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The wheel[®]

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

DRIVERS SCHOOL 101

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SLUSH SOLO 3

p. 10

HILLSBOROUGH CONCOURS JULY 2016

p. 18

SACRAMENTO SOLO ENDURO

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Photo above by Ryan Panilio: Manny Pretti takes first place in BSPV in his '66 Corvette.
 Cover Photo by Sherry Grantz: Turn 8, Drivers School 2016

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

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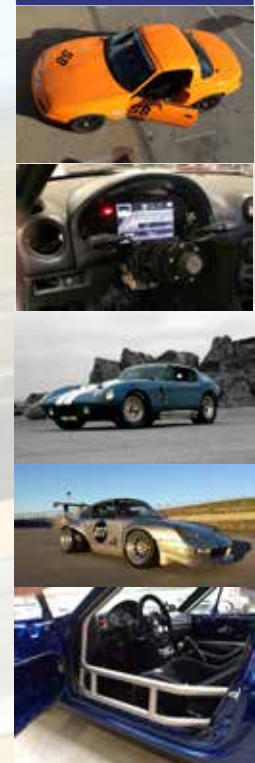
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2017

2017 SFR ROAD RACING SCHEDULE

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FEBRUARY

DRIVERS SCHOOL

February 24-26 | Thunderhill

MARCH

REGIONAL 1&2

March 11-12 | Thunderhill

APRIL

MAJOR

April 1&2 | Thunderhill

MAY

REGIONAL 3&4

May 6-7 | Regional 3 & 4 @ Thunderhill

FERRARI CHALLENGE

PRO SUPPORT

May 11-14 | Mazda Raceway Laguna Seca

SPRING CLASSIC

May 19-21 | Mazda Raceway Laguna Seca

JUNE

TEST DAY & REGIONAL 5 & 6

SPEC RACER FESTIVAL

June 1-4 | Mazda Raceway Laguna Seca

REGIONAL 7 & 8 SPEC MIATA FESTIVAL

June 30-July 2 | Sonoma Raceway

JULY

REGIONAL 9 & 10

July 28-30 | Mazda Raceway Laguna Seca

AUGUST

PRE-REUNION

PRO SUPPORT

August 12-13 | Mazda Raceway Laguna Seca

REUNION

PRO SUPPORT

August 17-20 | Mazda Raceway Laguna Seca

SEPTEMBER

REGIONAL 11 & 12

September 1-3 | Mazda Raceway Laguna Seca

IMSA

PRO SUPPORT

September 21-24 | Mazda Raceway Laguna Seca

OCTOBER

PIRELLI WORLD CHALLENGE

PRO SUPPORT

October 12-15 | Mazda Raceway Laguna Seca

REGIONAL 13 & 14 SEASON FINALE

October 27-29 | Thunderhill

CALENDAR

FRESNO CHAPTER 2017 CALENDAR

Event 1 - January 14

Driving School - March 18

Event 2 - March 19

Event 3 - April 22

Event 4 - April 23

Event 5 - June 10

Event 6 - June 11

Event 7 - July 8

Event 8 - July 29

Event 9 - August 12

Event 10 - October 8 - Buttonwillow Kart Track

Event 11 - November 11

Event 12 Enduro - November 12

All events held at Fresno Fairgrounds, except

Event 10, which is at Buttonwillow Raceway.

SACRAMENTO SOLO 2017 SCHEDULE

All events at San Joaquin Fairgrounds, Stockton

March 18	Round 1
March 19	Round 2
April 29	Round 3
April 30	Round 4
June 24	Round 5
June 25	Round 6
July 22	Round 7
July 23	Round 8
August 26	Round 9
August 27	Round 10
September 23	Round 11
September 24	Round 12
October 14	Enduro Practice
October 15	Enduro

BAY AREA SOLO CALENDAR 2017

ROUND 1, BOONDOGGLE:

Marina Airport, February 19th

ROUND 2: Marina Airport, March 12th

SCCA STARTING LINE SCHOOL/TEST AND TUNE,

Crows Landing: March 18th

More information: <https://www.scca.com/pages/starting-line>

ROUND 3: Crows Landing, March 19th

PRO SOLO: Crows Landing: April 22-23

NATIONAL TOUR:

Crows Landing: April 29-30

AUTOCROSS SCHOOL SCHEDULED FOR MARCH 17

The Tire Rack SCCA Starting Line school is a partnership between the Sports Car Club of America and Tire Rack to give automotive enthusiasts a professional, all-inclusive entry into the world of performance driving. In addition to a full day of instruction, participants will receive an SCCA membership, entries for future events, subscriptions to SportsCar and Grassroots Motorsports Magazines.

The Starting Line School is scheduled for March 17 at Crows Landing in Patterson. Registration should open in January.

The full day school will introduce key concepts applicable to all forms of motorsports and allow you to develop these skills while working with professional performance driving instructors certified by the Evolution Performance Driving School. Additionally, every Starting Line student will have their experience captured by a Garmin VIRB® XE and will receive a microSD card with this video at the end of their school.

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PARADIGM SHIFT

BY BLAKE TATUM

We all have friends that are into different things. Obviously, we have friends that enjoy auto racing, friends that play golf, friends that are into hunting or fishing. Almost without fail when people ask about what I am into and I tell them auto racing they universally reply “boy that must be expensive”. Yes it is expensive especially when you consider the cost per minute of seat time. But I found revelation in the most unlikely spot. Please read on.



The cost of the car is usually the first big expense in racing. But once that is paid for the cost of running the car has a tendency to eat up disposable income. Things like tires, entry fees, and engine overhauls all eat up money. Then when you add things like expired belts and helmets it tends to be pretty pricey.

I have lived my entire adult life accepting this fact of life. I have accepted that at my income bracket I could barely afford a certain type of car. At my income level I could only afford to race a limited number of races. At my income level I could afford a certain level of competitiveness.

Recently my wife asked me to go Christmas shopping with her in Walnut Creek. Normally I would pass on such a thrilling adventure but I was really hungry and she promised we would go to lunch together at a nice place. So I loaded my growling stomach into the car and we drove over to the pretty little town on the other side of Mount Diablo.

As we arrived we valet parked the car and went to lunch at a fancy Italian restaurant. Now I am a simple guy from Stockton California who enjoys a six-dollar burrito from a taco truck for lunch. We sat down and I read the menu not knowing how to pronounce any of the entrées. I picked some pasta dish that had bacon and vodka sauce. Of course I did not dare to

look closely at the price because my wife had already ordered a glass of wine that was sixteen dollars a glass, so I figured it was a lost cause. When I placed my order with Sean (the waiters at all the fancy restaurants introduce themselves) he asked if I wanted the small size or the large serving. As I mentioned above being hungry got me to this point, so of course I ordered the large version. My wife ordered a pizza (since when is pizza served at a place that has white table cloths), which by the way had arugula and prosciutto on it. When the meals arrived my large bowl was partially filled with what they considered a large serving. Four or five bites later I was busy stealing my wife's pizza that had fancy lettuce on it. Needless to say the only thing I accomplished was satisfying my growling stomach. When the bill came it was roughly \$110. When you add 20 percent for a tip that comes to \$132. That kind of money feeds the whole crew at Nancy's Airport Café.

While eating lunch we went over our list of people whom we needed to buy for and plan where we needed to go. The first stop was a place called Lululemon. This is a place that initially sold yoga pants. I do not know how many racers have looked closely at Yoga pants but there is not much to them. If you ask me all they are is what used to be called “tight’s” made out of ever so slightly thicker material. Now if you were to go to Walmart and buy some tight’s you would be hard pressed to pay over ten dollars for them. We ended up buying a couple pair of yoga pants (by the way people of all shapes and sizes wear these things which is not necessarily a good thing), a top, a workout bra, and a pair of golf pants, because apparently it is cool for guys to wear Lululemon too. Well the bill came to about \$700.

Next stop was to go over to PF Changs and have drinks! These prices were getting the best of me. PF Changs is definitely a far cry from the Golden Palace in Stockton. I must have eaten a thousand meals at Golden Palace. The typical meal there included soup and a very large plate of food. If I spent

more than eight dollars there I was buying for a friend. At PF Changs the eight dollars doesn't even buy you a watered down drink. While sipping my drink we decided my son needed some nice jeans. My wife said he did not have anything nice to wear and I think the last pair of jeans I bought him were Wranglers for \$14.99... from Walmart!

So we ventured across the street and went into Nordstroms. We went to the trendy men's jean section. They had a very large selection of jean brands I have never heard of. They were all made of various iterations of denim. At this point I had not looked at any of the price tags but I should have been suspicious when I saw that all of the sales clerks were wearing jeans that had pre-made holes in them and had hair combed so it stood up in the middle of their head. A previously described sales clerk came up to us and asked if we needed help. I thought to myself of course I need help because I just looked at the price tags and was having arrhythmia problems with my heart. My wife calmly asked about the fit of certain brands. The clerk suggested a couple of brands and at this point I noticed the mannequin wearing a version of skinny jeans that looked like those tight's sold at Lululemons. Now when the clerk walked away I said to my wife there was no way I was going to spend that amount of money on a pair of jeans. She told me to relax and realize that was the cost of nice things. Well after several minutes of under our



Racing - Where to spend a lot less

breath arguing my son ended up with a pair of jeans that cost the same amount as two American Racer tires for the front of my Formula Vee.

At this point I was done. I told my wife we needed to go as my once growling stomach was now sick. As I walked to the car I thought of the time when I went to my wife's favorite store in Tiburon, the other pretty town across the Bay, to buy her some clothes. I walked in and of course the people that work there are on a first name basis with her. I told the clerk I was there to buy something for my wife for Christmas and she asked me how much I wanted to spend. I told her about seven hundred dollars. Her big smile faded and she answered me with a sorrowful tone. She said, “OK lets see what we can find.”

I just thought that place was expensive because it was in Tiburon, but the trip to Walnut Creek proved that I needed to rethink a lot of things. My trip also taught me that I needed a paradigm shift. I needed to rethink whose hobby is the expensive one. I used to think that entry fees, gas, tires,

and brakes, were very expensive. But given the fact that a racing suit does not go out of style I feel much better about the thousands of dollars I have spent on racing over the years. Given the fact that a good set of safety restraints is about the same as my son's designer jeans I am starting to think racing isn't so expensive after all.

So the next time I spend a thousand dollars on a race weekend I just need to think of my trip to Walnut Creek and I will feel really good about myself. At least when I go racing, I know I will get a real meal, I know that I won't have to tip Sean, I know that all of the people will have hair that does not do unnatural things, and I will know that when I order pizza it will come in a box and will not have any arugula on it. I might even be able to park my own car.

