitts & RJ Gordy. Approximately 60 members were also present.

Regional Executive **GARY PITTS** welcomed the newly elected board members, R.J. Gordy and Dan Burgoon, and thanked out-going Board Members Mike Smith and Tony Tabacco for their many contributions to the Region.

Gary introduced Dave Arken, long-time SFR driver in DSR, who presented the **SCCA NATIONAL MECHANIC OF THE YEAR AWARD** to Jason Hohmann of Bulldog Motorsports. Many across the country were nominated for this significant award, and Jason won based on his excellent support of drivers, knowledge, and support of SCCA over the years.

Gary Pitts presented the **MINUTES FROM THE 2014 ANNUAL MEETING**. The minutes were approved by the membership present.

Significant Region Activities and Accomplishments

Gary Pitts enumerated some significant events transpiring over the past year:

1. 2014 was a very good year due to the Runoffs being in SFR and generating many out-of-region entries throughout the year.
2. Distributed the Region's tax return from 2014 to the members present.
3. As expected, 2015 started off with not too encouraging entries and participation levels. Unexpectedly, participation picked up throughout the last half of the year. We put into effect a number of cost controls to help contain costs. These factors resulted in estimated net financial returns of \$90,000.
4. We have good prospects for 2016, but have no crystal ball to predict accurately how things will go.
5. Most significantly, the Region staffed and successfully ran two races at two tracks on one weekend in September. Contributing to this outcome was the recruiting by Blake Tatum of the San Jose State FSAE club who supported the Regional at Sonoma. Integrating paid Sonoma staff with our volunteers worked very well and proves this is a viable option if needed in the future.
6. A \$250,000 Race To Recycle Oil grant oil has been approved and will be managed by Thunderhill staff. SCCA will receive \$60,000 through the grant and will get exposure in places like go kart tracks, car shows, and Pro Race events.
7. In discussions with National about Runoffs coming to Sonoma Raceway for 2018. Sonoma Runoffs would require that a SF Regional Race occur 4-6 weeks prior to Runoffs to make it technically feasible. Region would want to have more Races at Sonoma that year to be more effective

Annual Awards Banquet

Input from the membership on the move of the banquet to the last race weekend of the year and to Willows was solicited. Those present commented favorably on the new format and the move.

Banquet held in new format & location for variety of reasons:

- Cost
- Most racers and workers already at track
- Consensus appears that those who did attend would like to continue with new format
- Will work on fixing & improving some of the problems encountered such as cold food
- Comments that Banquet related announcements were a bit late
- Rhea Dods asked if last Regional event is coincident with Banquet, how can we figure out Class Championships? Gary responded that Sherry & Mike worked very hard at end of races on Saturday and had pre-prepared points to make it work.
- Linda Rogaski commented that she believes about 40 people, drivers and crews, attended the Banquet for the first time.

Those present were asked if they favored holding the banquet after the final race in Willows next year, and the response was unanimously positive. Therefore, the 2016 banquet will be held on October 22, 2016 after the last races of the year.

Financials

Mike Smith, as out-going Treasurer, gave an in-depth explanation of the Region's current finances with financial results for 2015 and current Balance Sheet. He explained how significant reductions in overhead, plus the favorable arrangement involving worker events and Regional Races at MRLS, plus the inclusion of Pirelli Challenge and PCA race groups there, all helped to put the Region in the black for 2015. He emphasized that further cuts in overhead would not be possible without reducing services to the membership. He also mentioned that for 2016, SFR may not do as well with Laguna Seca events as 2015, as we enjoyed some spillover from NASA due to NASA conducting their West Coast Championship event at Laguna.

Mike compared balance sheets from past years, 2013-2015, showing where the two new tow trucks appear under assets (not in the annual Profit and Loss statement); the value of Thunderhill (as of January 1, 2015), and that the accounts receivable from Laguna Seca is improving.

2016 Road Racing Schedule

Mike Smith presented the 2016 schedule with some changes made at that day's Board meeting.

The three-day Regional events at Thunderhill were changed to two-day events (now May 14-15 and September 24-25. The Pre-Reunion was corrected to its normal two days, August 13-14. The test day for IMSA was added making that weekend April 28-May 1.

The Board also voted not to sanction the RDC Enduro as an SFR event in 2016, but to leave the Sunday after the final Regional open for RDC to make a proposal to the Region for putting on their own Enduro at Thunderhill if they so choose.

