



# The wheel<sup>®</sup>

VOL. 59 | FEBRUARY 2018

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



2017 SCCA ROAD RACING  
CHAMPIONS FROM A-Z

p. 18

RE NEWS  
p. 8

CLUB NEWS  
p. 15

# SpecRacer - Sales - Rentals - Arrive & Drive

**\$1,600 Driver School SpecRacer Rental\***



*Your CSR for the SFR*

*SpecRacers are now 6 Seconds faster than a Spec Miata at ThunderHill*

## Services

- SRF Rentals & Arrive & Drive
- Cars and Parts Sales
- Trackside Support for Your Car
- Driver Coaching
- Maintenance & Repairs
- Transportation
- At Track Repairs – Including Welding

\* See details on our website.

## Benefits

- Proven Track Reliability
- Proven Maintenance
- Fast and Sorted Cars

**AccelRaceTek LLC**  
Los Gatos, CA 95032  
(669) 232-4844  
[www.AccelRaceTek.com](http://www.AccelRaceTek.com)

## SpecRacer Gen 3

Though they look the same, the GEN 3 was introduced in 2015. These cars are everything you could ask for in a spec car. Lightweight and fast, the GEN 3 raises the bar in an already exciting class.



# A+ RACING



**We have over a dozen Spec Miatas to suit your needs.**

All of our cars are designed to be Safe, Fast, and Reliable. We race what we rent so you know all of our cars are ready to win.

**SCCA School Special \$1800**

Includes, Track Support, Competition Tires and Fuel. Of course we are always willing to give advice to shave a few seconds off of your lap times.

See us at [www.aracing.org](http://www.aracing.org)  
Contact Al Angulo at 530 277 6311  
or [alangulo530@gmail.com](mailto:alangulo530@gmail.com)



FEBRUARY 2018

On the Cover: Connor Solis SRF. RCPhotography  
Photo Above: Wilson Powell STL. RCPhotography

## FEATURES

- |                                      |  |   |
|--------------------------------------|--|---|
| 6 RE News                            | 16 Ross Bentley's Speed Secrets          | 24 Full Body Contact                            |
| 7 Wheelworks                         | 17 Drivers School                        | 25 How to Qualify for the Runoffs               |
| 8 Debordes Win Woolf Barnato Award   | 18 2017 Regional Champions from A to Z   | 26 Video Review: Finding Common Driver Mistakes |
| 10 Decoding SCCA Road Racing Classes | 20 Notes from the Archive                | 28 Thunderhill Report                           |
| 15 Clun News                         | 22 Wide World of Motorsports             |   |
|                                      | 23 Over-Analyzing Your Autocross Results |   |

## IN EVERY ISSUE

- |            |                |                     |                               |
|------------|----------------|---------------------|-------------------------------|
| 4 Calendar | 14 Travel Tech | 29 Race Car Rentals | 30 The Garage: Classified Ads |
|------------|----------------|---------------------|-------------------------------|

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.

## SAN FRANCISCO REGION SCCA

### REGION OFFICE

#### MAILING ADDRESS

PO Box 308, Willows, CA 95988

### LOCATION

5250 Hwy 162, Willows, CA 95988

530 934 4455

530 934 7275 fax

[office@sfrscca.org](mailto:office@sfrscca.org)