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Walnut Creek - Where to spend buckets of money

THE LOTUS 7 BY GARY HORSTKORTA



Rick Bennewitz leads Gary Fahl at Sears Pt. April 1984

Six years after Colin Chapman built his first car designed for road racing, the Mark 3 in 1951, he built a new model, the Lotus 7, which would become one of his most recognized models. The 7 was not a direct follow up to the Mark VI, there was a two year gap between the end of its production and the introduction of the Mark 7 Series 1. Chapman envisioned the 7 as an inexpensive sports car that could be built from a kit in a weekend's time. Using design elements from two of his successful race cars, the 7 used the center section space frame from the Eleven; the front suspension from the Twelve but a live rear axle instead of the Eleven's de Dion unit. The frame was skinned with

aluminum panels and the spartan cockpit configured with two bucket seats separated by the transmission tunnel.

Power was initially supplied by a forty-horsepower, Ford sidevalve engine with twin SU carburetors



Wm Blake (24) leads Rich Bennewitz at Cotati Sept 1968

ated to a three speed gearbox. Overall weight was only 924 lbs. so the engine HP was adequate. Soft top, windshield wipers and tachometer were optional items - this was a very basic but practical little car. A volume of two hundred and forty two cars were produced from 1957 to 1960 with the majority being shipped as complete kits at half the price of a factory finished model.

In December 1958, the Super Seven was introduced with a 75 horsepower Coventry Climax engine and four speed gear box. This combination produced a top speed of over 100 mph and with a driver by the name of Graham Hill at the wheel, the Super Seven became a very successful race car. Over the next twelve years, two other models would follow, the S2 and S3, with a total production of 1,700 units. The last two years of production handled by Caterham Cars. Improvements included better and more powerful engines, Weber carbs, updated suspension and wider wheels. Racing success continued as the cars were entered in various classes from 1000cc up to 1600cc.

On the West Coast of the U.S., Don Burrows entered one of the first 7s to race in the San Francisco Region at Stockton in April of 1961. Burrows was entered in the G Production class and was the only car of its type at the time. This was just the beginning of a long run for the 7 in competition within the Region. By the early 1960s, the Super 7 Classic and the 7 America were added for racing and by 1967, the 7, 7 America and Super 7 were all racing in either F or C class.



MGA leads Lotus 7 and Porsche at Sears Pt. Dec. 1968



Steve Froines leads Lotus 7 of Ted Herman - Candlestick April 1964

There were also variants of the 7 with one of the most notable being Stan Peterson's Buick V-8 powered Lotus 7. The 7 was a fast, good handling car and is still quite popular today as many examples can be found at vintage races around the country. So popular was this design that over 160 manufacturers around the world have offered their version of the 7 under such names as Caterham, Westfield and Birkin.



Gary Cook (4) leads Jerry Pacheco (17) - Contra Costa GP April 1965

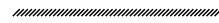


Anthony Chase at Sears Pt. July 1970

SUNNY FOR SLUSH FINAL SOLO OF 2017

BY RYAN PANLILIO PHOTOS BY RYAN PANLILIO

More than 120 drivers came out for the last slush race of the season. The autocross was again held at Marina Airport under clear, sunny skies, and the course was designed by event co-chair Justin Moore.



Mike Wood led the AS class in his 2008 Corvette Z06. He was closely followed by Rory Marin in a '02 Corvette Z06. Steve Smith rounded out the top three in his '02 Corvette Z06.

Mary Pozzi, co-driving Youmna Zalzal's 2004 Honda S2000, took first place in BS. Hugo Diaz came in second in a 2017 Subaru WRX Sti, and Zalzal, the event's co-chair, took third.

CS had the most crowded field with 16 drivers. Bryan Heitkotter, in a '03 Nissan 350Z, rose above the rest to take first place. Mark Lewis, in a '16 Mazda Miata, came in second, and Jonathan Stroud rounded out the top three in a '13 Scion FRS. Katherine Flater ran uncontested in CSL in a '13 Scion.

Miatas had a clean sweep of the top three spots in ES, with just 0.185 seconds separating first through third place finishers. Edison Tran, in a '99 Miata, took first place. Ed Burghardt was nipping at Trans' heels in his '00 Miata, and Dennis Hubbard rounded out the top three in his '03 Miata.

Gary Fazekas led the FS class in his '12 Ford Mustang. Leon Weinroth came in second in his '14 Mustang V6, and Angel Avila came in third in his '15 BMW 328.

Christopher Smith led the hot hatches in GS in his '13 Ford Focus ST. Justin Bowen followed in second place in his '15 Focus ST, and Joel Campbell rounded out the top three in his '07 VW GTI.

Rob Luis, in a '11 Mini, took first place in HS. He was followed by Ed Runnion in a '15 Fiesta ST for second place, and Evan Millitello took third place in his '14 Fiesta ST.

Michael Salo took first place in SS in his Lotus. Joey Jarosz, in a '15 Corvette Z06, came in second. Jeff Eikenberry took the last podium spot in a '15 Corvette.

Richard Rossmassler ran uncontested in ASP in his '09 370Z.

Henry Watts took first place in BSP over



Youmna Zalzal tries to correct a spin on her second run in BS.

co-driver Joe Friis in their 1970s Porsche Carrera.

Manny Pretti, in a 1966 Corvette, finished in first place in BSPV. Jim Barnes came in second in a really old Corvette.

Chris DePuy took first place over co-driver Rohan DePuy in DSP. They were splitting seat time in a '92 Spec Miata.

Trung Nguyen bested co-driver Glen Cortez for first place in FSP in their '87 Corolla DX.

Dan Pellow, co-driving Wayne Overbeck's '78 Fiesta, took first place in OSP. Overbeck came in second, and Eric Lam, in a '15 Porsche GT3, took third.

Ron Phillips ran uncontested in CAMS in his '69 Corvette.

Michael Erickson, in his '67 Chevelle, came in first place in CAMT. Chris Lima, in a '63 Nova, came in second, and Karl McKenzie, in a '73 Camaro, rounded out the top three.



Chris Lima rounds the showcase turn to second place in CAMT.



Joe Friis finishes in second place in a Porsche Carrera in BSP.

Adam Bao took first place in FSAE. Joshua Kam came in second.

Greg McNair, in a '69 VW Dune Buggy, took first place in DM. Jason Garcia, in a '64 Dune Buggy,

came in second.

Bill Charron took first place in EM in his '72 Porsche 914-4. Gary Ratliff was a close second in his '69 Dune Buggy.

Karlton Lew, in a '87 Toyota Supra, took first place in SM. He was followed in second place by co-driver Donald Lew. Robert Petz rounded out the top three in his '16 Focus RS.

Michael Gardner ran uncontested in SSM in his '12 Mustang GT500. Also running uncontested was Darrel Lunge in his '75 BMW 2002 in DP. Patchara Charoensiri was another uncontested driver in STF in his '12 Honda CR-Z.

Troy Jennings, in a '14 Mustang GT, took first place in STP. Glenn Bennett came in second in his '16 Mustang GT.

Kim Jennings took first place in STPL in her '15 Mustang Turbo. Colleen Echter, driving a '16 Mustang GT, took second place.

In another battle of drop tops, James Laeno, in a '13 Miata, took first place in STR. He was followed by James Carothers in a '01 S2000. Kendall Barr rounded out the top three in a '94 Miata.

In a one-make battle of Miatas, Manuel Ruiz took first place in STS in his '90 model. Damian Huertas came in second in his '90 model, and Edison Ong took third in his '96 model.

Hal Dorton finished in first place in STU in his '03 BMW M3. Paul Tibbals finished second in his '06 WRX Sti.

Mark Tsang took first place in STX over his brother Justin, who finished second, in their '13 Subaru BRZ. Glen Anderson took the last podium spot in his '14 BRZ.

Kyle Christie ran undefeated in N class in his '11 WRX. Another uncontested race was NS, with Sean Dyer in his '14 Focus ST.

Boris Elpiner, in a '16 Porsche GT4, took the top spot in T2. He was followed by Richard Bhamb in a '06 Lancer Evo for second place. Tyler Colgett rounded out the top three in his '08 Honda Fit.



Justin Yee puts his 1991 Suzuki Cappuccino through its paces in OSP.



Donald Lew takes second place in SM in his 1984 Supra.

Jimmy Au-Yeung led in X class with a best index time in his '06 Lancer Evo. Justin Moore came in second in his '05 WRX Sti, while Howard Yang finished third in his '16 Focus ST.

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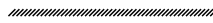
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THE ANNUAL BANQUET

DATELINE- VETERANS' HALL, WILLOWS, CALIFORNIA 10-22-2016

BY **BLAKE TATUM**

On March 11th the combatants gathered in the paddock of Thunderhill and sized each other up as they sheepishly pushed their cars through the tech line.



They curiously looked over the opponents to see if they could spot any speed secrets that could be transferred onto their steed. As they sized each other up they all had the ultimate prize in mind. They all wanted to be the person to stand –up on the stage in front of their peers and be named the regional champion for the year. It would take eight months and thousands of hours of working on the car and a few good breaks before their ultimate fate would be determined. So as they collected their tech sticker and sarcastically wished their fellow competitors good luck they did the final bits of preparation in anticipation of the journey know as the 2016 racing season.

Willows California used to be known for having a Wal-Mart and Nancy's Airport Café along the west side of interstate 5. About twenty years ago that all changed when that trail blazing group of bay area people came and laid some asphalt down on Thor's ranch called Thunderhill. With the inception of Thunderhill Raceway park the Wal-Mart has expanded and now there are four roadside hotels at the highway 162 exchange. Located on Sycamore Street is the Veteran's Hall. It is right across the street from city hall and the people of this sleepy little town must have held the Veteran's in high regard. The architecture and craftsmanship make the building stand out.

170 people showed up and sat at the white clothed tables to pay tribute to their fellow competitors and volunteers. Although not quite up to the standards of the Osteria Francescana the ambiance was quite an upgrade from the picnic tables at Thunderhill. After a delicious meal the ceremonies commenced.

Naturally all the SCCA dignitaries attended with the regional executive Gary Pitts starting us off. Gary shared with the audience significant achievements the club. It probably goes without saying that he was most proud that the

club remained in the black, despite less than spectacular performance of the lone Majors event in 2016.

It is not only the racing car driver's night. It is a night to say thank you and recognize the hours of time and work put in by the volunteer staff. And as has been tradition the last several years this is the night to welcome a new batch of Hall of Fame inductees.

Racing cars is what brings us to the tracks but it is the dedication and hard work done behind the scenes that allows us to have the fun that we have. Hard work making sure all the equipment is ready to go by 7:00 A.M. at the beginning of the weekend. Behind the scenes like making sure all of the timing and scoring pieces are in place. An important part of the annual banquet is making sure those people get noticed for their hard work and dedication.