Rod spoke about schedule and mistakes made in development and other issues. Some were driven by ISC/Laguna issues and not being able to request or obtain dates until very late in the year. An error led to the September Thunderhill race being scheduled on top of the Runoffs. Sonoma dates were requested prior to getting our dates at Laguna.

Rhea Dods questioned whether or not Laguna Seca would need Pro Support for April 28 and September 8. The Board will re-check those schedules.

Outlook for 2016

1. After the consideration of ISC as the operator of Laguna Seca, we are happy that things will continue as they have been for SFR in scheduling dates and providing workers for the Pro events.
2. The 2016 Majors will be a three-day event with effort invested to produce an outstanding experience for racers and participants.
3. RJ Gordy stated that one of his priorities will be to work to reinstate the Invitational Pacific Coast Road Racing Championships (PCRR) as a respected championship event (as it was for 25 years, to be distinguished from the open event sanctioned by Cal Club Region).

General Discussion

The presentations were followed by a general discussion and question/answers. The following items were discussed:

1. Rhea Dods is working to recruit potential volunteers who want to become workers.
2. Rhea also spoke about the need to use Social Media and other 21st Century methods in recruitment efforts.
3. Linda Rogaski spoke about the Board's motion to get a Social Media Rep.
4. Gary Corsiglia requested that SFR Board send a letter to all UC college people who represent or are associated with Formula SAE.
5. Brian McCarthy asked a question about whether SFR was going to respond to Track Night in America Participants. Linda Rogaski is already handling this response.
6. Short discussion about HPDE/PDX type events.
7. The Board was requested to have Monthly Meeting Minutes posted in a more timely manner.
8. Chiefs meeting needs to be scheduled.

The meeting was adjourned at 2:35 PM.

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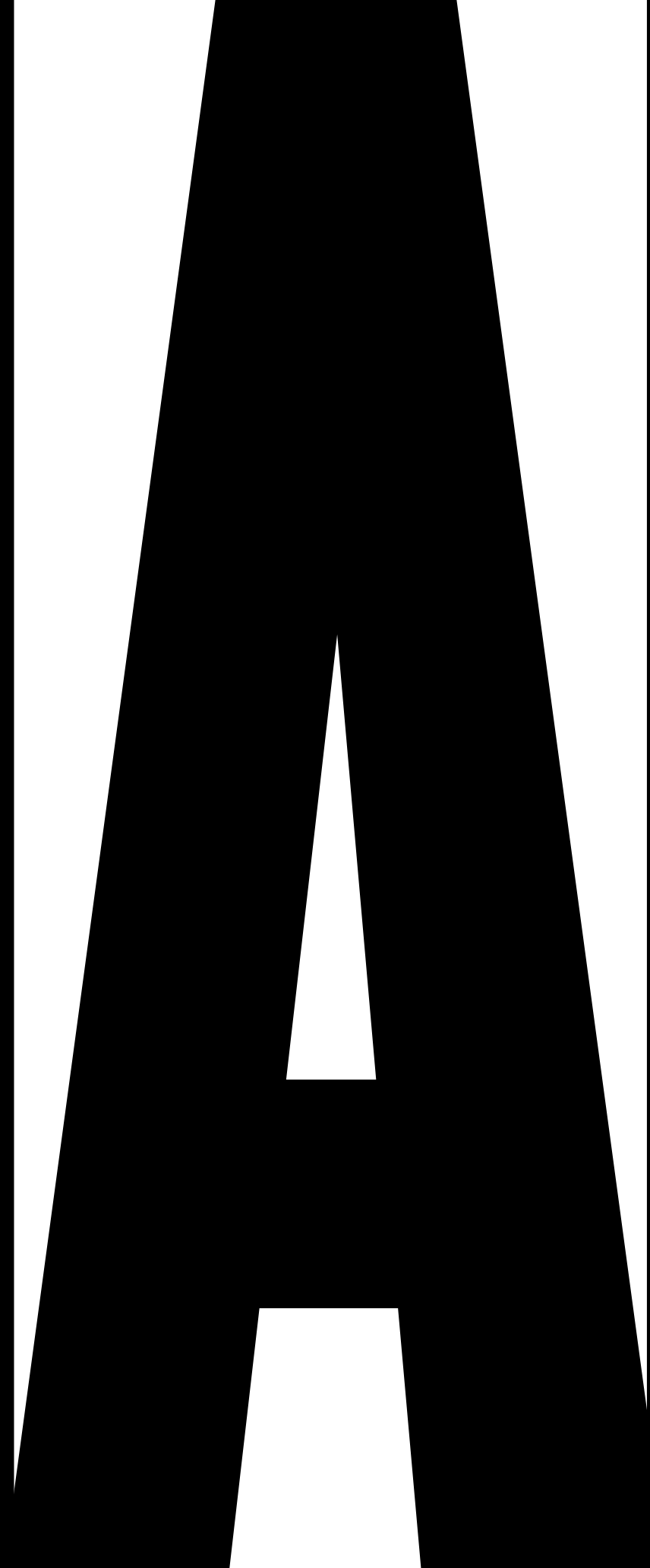
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SFR SCCA
HALL OF FAME