As the drivers made it across the stage and as they recognized those that helped them to a man they all made sure the volunteers of the club are appreciated by them. Winning a regional championship in classes like Sealed Spec Maita, Spec Racer Ford, Spec Mustang takes a lot of time and energy. Winning a championship in some of the others classes might not take the same number of races but the preparation and time spent getting there is no less significant. For that reason everyone that was crowned a regional champion should be proud. Because every weekend spent at the track meant a sacrifice from someone near and dear to them. Whether it was the spouse, the kids, or the family dog, racing takes up time that is never recovered, so for all the families of the racers out there, we all say thank you.

Hall of fame inductees included Mary Lou Robson, Chuck Tatum, and David Vodden. These inductees were introduced by the Hall of Fame committee. The work and research put into

each induction speech was evident by the audience's attentiveness to each speech.

As the banquet comes to an end it is like watching the last lap of a race. You want to see who the winner is but then you are not quite ready for the fun to be over. But over it is and now we all are in anticipation of Driver's School.

VOLUNTEER AWARD WINNERS Board Awards

Tony Tabacco-Clint deWitt chose Tony because of his tireless help in putting the San Joaquin County Fairgrounds proposal together. Tony introduced the idea to the Solo Steering committee and fended off the nay-sayers so that the true value of the project was realized.

Sherry Grantz-Rod Simmons gave Sherry Grantz and board award. Rod appreciates the extra effort Sherry puts into preparing things like the road race schedule and the monthly financial statements.

Chuck Koehler, Don Jones, Kathy Jones- Blake Tatum wanted to recognize Chuck Koehler, Don Jones and Kathy Jones for answering the never ending call of materials for the WHEEL. They whole crew contributed whenever asked. They will surely be missed.

Lynn Hunting- Barbara McClellan presented Lynne a Board Award to recognize all she does. She started as a Communicator in the 70's and was on the BoD at the time they were looking at sites for SFR's race track. She's still involved in F&C and has been the Assistant Race Chairman for several years. She's always looking at ways to recruit new volunteers. She's known as Press Snoop—so is constantly trying to find ways of publicizing SFR activities on social media. She's been known to “scrounge” racing goodies from Pro Teams for the Workers.

Dan Burgoon was chosen for a board award for the express purpose of recognizing the fine

work he has done in his first year as a member of the Region Board of Directors. Last year RJ Gordy encouraged Dan to run for the Board because he recognized in him an energy and a problem solving ability that would serve the club well. Dan didn't disappoint. He quickly identified some issues that could be resolved with a bit of attention and a drive to get things accomplished. He is learning processes and procedures quickly and contributes when he feels he can make a difference. He approaches tasks with a drive to resolve them quickly all the while striving for a win-win solution. He is a pleasure to work with and weI would anticipate that he will leave an indelible mark on the history of our club.

Lifetime Achievement

Rhonda and Bob Corbitt have been a part of our club for years. Ever since joining the tech crew they have volunteered their motorhome as a base for operations. Bob has been a part of the traveling tech crew that has made house calls to competitor's house so a tech inspection could be made prior to a race event. Rhonda has volunteered on just about every crew. She is a safety steward. She currently works on the emergency crew and is just at home operating the tow rig or hanging onto a teathered race car en-route to impound.

Illgen Worker of the Year

Ron Branam was presented the Illgen Worker of the year award by Barbara McClellan. This award was named after Marty and Margaret Illgen, who were the Chief Turn Marshal and Registrar, respectively. They were always there to help and Ron has been always there to help. He starting flagging and communicating on the turns, then expanded to work Grid. He now works Grid for Regional events and supports the Region by working F&C at Pro events. Then just to add to the mix, he has been known to work with the Course Marshals setting up the track before a race week-end.

Race Chairman's Award

James Herbst was recognized by Ian Cook who is our race chairman. During the year, James has added to his normal role as Worker Transportation Chief at Mazda Raceway Laguna Seca to include that function at Sonoma Raceway. This season saw him as acting Chief of the Course Marshal Crew, not only manning the function at the events, but taking additional days to procure the necessary supplies, and transport the equipment from venue to venue. On top of that, he has become the resident mechanic for the Emergency Crew, as well as their mobile fuel station attendant, making trips during the various events to refill their fuel cans. He and his family continue to support the Social crew

by hauling in heavy supplies. He has set up his mobile kitchen in order to maintain the highest quality meals at a rate that is beyond expectations. On occasion they have served four dinners per event. He has spent several days before and after all events moving equipment, trucks, and motor homes. In closing, he has also been the acting Recycling Czar this past year. He was always willing to help others, wherever needed.

Art Perry Award

Kathie Reisinger received the Art Perry Award because she just knows how to get 'er done. This award exemplifies the person from our region that believes in Art Perry mantra which is get 'er done. Kathie has this desire to help and see things through to completion.

Regional Executive Award

Jim Rogaski was given this award by the Regional Executive Gary Pitts. Gary realizes that Jim has won just about every award the region has to offer but he wanted Jim to know that his efforts in solving problems, facilitating ideas, and leadership do not go unnoticed.

PIRF Values

Les Berry's Award was for her unwavering visage during times of extreme duress.

As an example, during the June event where we had Competent Motorsports in attendance, Leslie maintained a calm and professional demeanor while the Timing & Scoring Computer system was going up and down all day long.

That is merely one example of the many reasons she deserves the award.

Premier Award Of Merit

Mike Smith has done it all within the club. He has been Regional Executive, he has been a member of the board of directors, and he been a member of the Thunderhill Board of Directors. Mike has pioneered things like the transponder based timing and scoring system. He has seen the club out of the dark ages of financial planning, and he has been instrumental in changing the officious image the SCCA was famous for. Even when he stepped down from the management activities he has continued to lead.

Special Recognition

Brian McCarthy was recognized for nine years of contribution as a national director. Brian lived for the SCCA and his goal was to look out for the little guy and call it like he saw it. Brian could be brash but he never had ill feeling or hostilities toward others. Unfortunately Brian sub combed to cancer prior to receiving this award.

Ralph BaldwinI has served the Region for many years as our primary first responder medical provided. Ralph kept an open mind and has been the leader in rebuilding the relationship be-

tween our team one of our vendors. He has built and continues to build a relationship of trust between the vendor and the volunteers including social meeting for the teams to get to know each other and scheduling mutual training dates. What makes Ralph's professional approach to this especially significant is that he did not allow the past negative experiences his investigation of the vendor's current capability.

Megan and Glen Anderson for outstanding leadership in the Solo arena. Megan is the chief of Solo and she had the open mind to overcome the protagonists to work out a deal for a 15 acre paved site at the San Joaquin County Fairgrounds. Glen for his contacts and expertise in the paving world making paving the whole 15 acre site possible!

FANTASY JUNCTION



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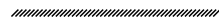


TIPS FOR FASTER LAP TIMES

BY JAMES CHARTRES

PHOTOS BY JAMES CHARTRES & MEGHAN FROLLI

Want to go faster? Of course you do. Here are some tips that helped me get faster lap times. These tips come from variety of sources including shared wisdom from other racers, racing books and things I have found that work for me.



Looking Where You Want To Go

You read this everywhere and most racers will tell you, look where you want to go and the car will follow. It's true, I knew it before I got in the racecar but I didn't grasp it totally for the first few race weekends. It is not just the looking where you want to go, which helps with target fixation, but also looking far enough ahead. By looking up the track, you can guide your car more effectively. After awhile you will not be worried about the line, allowing you to focus on driving the car at the limit.

Ignore Those Cones

Most people start out with track days where they place cones for turn in, apex and track out. The problem with those cones is that they are not there on race day, can move and in general mess up your visual rhythm. Bright orange objects tend to grab your attention. You start segmenting the corner into those 3 elements and piece parting your inputs so that you drive to each of them, connecting the dots. What you want to do is have the corner be a nice sweep-

ing arc at the limit of the car. You want to drive the car at the limit not connect the dots. The cones show you the theoretical path but not how to be fast by driving the car at the limit. The cones are just a guide to help you learn the line, but once you have that down start focusing on driving the car.

Making The Car Do Something

If you have ever read "Racing in the Rain" by Garth Stein you will know this one already but it didn't click for me until after a few races and wet sessions. If you are waiting on the car to do something and then react you will be too slow, what you want to do is drive the car making it do something and then control it. What does that all mean? Well if you go into a corner



Ignore those pesky cones

not knowing if the car is going to oversteer or understeer you are awaiting to react to the car, this tenses you up and makes it hard to predict. You are more likely to lose time or worse put a wheel off. However, if you go into the corner with your inputs such that you will get a little oversteer or understeer you already know what the car is going to do and what your reactions need to be. I am not saying you should plow

through the corners with large steering angles, scrubbing the front tires and all your speed. That obviously isn't the fastest way around the track. But making the car just a little predictable helps your reaction time and overall car control. At first you will be doing this consciously but later it will become subconscious and you can focus on other aspects like traffic and when to put the pass on someone.

Using the Brakes to Rotate the Car

This one is a Speed Secret from Ross Bentley but it was amazing how much time I picked up, especially in slow corners.

"How and when you release the brakes will have more effect on your lap times than where you start braking"

This doesn't at first make sense as all those movies and race car drivers are always diving in under braking, but try it out when you are next on track. On a test day, after your braking for a slow corner try quickly releasing the pedal and then the next lap try slowly releasing the brake pedal. Turn 2 Hairpin at Laguna Seca is a perfect place to try this or Turn 11 at Thunderhill Raceway. You will notice a difference in how the car rotates. Now you can fine tune that to produce the right amount of rotation you want.

Study

I'm not talking calculus. If you have never been to the track, get out a track map and start working out the important corners. Watch videos of people in your type or similar car. If you have been there before watch your videos and go over your data, see which corners you are inconsistent on or where you had a flying lap and were faster. This will help you determine where to focus during your next on track session. See if you can get data or videos from some of the faster guys so you can determine where you are losing time. If you have a simulator or video game drive the track until it is second nature and you feel comfortable with it. Even try different lines on corners for passing and dealing with traffic. Track time is expensive and precious but make the most of it by being prepared before you go.

Making Mistakes

Most drivers when they first start out, myself included, are scared of making mistakes. Mistakes equate to a fear of damaging something, looking silly, or not being comfortable at speed. These are all valid reasons but the



problem is they can make mistakes worse as the driver tenses up. I am not saying be reckless, but there are calculated mistakes you can make. There are tracks where there are corners with ample run offs. You can practice on these tracks and corners to push the car and find the limit. Sometimes you have to go over the limit to find the limit but build up to it. Don't try and over do it, as you can go. Too far past the limit and that could be disastrous. Use every mistake as a learning opportunity review your video and data and work out what you did wrong and how to avoid it in the future.

Feeling the Car

Some of the fastest laps I have produced have not been the laps where I had focused on the lap timer or pushing the car as hard as I could. These laps actually end up with me over driving the car and being slower from scrubbing speed. Knowing what the car is doing and predicting what it will do is important for being fast. I have surprised myself by turning a fast lap while focusing on feeling what the car is doing. I have even surprised myself on a cool down lap where I see the predictive lap timer counting down on a corner where I was having trouble. The next time you have a test day use a session just focusing on feeling what the car is doing and you will be surprised what you might notice, bumps on entry or more grip being off the traditional line. You can also do this on the street in your daily driving. As you get better accustomed you might be able to start to feel when driveshafts or wheel bearings are starting to go bad.

Visual Session

Similar to feeling the car, you can spend a session focusing on what you see at the track. Don't just look at the curbing, apexes and exits. Focus on all the small aspects, the cracks in the pavement, the filled in patches, rubber build up on the outside, the various landmarks and trackside markings. Processing all these visual cues can help you in the races as you will have more references for braking, turn in and track out points. It can also be helpful during the race when you have to go offline to make a pass or when you are pushing the limit you can see your error early and correct it before you go off. You can also practice visual perception on the street.

Fitness

For the 2016 season it was time to get back in shape after eating better and working out, I was able to lose a few pounds, get stronger and overall feel better. For my first racing weekend I was amazed how much this helped not only

was I not sore after a long test day, but I was also more focused. I felt like I could feel the car more and put it where I wanted. This might be a placebo affect but everything helps to get to the pointy end of the field.

Data Doesn't Lie

The quality of data systems has significantly increased and their cost has also reduced making them available to even the track day enthusiast. I use an entry level system the AIM Solo which at ~\$400 is a great start for the beginning driver. It uses GPS and an Inertial Measurement Unit (IMU) to provide real time, predictive and comparative lap times. It also provides speed and accelerations so you can analyze your laps and determine how you got that flyer last session. The great thing about data is it doesn't lie, you might think you were flat but it will show where you lifted. If you can team up with some of the faster guys you can even share data and see where they are faster than you or you are faster than them. Data really helps with planning your next session and determining which lap elements to focus on. It can be overwhelming at first but start with a few simple items like comparing corner entry and exit speeds, braking points and overall consistency of lap times.

About the Author:

James races a Spec Racer Ford in SCCA on the West Coast. Originally from Australia he moved to the US about 10 years ago for a job as an onsite contractor at NASA. When he is not managing the technical work on Small Spacecraft projects, you can find him brewing beer, tinkering in the garage or racing on the weekends. He operates Kanga-Motorsports.com, which discusses how to get involved in amateur racing, provides racer tips, maintenance articles for Spec Racer Fords and documents his Datsun 240z project build.

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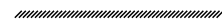


TO THE CHIEFS

WORKER AND DRIVER OF THE WEEKEND IN 2017

BY STEVE JAROCH

I have taken on the WOW/DOW program along with the Announce liaison, Dan Burgoon. He has come up with a revised criterion below. Please read it carefully, as it has to do with that specific weekend. If no one is outstanding, then you can forego the obligation.



The Driver of the Weekend and Worker of the Weekend Award is meant to be given to an individual or crew who shows outstanding performance in their role during that weekend's event. For a driver, it might be something such as a hard, clean drive from the back, or a hard fought battle for position, a good sportsman like maneuver, or other notable action that weekend. A worker or crew might receive an

award for an extra effort, stepping up and filling a need, or an action that may have prevented an adverse event, or a significant act of kindness or valor.

These are just some examples of what might qualify a worker, crew, or driver for the award. It is up to the selecting team to decide, but whatever the action that is the basis of the award it should have occurred during or related

to that weekend's event. For long standing multi event achievements that would fall under other recognition like the Board Awards. Also, please note the award should not be given if there was no exceptional action noted for the weekend. We want the award to be meaningful to the recipient.

WORKER OF THE WEEKEND 2017

Track	Date	Event
Thunderhill	Feb. 24-26	Driver's School
Thunderhill	Mar. 11 & 12	Regional #1/#2
Thunderhill	Apr. 1 & 2	Majors
Thunderhill	May 6 & 7	Regional #3/#4
Laguna Seca	June 2-4	Regional #5/#6
Sonoma	Jun 30-Jul 2	Regional #7/#8
Laguna Seca	July 28-30	Regional #9/#10
Laguna Seca	Sept. 1-3	Regional #11/#12
Thunderhill	Oct. 27-29	Regional #13/#14

CREW SELECTING

Worker of the Weekend
Paddock Marshal
Sound
VIP Awards
Social
Grid
Course Marshals
Pit Fire
Tech
Race Admin

CREW SELECTING

Driver of the Weekend
Flagging
Membership
Pointskeeper
Announce
Emergency
Communications
Timing & Scoring
Starters
Worker Trans



OFF TRACK EXPERIENCE - NO THANKS!

BY DAVID VODDEN

*Where would you prefer to have your "OFF TRACK EXPERIENCE"?
At Thunderhill Park cement walls are the exception rather than the rule.*



Thunderhill Park was designed with the amateur racer in mind. At other race tracks going off course could have costly consequences.

Off track experiences at Thunderhill usually means getting out the pressure washer or vacuum cleaner. No severe impacts with walls that usually mean a severe impact on the wallet.

Thunderhill was built by track users so that you can learn, have fun and not buy a new car just because you missed a turn by a little bit.

Try Thunderhill Park located at 5250 Hwy 162 in Willows, CA with all your on and off track experiences!



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HILLSBOROUGH CONCOURS - JULY 2016

BY PAT WILLE PHOTOS BY MORRIS LUM

The 2016 Hillsborough Concours d'Elegance was a milestone in many ways. It marked the 60th annual show, continuing what is believed to be the longest running annual automobile show in the world. Its Chairman, Rob Fisher, announced his retirement after turning-around a once endangered concours, returning it to its original glory.



Long-time Car Advisory Director, Rich Kelaita, will step-up to the plate as Hillsborough's new Chairman. Finally, the placid tones of John Joss will no longer be heard at Hillsborough. After 30-years, this was his final engagement as Master of Ceremonies. This most gracious gentleman will certainly be missed.

The day was mild and the field was full. 220 motorcars were listed in the program, competing for trophies in 26 classes, along with 15 special awards, including the most coveted one, Best-of-Show.

Class winners were:

- American Pre-War 1925 – 1946: 1931 Nash 887 Touring Sedan
- American Post-War 1947 – 1954: 1949 Buick 79 Roadmaster
- American Recent Classics 1955 – 1973: 1957 Ford Thunderbird
- American Muscle Cars 1964 – 1973: 1970 Dodge Challenger

BIKE – Vintage Motorcycles: 1987 Ducati 750 F1 Laguna Seca

CCCA Approved Classics Closed: 1937 Packard Super Eight 1500 Touring Sedan

CCCA Approved Classics OPEN: 1934 Packard 1104 Super 8 Dual Cowl Sport Phaeton

Chevrolet 1947 – 1973: 1963 Chevrolet Bel Air Wagon

Chevrolet Trucks to 1973: 1959 Chevrolet El Camino

Camaro, 1967 - 1991: 1967 Chevrolet Camaro Convertible

Antique Nickle and Brass 1900 – 1924: 1913 Stevens-Duryea C-Six

Ferrari 12 Cylinder: 1965 Ferrari 275 GTB – Tazio De Nicola

Ferrari – 6 and 8 Cylinder: 1987 Ferrari 328 GTS

Imported Sports Cars thru 1962: 1958 Porsche 356 A Speedster

Imported Sports Cars 1963 – 1991: 1974 Porsche 914 LE

Porsche 911 and 912: 1989 Porsche 930 Turbo Cabriolet

Mercedes Benz – Pre War: 1938 Mercedes Benz 320 Cabriolet A

Mercedes Benz – Post War through 1991: 1991 Mercedes Benz 530 SEL

Mercedes Benz SL through 1991: 1960 Mercedes Benz 300 SL

Corvette through 1991: 1967 Chevrolet Corvette

Exotics: 1973 Maserati Bora

Rolls Royce & Bentley Pre War: 1938 Bentley 4 1/4 Litre – Neal Kirkham

Rolls Royce & Bentley - Post War: 1952 Bentley Mark VI

Imported Passenger and Touring Cars through 1973: 1958 BMW 506 Series II Cabriolet

Vintage Race Cars: 1976 Rodriquez Racing Equipment San Jose Supermodified

Arcane and Rare: 1959 Autobianchi Bianchina Trasformabile Special

Perpetual awards winners were:

Bob Cole Award – Best British Car: 1925 Bentley 3/4 1/2 Litre Speed Model Tourer

People's Choice Award: 1937 Packard 1507 Twelve Roadster

The Hillsborough Cup: 1938 Mercedes Benz 320 Cabriolet A

Chairman's Award: 1963 Chevrolet Bel Air Wagon

Strother McMinn Design Award: 1954 Chrysler Ghia

Wayne Weathers Award: 1913 Stevens Duryea C Six

Sid Colberg Award: 1952 O.S.C.A. 2-door Coupe



Honorary Judges' Award: 1958 BMW 503 Cabriolet Series II

Owners' Choice: 1958 BMW 503 Cabriolet Series II

Franklin Templeton Investments Post War II Open: 1960 Mercedes Benz 300 SL

Franklin Templeton Investments Post War II Closed: 1956 Maserati A6G 2000 GT Zagato

Elwood Hansen Most Elegant Open: 1936 Mercedes Benz 500 K

Elwood Hansen Most Elegant Closed: 1937 Packard Super Eight 150 Touring Sedan

Hillsborough Schools Foundation - Children's Choice Award: 1936 Bentley 4 1/4 Litre

Best of Show: 1958 BMW 503 Cabriolet Series II

Congratulations to all the winners! In fact, congratulations to all entrants, who helped to make the Hillsborough Concours d'Elegance's Diamond Anniversary the magnificent event that it proved to be. Mark your calendar, now, for the 61st annual Hillsborough Concours, Sunday, July 16, 2017. See you then and there!



Best-of-Show winner, the 1958 BMW 503 Cabriolet Series II

FULL BODY CONTACT

BY BRUCE RICHARDSON
SPECRACER ENTERPRISES UPDATES

SPECIAL GEN# KIT PRICING - Ford Performance has informed Enterprises that they have 40 1.6L Gen3 motors that have just arrived from their motor plant in Brazil. With that in mind, Enterprises will offer these 40 Gen3 Kits at \$12,995 with a 25% initial down payment to reserve your new Gen3 Kit with full payment due by December 15th 2016.

If you are interested, contact Nikki LaRue at Enterprises (303-693-2111) or AccelRaceTek to reserve your new Gen3 Kit at this price. You may schedule the Gen3 Kit shipment date to work with your scheduled install.

SRF3 MUFFLERS - New closed end mufflers will go into production soon and should be available by early December. New pricing will be provided soon. A rule change is in process to allow the tail pipes to be tack welded to prevent the tail pipes from spinning and falling off.