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*THE SAN FRANCISCO REGION OF THE SPORTS CAR CLUB OF AMERICA
INDUCTS TWO MEMBERS INTO THE HALL OF FAME FOR 2015.*



*James R. Lowe
[1904-1969]*

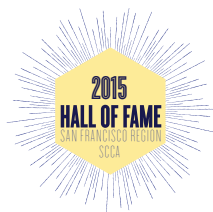
*Scott B. Rubin
[1958-2010]*

OF
FAME

COMPILED BY
BLAKE TATUM

EDITED BY
SHERRY GRANTZ





SCOTT B. RUBIN

[1958-2010]

From the time when Scott was in high school, he was enamored with road racing. In the mid-70's, he and his friend would sneak in to Sears Point and watch the Pro-Races which set the stage for his obsessive involvement with SCCA Road Racing. Scott did whatever was necessary to be involved and get others involved. He worked as a flagger and as a crew person until he was old able to attend Drivers' School. He would talk to his friends and tell them how exciting racing was and many followed him to SCCA.

And when he could not afford to drive, he continued to support and help other racers and volunteer.

Scott Rubin started racing with the San Francisco Region in 1980, driving several types of cars, continued to volunteer, and in the late 1990's, became co-Chief for the SFR SCCA Drivers School. His primary interest was road-racing and he was able to take his passion for the sport and became a respected coach and hardworking expert providing racecar service support. He drove in the IMSA Firehawk Series in the late 80's gathering more experiences and knowledge that he could use with SCCA. Even though his customers raced with many organizations, he always supported SCCA and encouraged the customers to run with SCCA, doing whatever was needed, unconditionally, to get them out on the track.

Racing was his hobby and it became his business. He started working in a race fabrication shop in 1986, helping it evolve into race car prep, and ultimately became the sole proprietor for the

business known as McGee Motorsports. Today it continues supporting many clubs, many drivers and keeping with Scott's desire to "always sees the joy through others' having fun". Scott loved the sport and the desire for individuals to be safe and encouraged teens to get involved with the SCCA Tire Rack Street Survival School.

Scott was Co-Chief of the SFR SCCA Drivers School from the late 1990's until 2010. He ran the Ground School and brought to life the concepts of the driving skill and the importance of flags, stewards, car prep and having fun. He also was a Group Leader and he inspired the other Driver Instructors and Students, always being fair and firm on expectations while providing various options for someone to be successful. With knowledge of various race organizations and his practical approach, he provided insight on what SCCA should consider for prerequisites and expectations for

Driver School students, which were shared with SCCA National during their 2008 Driver School Review.

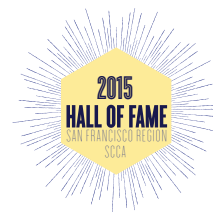
Scott was a man of a few, but impactful words, including his puns at which he was an artist. He was a great listener and analyst and he touched many with his style and words of wisdom, resulting in a person looking inside to better themselves, racing or otherwise, plus realize



there was a positive message from Scott. His philosophy of life was how he ran the business, everyone should have fun and not get tied up in who is better than whom. As several SCCA racers said, "his words were so reassuring, calming and wise, and always with the message to 'go kick butt and most importantly, have fun!'"

Scott did not promote himself. He gained respect from others through his actions and positive ways to handle things. Because of this, many of his contributions were unknown yet his contributions were impactful. On several occasions he was contacted by members of some of the SCCA Comp Boards for his thoughts or expertise and on many occasions Scott did endless research to provide sound advice or facts. The SFR Tech Crew also reached out to Scott for his input and he was there helping or laughing to raise spirits while his customers waited for inspections after races. He was also consulted by the Historic Trans Am group for period correct technical and mechanical car set-ups. Drivers asked questions on various aspects of technique, mechanical and even attitude for improvements. Throughout all of these consultations, Scott gathered facts, being a constant student himself, based his thoughts and input on the facts, was respectful to others, conducting himself in a positive manner and finished the conversations with a smile.

Scott was genuine and had great enthusiasm and love for the sport and always wanted you to do the right thing. He did not laugh over crazy ideas, in fact, he helped them come alive. This was true in Scott's Road Rally days and his support for others rallying. On one occasion a fellow racer flipped his car. Scott stopped to help and get the racer back on track while never saying a word when it came time to reflect on the race with the Sponsors. Scott never made you feel uncomfortable when someone asked questions. He always had the time for everyone and never made you feel that he was rushed.

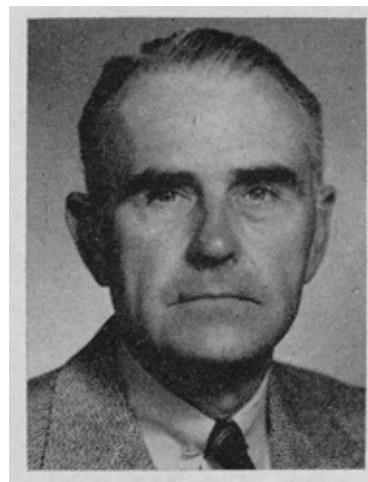


JAMES R. LOWE

[1904-1969]

To other San Francisco Region Club Members James R. Lowe was known as "Gentleman Jim", a nickname that typified his demeanor on and off the racetrack and would serve him well during his leadership of the club during its rapid growth of the 1950's.

Lowe was born in 1904 so by the time he joined the SF Region he was perhaps a bit on the "gray side" to begin road racing in sports cars but he undertook the sport and his association with the club with enthusiasm. He entered his first race in a Willys/MG at Madeira in November 1952 at the age of forty-eight and thereafter was a regular competitor in regional events until he retired from racing at the end of the 1959 season.



Jim Lowe is best remembered for racing a Frazer Nash LeMans Replica along with his wife Marion in a similar car. The Lowe's eventually moved to a matching pair of Lotus 11s in which they finished their racing careers. Jim Lowe was a talented driver who had nineteen class wins in twenty-five races in his Frazer Nash; he was a Regional Champion and raced outside the region in Hawaii, Elkhart Lake and the Bahamas. In the Bahama Speed Week races, he was a member of the "California Gang" which included Harry Banta, Phil Hill, Lou Brero, and Jack McAfee



among others. This group brought home an arm full of trophies from those races. His racing accomplishments aside, Lowe's contributions to the region as an administrator were much more important. Having lived through two world wars and the Great Depression plus developing several successful business, Lowe had the necessary knowledge and skills to provide the kind of leadership the fledgling SF Region needed to survive and grow. Lowe worked on current issues but also had "the long view" of where the club needed to go over time. Here is a list of his major contributions to the club during his active years:

General Chairman for the Santa Clara Races in 1954 and the Pebble Beach Races in 1955

Regional Executive and National Secretary - 1955

Regional Executive in 1956 and 1959

He re-introduced the races at Buchanan Field; oversaw the first races at Arcata and Cotati

Driver School Administrator and member of Drivers Committee - 1957

In 1956, met with SCRAM to help choose the site for the future Laguna Seca Raceway

Membership Chairman - 1958

Formed Executive Race Committee to supplement the Activities Chairman in 1959

Oversaw the first Pro-Am race in Northern California held at Vaca Valley in 1959 sanctioned by USAC


In 1960 he convinced the National Office to allow the SF Region to sanction the Monterey Grand Prix pro races

His concern with driver safety lead him to prod the National Office to make roll bars and Snell approved helmets mandatory

Upon his retirement from racing at the end of 1959, he auctioned off his Lotus 11 with the proceeds going to the Snell Foundation for helmet research

SCCA Board of Governors - Area 10 - 1960 & 1961

During his time as a key club administrator, his primary goal was to work towards coordinating the aims and activities of the SF Region, Cal-Club and USAC for the betterment of the sport.



2016

NEW YEAR'S RESOLUTIONS

BY BLAKE TATUM

Once Christmas is over and we start recovering from the guilt we have accumulated, it becomes time to come up with new and better habits to start the New Year off right. These are called New Year's Resolutions. The entire fitness industry makes a fortune off of New Year's resolutions. The investment industry uses the New Year as a way to encourage people to take a closer look at their finances.