BRAKES - New Wilwood Brakes are still in final testing but should be available early in 1st quarter.

CLUTCH AND GEARS - New Gen3 clutches are in testing to go into full production in December. The new straight cut gears are in production and the 1st 15 sets will be delivered to the Transmission builders for rebuild fit up.

GEN2 CLASS STATUS - SRF will NOT be a National Class car after 2017 as stated in the rules. There are NO plans to change that.

CLUTCH AND GEARS - Rule change is in process to allow for Quick Disconnect for all lines except for the Fuel Filler Line.

SR UPDATE SPECRACER REWARDS COMPETITION

To thank our customers, AccelRaceTek had a rewards competition with a purse of \$1,000. This was for qualified drivers, customers that spent over a minimum amount with AccelRaceTek. Prizes were given to six GEN2 & GEN3 drivers with the highest point totals for the last two race weekends. The SFR points were added up and the top winners were:

Gen2 Driver	Place in Points	Prize Money
Hank Raymond	1	\$250
Ed Railton	2	\$150
Jeff Cook	3	\$100

Gen3 Driver	Place in Point	Prize Money
Bill Jordan	1	\$250
Frank Valente	2-Tie	\$125
Robert Breton	2-Tie	\$125

SPECRACER FESTIVAL WINNERS - For those of you that won a gift certificate at the SpecRacer Ford festival back in June please contact me at the track or via email. We will work with you to get it exchanged for an equivalent value in parts. These vouchers are only good through the end of the year.

UPDATES TO OUR WEBSITE - The AccelRaceTek website has been updated with useful information. This information includes; all of the Wheel updates, any new technical issues like the Fiberglass Repair Process, electrical schematics for GEN2 & 3 SpecRacers, complete racing schedule for regional, west coast majors, and the Runoff's, and lot more.

NEW LEVEL OF SERVICE - AccelRaceTek has a new level of service called Transport & Support. This new service is for drivers that do not want to transport their car, do not want to carry all the tools, would like a little support at the track but do not want to pay for the full "Arrive and Drive" service. The details are outlined on the website.

GEN3 RENTALS - AccelRaceTek now has a GEN3 for rent. A group of four drivers got the opportunity to test drive the GEN 3 at the last race of the season. Three of the driver had raced or driven Spec Miatas and they all were excited about; the performance, the faster lap times, the open cockpit, and how they handled. If other drivers would like to test drive, a GEN3 SpecRacer please give us a call.



Sonoma Raceway
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RADIATOR FILLING FOR THE SPECRACER GEN2 & 3

BY ACCELRACTEK TEAM
SPECRACER ENTERPRISES UPDATES

Tech Info

RADIATOR FILLING FOR THE SPECRACER GEN2 & 3

Filling the radiator of a SpecRacer requires time and patients. A vacuum pump can speed up the process, especially with a GEN3. Both vacuum and gravity techniques are described below. It is important to get all of the air out of the cooling system for the cooling system to work properly. It is possible to destroy a motor if you do not get the air out of the system before running the motor hard. Follow this procedure any time a reasonable amount of coolant has been lost, from removing the engine or due to a leak in the system.

GEN2 OR GEN3 FILL PROCEDURE WITH A VACUUM PUMP

SPECIAL TOOLS

1. VACUUM PUMP - A small vacuum pump helps remove the air in the lines of the cooling system. Any small vacuum pump will work a pump that work well is a Grainger part number 4YD41. You will need to buy a few hoses from your local hardware store to connect it to the water fill cap opening.

PROCEDURE

1. INITIAL FILL - Fill the expansion tank with water until the level is just below the fill tube.

It is a good idea to use water without anti-freeze. Using water with antifreeze will create a slick track if the car leaks on the track. If you run in an area that gets hot, consider using "Water Wetter" from Red Line Oil. Red Line claims the product provides better thermal conductivity and therefore better cooling than water. For those of you that live in an area that freezes for reasonable periods of time you might consider adding antifreeze in the winter, draining the water, or just keep the car inside were it doesn't go below freezing.

2. INITIAL VACUUM STEP - Connect the vacuum pump to the top of the filler neck. Turn on the vacuum pump for a minute or so and when you see the radiator hoses that connect to the radiator collapse then remove the vacuum. You should see that the level of the water has dropped in the tank.

3. POST-VACUUM WATER FILL - Fill the radiator up to a point just below the filler tube. The first time should take more water than subsequent fills.

4. VACUUM STEPS - Again hook up the vacuum and pull a

vacuum for about a minute or until the hoses start to collapse.

5. REPEAT UNTIL FULL - Repeat the vacuum and fill steps until either the vacuum pump is pulling out water and/or until you do not need to add water after the vacuuming step.

6. INITIAL ENGINE RUN-IN - With the radiator cap off, start the motor. Let the motor run for about 2 minutes. Continue to check the water level. If you do not have to add any water, you probably have gotten all the air out of the system. If you did have to add some water you might want to consider using the vacuum pump a few more times.

7. FINAL ENGINE RUN-IN - Once you feel, you have all of the air out of the system replace the




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coolant tank cap and then start and bring the motor up to operating temperature. As the motor warms up feel the pressure in the front hoses that go to the radiator. As some point both hoses should start to get hot, signifying the thermostat is open and the water is flowing through the system. The hose should also start to be hard to collapse. This is an indication that the system is becoming pressurized due to the water getting close to the boiling point. As soon as you have hot and pressurized hoses, shut off the motor. During this procedure, do not let the motor get too hot or above about 190.

8. COOL DOWN & CHECK – Now let the car cool down for about 15 to 30 minutes. USE GLOVES OR A TOWEL TO PROTECT YOUR HAND IN CASE IT IS STILL HOT ENOUGH TO BOIL. Once you feel the system has cooled enough to check the water level you can pull the lever on the cap and remove it. Check the water level in the tank. If the water level is about where it was before you started the motor, you are ready for a test ride. If the water is low, re-start the motor and slowly add water until the tank is full. Go through this process until you are not adding water to the system.

9. TEST DRIVE – after you feel the coolant system is full, it is a good idea to test-drive the car. Either drive the car around the pits until it gets hot and/or ask the steward for a hardship lap. After testing the car wait and recheck the water level and if it is the same as when you went out you should have a high confidence the cooling system is ready to race.

GEN2 FILL PROCEDURE WITHOUT A VACUUM PUMP

1. INITIAL FILL - Fill the expansion tank with water until the level is just below the fill tube. It is a good idea to use water without antifreeze. Using water with antifreeze will create a slick track if the car leaks on the track. If you run in an area that gets hot, consider using “Water Wetter” from Red Line Oil. Red Line claims the product provides better thermal conductivity and therefore better cooling than water. For those of you that live in an area that freezes for reasonable periods of time you might consider adding antifreeze in

the winter, draining the water, or just keep the car inside were it doesn't go below freezing.

2. RAISE THE REAR – Use a hydraulic jack to raise the rear of the car up about one foot. Leave the expansion tank cap off and start the engine. Monitor the water level and fill it as necessary. Let the engine run until both of the coolant tubes in the car's side pods are hot. The one that receives the water from the engine will get hot first. After the thermostat opens up the other, return, tube will get hot. Having both tubes hot ensures that water is flowing through the entire system. During this procedure, do not let the motor get too hot or above about 190.

3. TEST DRIVE – after you feel the coolant system is full, it is a good idea to test-drive the car. Either drive the car around the pits until it gets hot and/or ask the steward for a hardship lap. After testing the car wait and recheck the water level and if it is the same as when you went out you should have a high confidence the cooling system is ready to race.

GEN3 FILL PROCEDURE WITHOUT A VACUUM PUMP

1. INITIAL FILL - Fill the expansion tank with water until the level is just below the fill tube. It is a good idea to use water without antifreeze. Using water with antifreeze will create a slick track if the car leaks on the track. If you run in an area that gets hot, consider using “Water Wetter” from Red Line Oil. Red Line claims the product provides better thermal conductivity and therefore better cooling than water. For those of you that live in an area that freezes for reasonable periods of time you might consider adding antifreeze in the winter, draining the water, or just keep the car inside were it doesn't go below freezing.

2. RAISE THE LEFT SIDE – Use a hydraulic jack to raise the left side of the car up about a foot. Leave the expansion tank cap off and start the engine. Monitor the water level and fill it as necessary. This process can take some time so be patient. During this procedure, do not let the motor get too hot or above about 190.

3. FINAL ENGINE RUN-IN - Once you feel, you have all of the air out of the system replace the coolant tank cap and then start and bring the motor up to operating temperature. As the motor warms up feel the pressure in the front hoses that go to the radiator. As some point both hoses should start to get hot, signifying the thermostat is open and the water is flowing through the system. The hose should also start to be hard to collapse. This is an indication that the system is becoming pressurized due to the water getting close to the boiling point. As soon as you have hot and pressurized hoses, shut off the motor. During this procedure, do not let the motor get too hot or above about 190.

4. COOL DOWN & CHECK – Now let the car cool down for about 15 to 30 minutes. USE GLOVES OR A TOWEL TO PROTECT YOUR HAND IN CASE IT IS STILL HOT ENOUGH TO BOIL. Once you feel the system has cooled enough to check the water level you can pull the lever on the cap and remove it. Check the water level in the tank. If the water level is about where it was before you started the motor, you are ready for a test ride. If the water is low, re-start the motor and slowly add water until the tank is full. Go through this process until you are not adding water to the system.

5. TEST DRIVE – after you feel the coolant system is full, it is a good idea to test-drive the car. Either drive the car around the pits until it gets hot and/or ask the steward for a hardship lap. After testing the car wait and recheck the water level and if it is the same as when you went out you should have a high confidence the cooling system is ready to race.

DRIVER'S SCHOOL 101

BY BLAKE TATUM

All your life you wanted to be a racecar driver. You are sitting at the red light waiting for it to turn and you rev the motor a little extra. You check out the driver next to you without turning your head. The grip on the steering wheel gets a little tighter. You plan your move. The wait seems like a lifetime as the pounding of your heart gets louder and louder. The light turns and you hit the throttle, careful not to lose traction. You pull ahead of the competition (although the competition does not know about the race) and you are able to switch lanes in front of him and hit the apex of the freeway on ramp. The big sweeper is testing your ability to keep the car under control but you hit the freeway at just a little faster than the flow of traffic. You switch over to the number two lane in front of a guy in a raised 4X4 and stick your nose in behind the Prius who is trying to get over to the carpool lane. As you settle into your lane the Adeline rush is subsiding. Suddenly you realize the radio is on and the announcer is trying to sell a male enhancement pill. You pay no attention to the radio but revel in the feeling of driving fast.

You want to become a race driver and you found out the SCCA is your gateway to racing immortality. You are new at this and what do you do first? Chances are if you know out about driver's school then you are a member of the SCCA. If not this would be the first step.