Some of the most common New Year's resolutions are to lose weight, to pay off credit cards, and to volunteer for a charitable organization. All of these are good causes, and I encourage everyone to consider these as viable resolutions for the New Year.

For those of you who are having a hard time coming up with your New Year's Resolutions, I have some suggestions based on your SCCA experience. Now remember these are just suggestions and in no way were any animals harmed in the process of coming up with these ideas:

I will never propel myself in the paddock faster than a brisk walking pace.

I will always have car numbers that can be seen no matter the lighting and no matter what direction the sun shines on me.

I will never run my generator past ten o'clock at night regardless of how much I had to drink.

I will always buy Thunderhill gas.

Passing under the yellow will only be done when safe.

Bump drafting will occur out of sight of any track official.

I will only take the amount of paddock space needed or two and half times my car size which ever is greater.

I will always make sound!

I will only fly my drone with the proper credentials and with approval of the Region.

I will make sure my dog never comes to grid to give me a sendoff.

I will always make sure to donate to the WAP fund!

Even though they make for better racing a will not ask for a spilt start.

I will not start my racecar any earlier then 8:00 A.M. in the morning

I will stay in line at the Laguna Seca staging area, otherwise be willing to pay a hefty fine.

I will not leave the Solo event before I complete my work assignment.

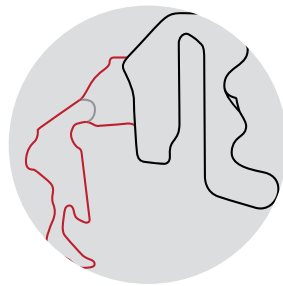
2015 will have a plan in place for a permanent Solo site!

I hope these resolutions help make your new year that much more satisfying, but beware that 90% of all New Year's resolutions are broken by Valentine's Day.

HAPPY NEW YEAR

THUNDERHILL REPORT

BY DAVID VODDEN



The Human Brain is a chemical distribution system ... Think drugs!

This is true and it does relate to auto racing. How? By the process of delivering special chemicals, the brain gives the human it serves an unlimited number of satisfying feelings. Feelings are chemical. Racing produces some of the most rewarding feelings of satisfaction sought out by the human animal since the beginning of time. We race. We hunt. We fight. We take risks. We want to be top-dog and we need to fulfill this basic need just as surely as we need to eat, find security and do other things that keep our species alive. Really!

The reason Thunderhill is successful is because we provide opportunities for men and women to meet this basic need. In business we call this "demand". In reality it is a need. History, right up to the last hour, provides endless examples of humans meeting this need. For us it takes place on the 3-mile, 2-mile, 5-mile as well as the skid pad at Thunderhill where sliding sideways at speed is a great way to generate the chemicals that your body seeks. Because of this basic need, which is inspired by programming created millions of years ago, demand for Thunderhill Park, racing, competition and all other forms of alpha-male activities, is secure.

But wait, isn't it true that racing is a baby boomer activity and in a state of decline? No. Isn't it true that racing, real racing, is too expensive? No. Don't the changes that are happening in our society portend the demise of racing, competition and Clubs like the SFR/SCCA? No.

None of the self-proclaimed weaknesses in the multitude of ways that men [and some women] secure their need for male-based need, fight or flight, top dog, head of the heard, alpha male validation, have merit. Weaknesses in the SCCA, NASA, NASCAR or Indy Car racing is all self-inflicted. The human need remains. There "may" be some lessening of the force of this human drive caused by the infusion of female brain chemistry that is programmed very differently. The primary female brain reward chemistry is aimed at nurturing. It is not the same as what drives the alpha male, but nurturing is equally valuable. Remember the male/female thing is one. This is true in every atomic application in the universe. It takes two to make one and to insure the prime-directive which is the survival of the species. That would be you.

Why do some women want to race and deal with the risk, reward chemistry involved? Because no human programming is the same despite overwhelming focus on all the needs that inspire survival. Some women have the need to compete. Some women seek validation through efforts to be the "top dog". Some females like the transparent world of the alpha male. Back in the day these women were role modeled to feel out of sync with their wants and needs. Those who broke through society's need to keep them in line became Amelia Earhart or one of thousands of other females who excelled outside the household. Today such bans have been all but eliminated. Women can follow their internal programming to seek out the risk-reward chemistry inherent in the male brain and visa-versa. No big deal.

It does not change the basic human need to use cars and motorcycles to create the chemical rewards that come, in motivational amounts, to those who seek to perform, to challenge the odds and get on track to race or to be "top dog". This is why the demand for track time at Thunderhill will remain strong. Sure humans [mostly men] are jumping off of mountains with winged jackets and flying anything that can crash and signing up to be astronauts. There are more ways now than ever before to do this thing but it remains why humans race: to win whether on a motorcycle, in an automobile, airplane, boat, or anything with wheels as far back as the Roman-chariot.

Racing is healthy. The best years are ahead for all who are involved in the sport today. The best days are ahead for organizations that meet this human need in the most desirable way. Men [and some women] will die trying to prevail. Those who survive will congratulate themselves on their ability to do so. Soldiers have done this since the dawn of warfare. Those who prevailed in war were treated as heroes and became the stuff of legends. What alpha male would not like to have been Dale Earnhardt? What risk-seeking brain cannot figure out that the best way to get those wonderful endorphins and other chemicals and the feelings of personal value/esteem is by joining the SFR/SCCA and becoming a regular at Thunderhill? The answer would be none if they knew about the SFR/SCCA and Thunderhill.

That is our job. We need to reach out to the tens of thousands of men and women who would do what we do if they only knew how. For 2016 consider that

our numbers are a fraction of what they could be. There are so many people who would thank you if you got them into a race car and gave them the incredible joy and satisfaction that the brain will deliver in mass if they make that impossible pass or beat a veteran driver or, as impossible as it may seem at the start, win a race. We sell chemicals, brain chemicals, and we can do better.

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.

Make it one of your new year resolutions to get someone into the SFR/SCCA driver licensing school in March at Thunderhill. After the school, bring your friends and co-workers to the SFR/SCCA races or any race at Thunderhill. Remind yourself what it was that Hooked you On Driving and how you got through the maze that keeps people out of our sport and our club.

Change is the only constant so change your attitude from, "I made it and no one showed me the way," and switch to, "I have a responsibility to what I love and the future growth of the sport to create new racing people be they drivers, fabricators or whatever." And know that the rewards they will receive are part of a basic need that you helped them fulfill.

Sound like fun? You can do it and you will get unique and many nurturing [female] rewards for your success. This is an area where few are engaged and where you can and will excel. Winner!!

THE RACERS DENTIST



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SCCA Race Photos

Come by our booth and check out the photos of your car on the track. We will have proofs shortly after your track time and prints by the end of the weekend We are your official SFR SCCA Photographers. Chuck Don & Kathy

cwkracephotos.com

Chuck Koehler 916-409-5205



Thunderhill's new digital screen readout over the entry to the Eandi Clubhouse will display information such as lap times and on-track group schedules.

Classified Advertising in The Wheel is a service provided to the membership by the SF Region. Ads are free for members. Ad should be 75 words maximum and may include a photo. Ads will run for three months, after which time they shall be removed. They may be resubmitted.

Submit your ad by email to editor, Blake Tatum: wheel@sfrscca.org

FORMULA CARS & SPORTS RACERS

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



1980 Crossle 40f Formula Ford - \$20K. Currently raced in Club Ford with both vintage and SCCA. 2015 SFR SCCA CF Champ with no DNFs. 2014 VARA CF Champ. Logbooks back to 1990, has been a West Coast car since then. Located in Half Moon Bay, California. More pics and info: <http://www.racingonthecheap.com/for-sale/1980-crossle-40f-for-sale/> Contact: racingonthecheap@gmail.com, 650-560-9502. 1512



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



'85 Crossle 60 FF roller. Hewland MK9, ARE aluminum pan, Stack clubman tach, Panasperts, extra nose. No engine. Has been in storage since 2008. \$6200. Don 402-333-5158 or nelben@cox.net 1511



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



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



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



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

SPEC RACER FORD



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



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

FORMULA VEE



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



2004 Crusader Formula Vee, completely race prepped. Current annual through 2014. Needs air in tires and gas to go on track. All new brakes, tires have 4 cycles on them. Includes custom Vee trailer. 3 new tires on trailer. PTI. \$6000. Chuck 209-533-3198, Tom 209-532-0273. Sonora 1411

SOLO RACER



2000 ZX2 SR (special edition Ford Escort) 18,000 miles, came in three colors, this is one of 500 in red. SR stands for street racer. Fully adjustable factory suspension. All original except wheels and header (original parts are part of the package). Immaculate condition very rare. drive to the solo event, take home the trophy,

and then drive home, all for \$13,000. do not miss this opportunity!!! contact Tim Van Ravenswaay 616-443-3313 1505