Next set aside February 24 -26, for drivers school. The San Francisco region has only one driver's school per year so don't let your mother-in-laws 60 birthday party supersede your date with racing immortality.

First of all you need to know your blood type (for some reason my wife was not too comfortable about this), then to enter driver's school you need to:

1. Schedule a physical and have your doctor fill out the SCCA physical Form (make sure it is the current version).
2. Fill out the Novice permit Application (both forms are on the SCCA.com website)
3. Send to National SCCA Licensing: Physical form, novice application, and copy of current state driver's license: licensing@scca.com

UPS/FedEx/ address: 6620 SE Dwight St
Topeka, KS 66619

The driver's gear is the next item that should be addressed. Buying quality driver's gear at a reasonable price will take some shopping. There are lots of local shops that carry the stuff you need. Unless you know exactly your size it is much better to go to a store that has all of the gear in stock so you can try it on (make sure you buy from an advertiser in the WHEEL). The suit needs to fit loose enough so you can bend over and move your arms freely. Also the suit has to have a fire rating of Sfi 3.2. When picking a helmet make sure it has a SNELL rating of 2005 or later. Also make sure it fits properly. With the helmet on you should not be able to turn it sideways past your eyes. After you have all of the gear wear it around the house get comfortable in it. Sit in your racecar and practice shifting and turning. Make sure you fasten the belts.

The car you choose to go through driver's school can be anything that is a legal racecar in SCCA. Everyone has a reason for the racing class they choose so I have no advice to offer in this area. I will tell you that in driver's school you have very little time to work on the car so it needs to be something that is reliable and needs very little turn around time between sessions, for this reason a lot of people choose to rent cars from one of the rental shops.

Make sure the car will pass tech inspection, especially the safety items. The belts need to be up to date, the fire system needs to be charged, and the battery kill switch has to be properly marked. Don't forget the rain light and the novice marking on the car. A good rule of thumb is a clean car has a much easier time passing tech inspection over a car the was just dusted off from the last race without the oil being checked.

A part of driver's school is the classroom session. During these sessions the instructors will cover lots of topics, like flags! Flags in sports car racing are not the same flags used in NASCAR. Spend some time and read the General Competition Rules (GCR) The instructors will also cover racing etiquette, racing the line, and the procedures for entering the exiting the track, among other things. Make sure you pay attention in class because you will get a chance

to test your retention skills on the track.

It is now time to go out on the track. Make sure you have all of your gear on, if need be have a crew member assist you in fastening your belts. The people on grid will check to make sure you have done it right. Drive down to grid in a controlled manner, there is a speed limit in the paddock after all, and wait for the grid people to release you on the track. The first session is usually a follow the instructor session at very slow speeds make sure you drive the line as the instructor told you. There are observers stationed around the track to make sure you are doing as instructed. Once you are released to go on the track, it is OK to pinch yourself to confirm that you really are about to become a real racecar driver.

The sessions will come and go fast. After each session you will meet with your instructor and discuss the last session and what to expect in the following session. Make sure you listen to your instructor and apply the techniques he/she has to offer. Keep an open mind and remember every one of the instructors have a vested interest in making sure you are a competent driver out there (they will be racing with you soon). Before you know it will be time to go back out and learn the next lesson, which is why you need a car that needs minimal work between sessions.

Before you know it all of the sessions are over and you are standing around talking to the other drivers in your group about the short race you had at the end of the school. If you kept your nose (and your car's) clean and completed the minimum number of hours you will be issued your novice log book. Now you are just two regional races away from having your regional racing license and who knows maybe Red Bull Racing will be calling you to replace Max Verstappen!!

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LETTER TO THE EDITOR

The recent Notice to the Membership regarding the Solo Site Project is well written and complete in almost every detail. However the statement that "Solo requires no spending of money from the Road Racing Program" does not cover the fact that SF Region has agreed to guarantee repayment of the \$400,000 loan from SCCA National. So if SFR Solo cannot meet the full amount of a loan payment for any reason, an obligation which would include the loan repayment contributions that the Fairgrounds has agreed to make, the Region would make up the

difference and later SFR Solo or the Fairgrounds would reimburse the Region. Thus, in the unlikely event that SFR Solo or the Fairgrounds doesn't have enough cash on hand, there could be a spending of money from the Road Racing Program, but it would be temporary only as it would be subject to full reimbursement.

From Clint deWitt

SCCA MEMBERS ENJOY FREE TRACK TIME AS THEY CELEBRATE THE END OF THE YEAR

BY DAVID VODDEN

The 2016 racing season came to a sunny and enjoyable conclusion on Saturday December 31st as over 108 current and new SCCA members signed up for a day of free on-track fun at Thunderhill Park.

Drivers and their families from as far away as Monterey participated in the 9am to 4pm track-day using the popular three-mile, fifteen turn course. Thunderhill Park officials supervised the activity that also included a medical presence as well as full food and other track-day services.

Special sessions were made available in the schedule for street cars on track which turned out to be a big hit with everyone in attendance. "I was able to let an SCCA friend of mine who had his license take my street car around to get the feel of the track as well as just have some fun," noted veteran Club racer Dr. Behram Soonawalla. Veteran SCCA racer Travis Duder was thrilled when he was able to get on track with his Corvette. "I did not have a race car to play with so this open track offering for street cars was a real bonus," he said.

The overall value received by those Club members who came to the track exceeded \$38,000 based on the track's customary full day testing fee. Each year the staff at Thunderhill Park offers a day for Club members to just have a good time.

Track officials are planning to extend the invite to SCCA workers and officials in the years ahead so that they too can practice their SCCA skills and meet and greet members of the Club who participate in the Club racing program. "We are indeed fortunate to have a club track that provides so many added values to our members," observed Club Regional Executive, Dr. Gary Pitts. "With the annual driving school set for February 24-26 and the season opener for Club racing only a few weeks later at Thunderhill, the San Francisco Region of the Sports Car Club of America is set, once again, to make recreational road racing history at the track we call Thunderhill Park," Pitts predicted.

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SACRAMENTO SOLO ENDURO

BY MIKE DROUIN PHOTOS BY DAVEY DROUIN

Well it was cold and raining very hard, perfect weather for all wheel drive cars with studded tires. Unfortunately we were having an autocross, and most cars except street mod were not all wheel drive. Hunting for the least amount of standing water is what separated the winners from everybody else.

The Bill Fleig Enduro is a two part event: the first day drivers get three two-lap practice runs. There is no scoring, and times don't count for anything. Day two drivers get one five-lap run,

fastest driver in each class is awarded a trophy. It really can put the pressure on a driver that is normally not found in autocrossing. Normally if you have a bad run, well you can learn from your mistake and do better on your remaining runs. This is far from the case on day two, one mistake, spin, cone or DNF and your time suffers without any kind of recourse.

B Street was won by Doug Hubbard in a 1989 Corvette beating out Kenny Kuo's Mitsubishi Evo, Steve Rounds Focus RS, and Mark Heinrich's 91 Corvette. Weather conditions being as they were, nice job Doug, because there were two very capable all wheel drive turbo cars which one would guess would have claimed the victory.

D Street was a battle of Subaru. Bryan Hiestand beat Youngzhe Wen and took

second place in PAX over all.

Things got a little interesting in E Street with this season's class winner Dennis Hubbard pulling a DNF. Chris Kannan was able to best everybody and keep his Miata out of the largest puddles to take the win.



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STANDING

am not going to say it was a miracle, but I am pretty sure you would have to dig through the archives pretty deep to find a day G Street or what use to be G Stock had the top PAX car. That is exactly what Karl Hannah did. Karl was able to stay in front of Bill Tubb's Fiat, and Chris Estrada's Celica with a 220.960 for the win. He also beat one Andrew Hannah who was driving the same VW GTI. There is no victory better than one where you beat someone driving the same car as you. It gives you the right to walk a

little taller and hold your head up high. Great job Karl!

BSP was nothing less than a dog fight. When you have high horsepower, rear wheel drive cars that normally run on racing slicks you better have an ace up your sleeve on a rainy day. Ray Miller came in fourth with a 244.546. Ken Yeo posted a 236.250 which was good for third. Lanny Bowden got the message about having an ace up his sleeve, so he brought a set of Hoosier rain slicks that worked great. Lanny was able to run

the course in 223.302, but his co driver was just that much faster than him. Brian Michaels ran a 218.445 and took the trophy home.A

With the final event done I think a special thanks needs to go out to all of the Sacramento Chapter board members. Thank you. See you next year. Chapter board members. Thank you. See you next year.

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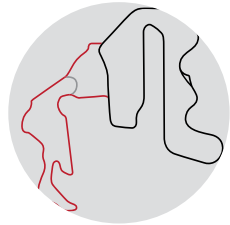
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THUNDERHILL REPORT

BY DAVID VODDEN



It is New Year's Eve as I write this while the roar of race car engines permeates the air. Testers are enjoying beautiful winter weather, dry and crisp, as well as fast-cheap track time.

Thunderhill Park will end 2016 having hosted 343 days of activity on the 3-mile track; 269 rental days on the 2-mile track and 136 skid pad events. This is the best year of rentals to date!

Looking forward, we are sending out contracts for track rental days in 2017 as follows: 269 on the 3-mile; 102 on the 2-mile and 66 for the skid pad. It isn't even 2017 yet!! Those who wait, betting on other, less predictable solutions for their track day needs may be disappointed!

Topping the list of 2017 events at Thunderhill will be the West Coast Championships for NASA set for October 5-8. Next up, the Yamaha match-race between super star motorcycle rider Valentino Rossi and a robotic-Yamaha motorcycle, will be a major media event in 2017. Yamaha, through their subsidiary SRI, have secured over 30 days in 2017 to prepare for this event.

We will also host another SCCA Majors event on April 1-2, with the customary test day preceding the racing. The SFR SCCA, owners of the track, will visit the speedway five times in 2017 with the driver's school starting it off on February 24-26. Racing will begin in earnest on March 10-12 with point accumulation set to begin aimed at deciding who will be the class champions when the year ends at Thunderhill on October 27-29.

The track is working on cash and contingency prizes for those drivers who make all four club race weekends and accumulate the most points in their class at Thunderhill. The top prize will be a year's FREE open testing at Thunderhill before SFR SCCA road races in 2018. I am looking for event sponsors for the Club races at Thunderhill as well as contingency awards. If you would like to help make the SCCA race events at Thunderhill bigger and better in 2017, please give me a call at 530-934-5588 Ext. 101!

2018 just happens to be the 25th anniversary of our race track[s]. It is hard to believe that what started in the late 80's as the impossible dream of owning a club track to secure the future of SCCA amateur racing is 25 years young! Thunderhill is so much more than anyone visualized when arguing about the surcharge fees imposed back in the day.