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



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

MAZDA MIATA '90: 4 races on crate engine, good paint and body. Maintained by Larry Oka. 9Wheels. \$7,000.00 Bruce (707) 226-2815

1970 Datsun SRL 311 Roadster: SCCA E Solo2 comp car. 1987 SCCA Solo2 National Champion in EPL. Convert to DP/GT3 in 84. SCCA log-book Great for road racing driving school. Many pictures available. Ken 408 741-5749 or Jan 408 644-7260

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 \$29k. 1508

GT/PRODUCTION RACER



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



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



#40 SMG 2005 Mustang GT, 5 spd, 3:73 gears, Burgundy & White. New build completed April, 2014. 6 SCCA events total...6 wins, 6 2nds with driver's Darrell Anderson, Tony D'Allesandro, and Mark Drennan. Current T-Hill SMG record holder...1:58.2 (Drennan) set May 16th, 2015. New motor Jan, 2015, (3 events), new Koni front struts June, 2015 (never run). 2 sets wheels, AIM, spares. Beautiful, fast, every conceivable option, pristine condition throughout. Pics on request...50K or B/O...contact Dave Mani, 650-867-0010 1507

GT1 Speedway chassis. Roller with 4 speed 5 Star fiberglass. Two sets of Duralties. Call for details. Jim Clayworth (510) 531-3229 \$3500/OBO 1506

GT1/TA Rockersports C5 Corvette, two motors, 5 speed, Weismann computer. Call for details. Jim Clayworth (510) 531-3229 \$45K/OBO 1506

'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. (Edel-

brock heads, roller cam, Mahle pistons, Schoenfeld headers, MSD. Four speed Jerico. SCCA Log books from 1987. SCCA SF Region 1987-2006 The car runs and drives; only a fresh set of tires from track ready. \$12,500 OBO Call for complete specifications - Geoff at 916/870-6682



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

SPEC MIATA



1991 Spec Miata #93. The Topless Miata (hardtop, window net, and hardware included). This is an excellent entry-level Driver's School/Track Day car. Open trailer included. Some spares, including a rebuildable 1600 cc engine. \$7500. Contact Mike Neff at 916-448-3270 or proral@sbcbglobal.net. 1508

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

1989 SMT Miata. Extra set of rims and couple random parts. 21' fully enclosed trailer. Raced in SF Region SCCA. Selling car and trailer together. Asking \$12000 Contact Greg Smoot 510-381-3029 1501

Re-tub your Spec Miata! For sale: 1999 Miata bare chassis, red: unibody with windshield, fenders, doors, bumpers, lights, subframes. No motor/suspension/interior. Excellent condition, never raced nor crashed. \$1000. A few other parts available separately. Contact Viet-Tam Luu (Tam): tam@sfrscca.org / 408-59M-IATA 1411

PTE AND ITA MIATA TOP EQUIPMENT: \$18,500 - 1800/94 FOR SALE - STL and PTE MIATA - TOP EQUIPMENT \$18,500 - 1600/93. Miata hard Tops - \$800 [2]. Miata Transmissions \$250. Spec Miata Shocks \$50 each. 94 Head - \$150. Wheels with tires \$100 ea. 1600 Differential \$250. Sway bars - big & little - \$100 ea. Voden [530]934-5588 e-101.

'99 Miata close ratio transmission, Quaife gear set, built by Prather mid 2013, used three (3) weekends: \$3,000. '99 Miata 488 differential, REM gears, Torsen, all new bearings, used four (4) weekends. \$1,100. Call Jess @ 503-208-3712 or 503-407-3854

VINTAGE RACER



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@sbcbglobal.net for full history and restoration photos. 1612



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

1983 MAZDA RX7 Race Car Spare eng & trans and complete car. \$5000.00 OBO.530-357-3696 or EDMAT@TDS.NET.

STREET CARS



1970 VW convertible. New Bug Performance motor; new fenders, hoods, running boards, and paint. \$6000 Jerry Pacheco 530-367-3899 1517



1997 MIATA WITH EXTRAS AND TRAILER: New canvas top/rear window, Koni adjustable shocks, Hawk brakes with 2nd set of rear (Hawk) pads, K&N air filter, Hard Dog Hard Core roll bar, Mazdaspeed 20mm front sway bar, Dunlop Direzza Sport Z1 tires. Includes additional set of four Hoosier A6 R-compound tires mounted on 2nd set of alloy rims, plus a Hidden Hitch receiver hitch and Northern Tool Shed tire-and-accessory trailer. Whole package ready to go: \$5,000; 408 656-1524, danwolford@earthlink.net. 1508