Twenty-fifth anniversary celebrations will fill the 2018 calendar and include special events for most,

if not all, of our long-time users of the track. I am still trying to get the SCCA Runoffs here that year but, so far, no deal. The SCCA leadership is trying to secure a date at Sonoma in 2018. Certainly, Sonoma is a great track but Thunderhill is an SCCA club-owned track! Duh! It is also, worth noting that we have all the needed services and facilities that will cost a fraction of the going rate for similar services at other tracks. This alone should be a big help for those racers who chose to attend. Call your local SCCA National office and ask the leadership in Topeka to please give the racers a break and schedule the 2018 SCCA Runoffs at Thunderhill. Dial 1-800-770-2055 and ask for the President's office or the Club racing executive or? Also, contact our new representative on the National SCCA board, Charlie Davis, and see if he will take on the task of making our 25th anniversary include the biggest SCCA race event, the "Runoffs!"

Congratulations to SAFECRAFT on securing the famous Ferrari Bridge for the next five years at Thunderhill. The banner is in place and plans are being made to enhance driver safety, your safety, by conducting seminars, demonstrations and a host of other activities designed to educate racers. The key ingredient in SAFECRAFT fire systems is that they use heat sensors throughout the race car that activate when exposed to the heat of fire. Like a water system in the ceiling of a major building, when the in-line sensor "breaks", the system dispenses the fire-retardant where the problem is occurring. With a SAFECRAFT system, you will not say, "the pin was in! I forgot to pull it out," or "I thought it was ready but it was not," or "I don't pay much attention to all that fire stuff. If I get a fire I will activate the system and all will be OK" unless you are unconscious or pinned and cannot reach the activation toggle. You get the message. Thunderhill and SAFECRAFT are committed, for at least five years, to improve the safety of all cars that are driven on a track at speed. Our goal is to make sure that no driver ever suffers the avoidable pains and scars caused by an in-car fire.

Close to 60 SFR SCCA members are at the track taking advantage of the FREE test day provided each year by Thunderhill. The weather is spectacular right now. While "free" is a magic word to most racers, when it comes to Thunderhill Park,



The New SAFECRAFT Bridge will greet SCCA Racers for five years as they speed toward Turn 14 on the popular 3-mile Thunderhill Park course. Season opener for 2017 will take place at Thunderhill on March 11 - 12 on the three-mile course. Testing for all drivers is available on Friday March 10 starting at 9am.

securing the future of what we do is far better than FREE. Take a moment and ask yourself, "What would it be like if we had not built Thunderhill Park?" "What if we had not developed Thunderhill into a self-sustaining entity that supports itself?" The obvious conclusion is that if we did not have Thunderhill Park, our shared world of club racing would be beyond our influence and far from free.

This makes me think about the Solo II community who, at this very moment, are facing critical challenges regarding their future. The current solution on the table offers a reprieve, but no ownership or control over their fate. Instead of providing a secure future, the proposed solution offers Club money in exchange for pre-paid rent at a site managed by the State of California through their Fairs and Expositions department. The future of Solo II should include ownership and control over the operation of their own facility. Thunderhill could provide this security. A permanent venue owned by the Club that meets and exceeds what the Solo II competitors need today and in the future could be a reality as part of Thunderhill Park. Why not?

See you at Thunderhill Christmas shopping got you baffled? How about a track day or a test day? Wouldn't your stocking stuffer be a hit if a Thunderhill Park tee shirt came out in living color? A jacket of quality? Dress shirts and more? Call us, we can fill your Christmas shopping order for that track person in your life who has everything or just wants track stuff from Thunderhill. Really! I would love such things!

Check out Thunderhill Park via all the righteous social media outlets and click on www.thunderhill.com to start the process. Heck, you can even buy ad space on our web page. Will it never stop?

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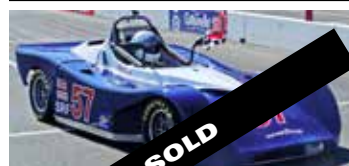
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Spec Racer FordGen2- 2004 Ready to race! Professionally maintained and very well sorted. Chassis completely rebuilt in 2012: new fuel cell, new clutch, new complete belly pans, frame painted with Rust Bullet, shocks rebuilt, all new heims and suspension bushings. 2012 Complete chassis reset- paint, heims, bushings- cleanest SRF on the planet! Includes tons of spares: 3 sets wheels and tires, quick jack, complete bolt on string bars for alignments, quick disconnect steering wheel, hot lap timing set, Butler racing seat upgrade, fire system, 2 sets brake pads, suspension spares, dynamic number system, oil filter, fuel filter, and spark plugs/plug wire set. Please email for extensive photo package. \$13,500 OBO, James "Cotch" Cotcher cell: 530-545-1765 home: 530-573-0505 jamescotcher22@gmail.com 1617



SPECRACER #33 FOR SALE OR RENT Fast and clean SpecRacer for sale or rent as a GEN2 or GEN3 after October. Updates include: new paint, Butler seat, in-cell fuel pump, new air Intake tube, new fuel regulator, Penske shocks, 2 sets of Shelby rims, transponder, removable steering wheel, and Laguna muffler. Motor has 104+ hp and 120 ft-lb of torque. Strong, solid car currently second in points in the San Francisco Region. GEN 2 Price \$17,500 GEN 3 price \$36,000. For more info and rental rates go to www.accelracetek.com or contact Bruce Richardson @ (669) 232-4844 or brichardson@accelracetek.com 1611



Well sorted Formula Mazda SRF for Sale. All latest updates. Maintained by Bulldog Motor- Race Tech data acquisition. Spare spares, Shelby wheels. \$18,500. Contact Bill @ 408 667 7043 / whbooth@gmail.com 1612



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 1608

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1992 Van Diemen FF. Loyning Runoffs motor. Stack dash, Technomagnesio 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 1612



1985 REYNARD FORMULA FORD PACKAGE DEAL: CAR, TRAILER, ALL SPARES FOR \$10,000 Early 1985 chassis, updated to later rocker arm rear. Freshened Kent motor, .005" over. Lots of spares and lots of new parts. Car currently set up for autocross C/Mod, could easily be converted back to roadrace configuration. Charlie Davis STXE36@gmail.com 650-740-7898 1612

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



1988 Formula Mazda for sale standard FM, like new. Very nice, new fuel cell, new tires, new belts, many spares, included TPD 24 foot trailer, very good condition. Mike Bonnington 408-386-9648. or mikebonnington@yahoo.com \$22,000 with trailer 1608

FORMULA VEE



1997 Crusier Formula Vee Chasis #0297. PRICE REDUCED. Need the funds if I don't see the track this year. 1 Vee on complete Ron Chuck engine rebuild. RacePak G2x data acquisition. Momo-D wheel. Jet coated exhst, QA1 shocks all around. Must sell price of \$5,000. Email brians42@att.net for pics or info. 1605

SOLO RACER & TRACK CARS



Prepared-class Autocross car for sale. Well built, but needs suspension development. 1994 Camaro "Convertible", with Autocross cage. "Brand New" Paul Caseles-built 302" (3.0" stroke) L98-style motor. AFR Aluminum heads, Gromm ported - Holley Double-pumper. Roller cam, Canton pan. (~450+HP) MSD. Lakewood scattershield/bellhousing, Centerforce Clutch, Super T10/Hurst. 3.73 w/ Auburn posi Koni coilovers, 2002 Brakes front/rear. 16" Real 3-piece wheels. Herb Adams Torque arm. All Autometer gauges. Kirkey seat. Rear Battery, Electric water pump. Perfect Red paint. Upper-half finish at my first SCCA Solo 2 Nationals! \$6000 - Many spares/alternatives. More Photos if desired: Email to: sethracer@aol.com. Seth Emerson - San Jose, CA (408) 247-2237 1609



2000 Toyota Turbo Spyder autocross car. Original owner, 80k miles, fresh acrylic paint, Veilside body kit, Sparco racing seats, Turbo (240 hp to the wheels), power controller, Tien coil-overs and sway bars, custom Cusco diff., turbo twist wheels and star spec tires. Set up for autocross racing. 2 time SCCA SFR class champion. Never been in an accident or needed major repair. Will throw in the trailer set up for another \$300. \$14,995 obo. Call, text or email John @ 510.409.8678 john@fabinc.biz 1605



Formula 1980 Red Devil formula 440 Chaparral engine. Nice original car unmolested and never crashed or hit.. This is a very low hour car. Never log booked and has only been used for autocross. This is a 35 year old race car it has some bumps scratches and wear but I bet its one of the best early 440's left \$2500 775-721-1568 1606



Street-legal Palatov D2 An Atom on steroids. California SB100 registered, licensed, insured by State-Farm, smog-exempt for life! 2200 lbs, 480hp! 6,500 miles all street speeds, never tracked. LS376 GM LS3 motor. Race-quality six-speed sequential Quaife transaxle with LSD. All LED lighting. Tablet-based dash with integrated data-and-video acquisition, wireless upload. Alcantara, Momo, Wilwood, Bilstein, ceramic-coated exhaust and more. It would take over \$100,000 to replace, not including the SB100 registration. \$85,000 925-247-0846 More info: http://tinyurl.com/palatov4sale 1606

2000 BMW M Coupe, TRACK CAR. Original owner, low mileage (53K). Street legal. Smogged, and has CA tags valid through April 2017. Excellent condition. Titanium Silver, Imola Red interior. \$25,000. Professionally prepared for track driving. The perfect track day car. It is stiff, light, fast, and bulletproof, yet can be legally driven to the track. Has done 30 track days before being kept in closed storage for the last eight years. Mostly garaged California car. Features

and Upgrades: Stock S52 engine, 240 hp, 236 lb.ft. Custom roll-cage and sub-frame reinforcement. Recaro race seats with 6- and 4-point harnesses. Removable Momo steering wheel. Traqmate data acquisition and Chasecam SD video. Bilstein Sport Shocks and H&R springs. Larger diameter Anti-roll/sway bars. Front strut brace. Zionville radiator & oil cooler. Additional ducting for front brake cooling. Partially stripped interior. Many extras. https://docs.google.com/document/d/1CeJOr_QLHOvEbUe61Mx8qnUAh-7buL09F1-Y_kCCbGg/edit?usp=sharing for full details and pictures. bryn.dole@gmail.com, 650-224-5029 1605



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 1605



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/ 1610

GT/PRODUCTION RACER



AV8 Supercars has two Spec Mustangs for Sale. Both are ready to win and have!! \$35k each. Darrell Anderson. AV8 Supercars 510-928-2423 1608

Spitfire Roller For Sale. MUST SELL - Please Make Offer. Ex-Tom McCarthy Car. Tom Ran at Atlanta, Then sat one season, I bought it. I made numerous improvements, used it for my Driver's School at Sears Point, got my two races in. And then divorced. Stored indoors since. Complete EXCEPT NO engines, transmissions. Has very rare Positraction, McCarthy axles, full gauges, three sets of wheels Spare Spring Towers, Used Super Trap Muffler. rrhooster@gmail.com 1611



1986 Porsche 944 Turbo Race Car GT 2 - 2400lbs. 568 HP/DYNO SHEETS, Low Hours, NASCAR Style Cage, 968 6-speed, BIG RED Brakes, Adjustable boost, MOMO Wheel, ACCU-SUMP, etc. all the best \$100,000 plus invested. SCCA, NASA, PCA logbooks NEW HOOSIER R7's -285/30ZR/18 Front & 335/30ZR/18 Rear Car located in Santa Barbara. \$27,500 OBO Steve 617-838-4648 info@americanglobal.org 1611



The car is a 2006 Mustang prepped to SCAAT-4 specs. Cage is custom made by TC Design. Suspension is Ford Racing. Ford limited slip rear end. ECU has been tuned for max. power and torque. Motor and transmission are stock and low mileage. Hawk brake pads, Cobra racing seat, FIA six point harness and NRG steering wheel and removable hub. Spares as well. Trailer is nearly new two axle car trailer with 4 wheel electric brakes. Wooden deck and ramps. Asking \$14,000 for the whole package. My phone number is 925-389-0447 1609



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 1602



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 1602

2005 NISSAN 350Z GT-3 or GT-2 Built by Ken Murillo on a Neely/Murillo chassis. 2 Runoffs wins, 3 podiums, 4 poles in GT-3, 1 pole in GT-2. It is race ready with current annual tech good till May 2017. Hewland trans newly rebuilt, Speedway Mini Stock newly rebuilt. Two KA24DE engines, new spare Speedway Supermax, 3 sets of rims, new cool suit not installed. Contact: John 530-412-0649 jblackr17@hotmail.com, \$32,000



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 1602



1990 Sealed Spec Mazda Miata with a very strong Haag engine. Many spare rims and tires along with extra parts. Car also has current SCCA log book. In great shape, just needs a driver. Also selling with or separate, a 2014- twenty foot trailer, basically like new. Asking \$11,500 for Miata and \$4,500 for trailer. Excellent deal and it is stored in Monterey, please call Frank @ (714) 394-1631 1610



FOR SALE: Top of the line / winner in STU and PTD - FOR SALE: Top of the line / winner in STU and PTD - \$24,999. Add excellent South Wind 35 Class A motorhome with 50k miles, plus two axle trailer for Super [Marc-Hoover built and maintained] STL/PTD Miata, plus all the tires, wheels, two transmissions and a pile of awesome parts, some brand new, for an additional \$25,001 and take it all in time to win in the NASA championships at Buttonwillow next month! ! All good stuff with more value than offered by all similar Miata deals. Call 530-934-5588 Extension 101 before it is all gone. 1610



1999 SM for sale/TPD Trailer combo Race winning car. Refreshed for 2014 Runoff's. Top 10 at the Runoff's. Stored since. Great spares. 3 sets of wheels. Drago motor. Will part with 24ft fully load 2012 TPD with every option as package. 18K for car + spares. 35K for both. Email for build sheet for trailer or more info on car. Located in Pleasanton. Barrettilley@hotmail.com 1701



1990 Sealed Spec Mazda Miata with a very strong Haag engine. Many spare rims and tires along with extra parts. Car also has current SCCA log book. In great shape, just needs a driver. Also selling with or separate, a 2014- twenty foot trailer, basically like new. Asking \$11,500 for Miata and \$4,500 for trailer. Excellent deal and it is stored in Monterey, please call Frank @ (714) 394-1631 1610



FOR SALE: Top of the line / winner in STU and PTD - FOR SALE: Top of the line / winner in STU and PTD - \$24,999. Add excellent South Wind 35 Class A motorhome with 50k miles, plus two axle trailer for Super [Marc-Hoover built and maintained] STL/PTD Miata, plus all the tires, wheels, two transmissions and a pile of awesome parts, some brand new, for an additional \$25,001 and take it all in time to win in the NASA championships at Buttonwillow next month! ! All good stuff with more value than offered by all similar Miata deals. Call 530-934-5588 Extension 101 before it is all gone. 1610

1991 Spec Miata - 1.6 I Mazda race limited slip diff, race wheels and set of street wheels, some suspension and steering spares, \$3000 SCCA and NASA logbooks tandem axel open trailer also available. Eric Hernandez 650 208-3544 threebeanracing@netscape.net 1604



1991 Seal Spec Miata For Sale. Chassis up build with all suspension parts new during build. Lots of thought went into this build with too much to list in the ad. Driven for two SFR region seasons and a clean SCCA Logbook. Sale includes a spare engine and transmission. Asking \$14,000 please email for details Graduate. JoshuaFine@gmail.com 1603



1999 Spec Miata - Nearly Race Ready. 1.8L / 5 speed / Torsen, Haag motor with only one break-in weekend, Team Dynamics race wheels w/ RA1s, Upgraded roll cage, Evil Genius exhaust, Kirkey 71300 seat, Advanced Autosports splined quick release, Rennenmetal ballast weights and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013 Clear CA title with plate ñ drive it to the track! Extras! Stock wheels w/ new Dunlop Direzzas, Advanced Autosports fuel pressure regulator (2x), Lightweight tow hitch and ball mount. Fluids, filters, brake pads, restrictor plates, etc. Tim Ryan tim@seventhcircleaudio.com \$17,950 1603

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 1602

IT/ST



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Pro-built Honda S2000 track car/STU?? - new paint - F/G top-rear wing Tolle roll cage - helmet fan - 2 Recaro seats - Sparco wheel - Stop Tech brakes - Eibach coilovers - APR frt. nose and splitter - AIM dash W/GPS-OZ wheels - cat drop pipe. Frank Shoemaker (916) 919-5750. \$22,000 OBO 1605

KARTS



TAG Parilla Kart for Sale. 2008 Rocket Kart RK2. 100cc Pirella tag motor. Micron 4 data acquisition. Extra seats. Never raced, very fast \$2500 Blake Tatum 209-403-2452 sfrwheel@gmail.com 1605

STREET CARS



Street Car classified: 1988 Fiero GT, 5 speed transmission, runs great, fresh paint, \$3400 obo. Photo is pre-paint. Contact Maggy Kelly: to "Street Car classified: 1988 Fiero GT, 5 speed transmission, runs great, fresh paint, \$3400 obo. Photo is pre-paint. Contact Maggy Kelly: 925-413-8015 1701

Street Camaro for sale. Classic American Muscle Autocross/Track build? 1997 Camaro Z28 Hardtop (not a T-top) Crank Windows! Brand new - Bob Gromm-built 383 LT1 motor (Stroked 97 motor). Canton Road Race pan/pickup. Air Conditioning hardware removed. GM showroom-stock cam + kit installed. 6-speed -T56 - Hurst shifter. Dual-adjustable Koni shocks all around. Sam Strano lowering

springs - HD sway bars. New OEM-type catalytic converters & Flowmaster. 18" C6 wheels and older Hoosier DOTs. Very good body - White/Black roof. Cloth interior. Power door locks - OEM Radio/CD works! Includes new Autopower Rollbar - not installed. Includes correct long-tube Hooker headers - not installed. Includes new smog-legal short-tube headers - not installed. Asking \$4200 - or offer? (much less than the motor cost). Car in San Jose, CA - Seth Emerson (408)247-2237 Photos if desired: Email to: sethracer@aol.com 1610



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

TRAILER/TOW



2006 Pace 7x14 Enclosed Trailer Nearly new with less than a 1000 miles, bright red enclosed trailer that's nearly perfect. It has a custom diamond plate front box, man doors on both sides so you can pit on either side, and a ramp door with extra ramps. It has a few pit pal accessories inside and can be towed with a 1/2 ton vehicle since it weighs only 2400 lbs. dry and 7' wide. \$5000 contact Rob Shaw (916) 952-7809 1612



2002 TPD CAR TRAILER 36 Foot goose-neck two axle with about 3000 miles. 28 Feet inside - room for 2 cars, no cabinets, mounted spare and new tires. \$16,000 209-894-3949 bsgil99@hughes.net 1612



2007 Pace Shadow Ramp Stacker, Bumper, Pull 3 Dexter 6k axels, all wheel brakes, 25 ft box, 5 ft tongue, Double side doors 58" w x 80" total, 20 ft awning, needs new cover, floor to ceiling 105", 81" between wheel wells, rear ramp 98" + 18" extension, 4" beavertail, includes new 5500w Generac portable generator. \$12,500.00 obo. Larry 707-462-9088 1610

Top of the line, four-axle trailer \$2500. 530-934-5588 E-101 / 530-330-2186. 1608

2000 Excellent condition South Wind RV - \$25k. If you buy both the RV and STL Miata, will include \$2,500 top of the line, four-axle trailer as a bonus. 530-934-5588 Ext 101 / 530-330-2186. 1608



For Sale Haul Master Utility Trailer. 870 max capacity. 8 in. Wheels. Only used 3 times to haul racing tires like New Tool chest with spare tire, Jack, etc. Call Joel or May. 925.6878148 1605

Trailer, light and strong. 12' x 5' flat bed on an aluminum frame. long ramps with secure stowage. with a set of Willans tie down straps. \$800. johnhstreets@gmail.com. 650 704 9200 1605



Featherlite Model 3110 open Alum. Trailer - 17'6" - 2014 - Alum Air Dam - Spare tire - 6 ft. pull out ramps. Removable fenders - two 3500 lb torsion axles, etc. \$5000 OBO Frank Shoemaker (916) 919-5750 1605

MISC FOR SALE



Seat For Sports Racer For Sale. Never used, Fiberglass, Make offer rhostler@gmail.com 1611

The Wheel "Garage": Three Vertex Std. 5 watt, 16 channel radios with two crew headsets and three chargers. \$575. Longacre Laser Pyrometer. \$40. AMB My Laps battery powered transponder w/ charger. \$250 Terry Gough (775) 857-2407 1610

Spec Miata Motor Haag Performance 1999 Spec Miata motor with 1 season - no issues - \$2000 OBO. Call Brian Ghidinelli @ 415.568.8927 1607



Set of 4 Porsche alloy wheels (used) and 4 BF Goodrich g-Force R1 tires (like new) - (2) 225/50/16 and (2) 245/45/16 \$1,495 obo. Call, text or email John @ 510.409.8678 john@fabinc.biz 1608

Weber 3 x 45mm DCOE kit for E24 BMW series 630 1977 - 1989, fits other 3.0, 3.3, 3.5 engines, new in the box never mounted, all parts necessary, linkage manifolds hardware etc. Best offer. Contact 831-917-5952 1608

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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.

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

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

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Larry Oka

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