TRAILER/TOW

'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

Open trailer for formula car/ SR \$250.00 Bob at (415) 285-2573 12/12

1994 Thor Pinnacle class A RV. 2 owner, no pets or smoke, excellent condition. complete remodel and numerous upgrades. call for list of features. Can email photos and specs.650-728-7273

Spec Racer Trailer. Single axel open trailer w/ramps & 3 new tires \$1200. Tarzana CA. Barryataylor@yahoo.com. (818)515-1946.

MISC FOR SALE



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

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 disprace1@aol.com 1512



Miata Top great condition \$1100 Kirkey Road Racing seat w/HD back brace. \$235 Dennis Murphy 209-610-3000 1511

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

I am selling part of my collection of original 30" X 40" Porsche factory race and advertizing posters. All posters are new and in perfect condition. See my website, for photos and prices. www.speedpartsinternational.com Ron Randolph (925) 945-8178 1412

Drivers gear. Bell M-4 helmet 2010 Snell, perfect condition, large(7&1/4)\$300. Hans 20 degree medium for sedan\$400. Quilted double layer xlg suit blue. SFi 3-2A/5 rating. \$200. Also have shoes-size 11, gloves med, underwear & head sock etc. Retiring after 30 years of racing so I'm willing to make someone an incredible deal for a complete package-make me an offer. Bob (916) 962-3912. murphfilm@sbcglobal.net 1412

Racing radios, Racing Electronics Reliant complete driver- crew chief set up. Crew chief head set,radio and belt. Driver radio, push to talk, antenna & all cables & 2 chargers including custom carry case. Excellent condition One radio is brand new never used. \$395 OBO Bob(916) 962-3912 murphfilm@sbcglobal.net Bob Murphy Member 93387 (916) 962-3912murphfilm@sbcglobal.net 1412

11" x 17" plastic laminated color auto-graphed photos with driving records on the back: Petty in a Ford, Pearson, Yarbrough, B. Allison, Baker; Waltrip, Foyt, B. Unser, Mears, A. Unser, Ongias, Dallenbach, Johncock, Sneva, Rutherford, D. Allison, Guthrie, Earnhardt, and more. \$10 ea, plus S/H. \$15.00.

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 alangji@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. 1507

Bavarian Motorsport BMW service & repair. Offering wheel alignment services in the south bay. We can align any vehicle as long as you want it done correctly. 1025 Sinclair Frontage Road Milpitas 95035 408-956-1662

SPEC MIATA & SPEC E30: TFB Performance's winning alignment service has expanded to include race prep and "arrive and drive" trackside support for SCCA/ NASA and HPDE/track days. Rent clean, safe, front-running cars or bring your own. Run your first race or win a championship! Contact Tim Barber at 415.205.2222 or tim@tfbperformance.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. 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@etahoe.com www.ohmygodracing.com

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



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Diamond FORMULA CARS 916-801-9728 scott@diamondformulacars.com www.diamondformulacars.com Formula First ITA Mazda Rx7 1512



SPEC RACER FORD RENTAL; Car finished 8th at 2014 Runoffs and has many regional wins. High horsepower dyno tuned motor. Mychron 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=wtMLeLsVPMc. 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

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TRACKSIDE SERVICE: Bulldog Motorsports offers Formula Enterprise full trackside support. Join in on the fun of one of the most affordable/ fastest

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WANTED

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

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

MEMBERS SEEKING ...

Searching for a member - Rick Gould. I have acquired an old RX7 that Rick used to race and I would like to learn more about the car's history and build. Please contact me via email or phone. Thanks! Len Qualls, Lenqualls@msn.com 541-261-9407 1503

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 mddpm2003@yahoo.com 510-406-4818 1503

SFR'S ANNUAL
(IT REALLY HAPPENS ONLY ONCE A YEAR)

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In addition to registering, you need to obtain your Novice Permit which requires a physical form, photos, and additional information from the SCCA National Office. You **ALSO** need to provide your car (probably a rental) and all your own safety gear.

COMPLETE INFORMATION including a list of Rental Car Providers can be found on the Driver's School page on www.sfrscca.org → click Driver's School at the top of any page.



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