### BOARD OF DIRECTORS

**BARBARA MCCLELLAN** Regional Executive  
[barbaramcclellan@aol.com](mailto:barbaramcclellan@aol.com)

**BLAKE TATUM** Secretary  
[wheel@sfrscca.org](mailto:wheel@sfrscca.org)

**TIM SULLIVAN** Treasurer, Director  
[Timbo0724@msn.com](mailto:Timbo0724@msn.com)

**R.J. GORDY** Director  
Competition Director  
[rjgoldstar@sbcglobal.net](mailto:rjgoldstar@sbcglobal.net)

**CLINT DEWITT** Director  
[clint@sfrscca.org](mailto:clint@sfrscca.org)

**ROGER EAGLETON** Director  
[roger@gofivestarp.com](mailto:roger@gofivestarp.com)

**DAVID VODDEN**, Director  
[dvodden@thunderhill.com](mailto:dvodden@thunderhill.com)

The Wheel is the Official publication of the San Francisco region of the Sports Car Club of America located at 5250 Hwy 162, Willows, California 95988. It is published monthly by Wheel Publications, 6185 Riverbank Circle, Stockton, California 95219. Opinions expressed herein are those of the author and not necessarily those of the San Francisco Region, Wheel Publications, The Wheel, it's staff or advertisers. Material submitted to The Wheel that is slanderous, libelous, profane, pure inflammatory criticism offering no constructive alternatives, sexually explicit or material as directed by The Board, such as competitive series schedules, ads, etc. shall not be published.

Permission to reprint materials from The Wheel is hereby granted to all SCCA regional publications with the agreement that full credit be given to the author and The Wheel.

The Wheel • ISSN 0888-1103 • USPS 0625-160 • is published monthly for \$15 per year for the San Francisco Region of the Sports Car Club of America, 5250 Hwy 162, Willows, California 95988. Periodicals Postage paid at Willows, CA and at additional mailing offices.



PUBLISHER: THE WHEEL PUBLICATIONS

Editor **BLAKE TATUM** [wheel@sfrscca.org](mailto:wheel@sfrscca.org)

Art Direction & Design **JULIE LEFRANCOIS**  
[julielefrancois.com](mailto:julielefrancois.com)

**CONTRIBUTING WRITERS** Gary Horstkorta, Bruce Richardson, Barbara McClellan, James Chartres, David Vodden, Paul Tibbals, Ross Bentley

**CONTRIBUTING PHOTOGRAPHERS & ARTISTS** Laura Stich, Ron Cabral, Aaron Meyer, Bruce Richardson, GotBlueMilk.com, SCCA.com

POSTMASTER, Please send address changes to:

The Wheel  
P.O. Box 308  
Willows, CA 95988

# CALENDAR

## 2018 SFR ROAD RACING SCHEDULE

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

**FEBRUARY 16-18**  
DRIVERS SCHOOL  
Thunderhill

**MARCH 3-4**  
REGIONAL 1 & 2  
Thunderhill Raceway

**MARCH 16-18**  
REGIONAL 3 & 4  
Mazda Raceway Laguna Seca

**APRIL 7-8**  
MAJOR  
Thunderhill Raceway

**APRIL 21-22**  
REGIONAL 5 & 6  
Thunderhill Raceway

**MAY 3-6**  
FERRARI CHALLENGE  
Mazda Raceway Laguna Seca | Limited SCRAMP Support

**MAY 18-20**  
SPRING CLASSIC  
Mazda Raceway Laguna Seca | SCRAMP Support

**MAY 31-JUNE 3**  
TEST DAY & REGIONAL 7 & 8  
SPEC RACER FESTIVAL  
Mazda Raceway Laguna Seca

**JUNE 29-JULY 1**  
MAJOR & REGIONAL 9 & 10  
SPEC MIATA FESTIVAL  
Sonoma Raceway

**JULY 27-28**  
REGIONAL 11 & 12  
Mazda Raceway Laguna Seca

**AUGUST 18-19**  
PRE-REUNION  
Mazda Raceway Laguna Seca | SCRAMP Support

**AUGUST 23-26**  
REUNION  
Mazda Raceway Laguna Seca | SCRAMP Support

**AUG 31 - SEPT 2**  
REGIONAL 13 & 14 SEASON  
FINALE  
Thunderhill Raceway

**SEPTEMBER 7-9**  
IMSA  
Mazda Raceway Laguna Seca | SCRAMP Support

**SEPTEMBER 27-30**  
RENNSPORT  
Mazda Raceway Laguna Seca | SCRAMP Support

**OCTOBER 16-21**  
SCCA RUNOFFS  
Sonoma Raceway

**OCTOBER 25-28**  
PIRELLI WORLD  
CHALLENGE  
Mazda Raceway Laguna Seca | SCRAMP Support

## 2018 FRESNO SOLO SCHEDULE

### 2018 AUTOCROSS SCHOOL

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

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

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

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

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

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

### ENTRY FEE:

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

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

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

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

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

### EVENT SCHEDULE:

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

## 2018 SACRAMENTO CHAPTER SOLO SCHEDULE

April 21 - Shriner Event – Round 1 – Mather Airfield

April 22 – Round 2 – Mather Airfield

June 2 – PAL Event – Round 3 – Mather Airfield

June 3 – Round 4 – Mather Airfield

June 23 – Round 5 – Stockton Fairgrounds

June 24 – Round 6 – Stockton Fairgrounds

July 14 – Round 7 – Stockton Fairgrounds

July 15 – Round 8 – Stockton Fairgrounds

August 18 – Round 9 – Thunderhill Raceway Park

August 19 – Round 10 – Thunderhill Raceway Park

September 15 – Round 11 – Thunderhill Raceway Park

September 16 – Round 12 – Thunderhill Raceway Park

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

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

## 2018 FRESNO CHAPTER SOLO SCHEDULE

Event 2 - March 10

Event 3 - March 11

Event 4 - March 31

Event 5 - April 1 (no joke!)

Event 6 - June 2

Event 7 - June 3

Event 8 - July 7

Event 9 - August 4

Event 10 - August 5

Event 11 - November 10

Event 12 - November 11

All events at the Fresno Fairgrounds.

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

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

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

# SFR COMPETITION LICENSING SCHOOL

## ONLY ONE SCHOOL IN SFR THIS YEAR - FEBRUARY 16-18 - THUNDERHILL PARK

If you want to race this year, you need to start planning now!

### START HERE

1. Join SCCA if you are not already a member: you can join online at any time on the National [www.scca.com](http://www.scca.com)
2. Schedule your physical and have doctor completely fill out the SCCA Physical Form: [http://www.sfrscca.org/wp-content/uploads/Physical\\_Medical\\_v2016.5.23.pdf](http://www.sfrscca.org/wp-content/uploads/Physical_Medical_v2016.5.23.pdf)  
SCCA will NOT issue your Novice Permit without this form, so get it done early.
3. Fill out the Novice Permit Application: <http://www.sfrscca.org/wp-content/uploads/2015-Novice-Permit.pdf>
4. Send to National SCCA Licensing: Physical form, novice application, and copy of current state driver's license: [licensing@scca.com](mailto:licensing@scca.com)  
UPS/FedEx/ address: SCCA, 6700 SW Topeka Blvd., Bldg. 300, Topeka

KS 66619

USPS address: SCCA, PO Box 19400, PO Box 299, Topeka KS 666015.

5. Enter the school at <http://sfrscca.motorsportreg.com/> You do not need to have your novice permit before you enter the school (but you should be working on it). Credit cards are not charged until after the school. Entering allows us to send you any updated info and help you make sure you have everything you need before the school starts.

### GET YOUR REQUIRED SAFETY GEAR

While waiting for school day, you can gather all the required drivers gear:

- Helmet with a Snell sticker of 2010 or later,
- Head and Neck Restraints meeting SFI 38.1 or FIA 8858
- One-piece driver's suit that covers the entire body from the neck to the ankles and wrists. All suits shall bear an SFI 3.2A/1 (or FIA 1986 Standard) or higher, underwear of fire resistant material unless you have a

drivers suit SFI 3.2A/5 or higher.

- Gloves, driving shoes and socks made of fire resistant material

### EPARE YOUR CAR OR RENT A CAR

Local rental car providers and travel tech info: <http://www.sfrscca.org/racing/services/>  
Even more info here: <http://www.sfrscca.org/racing/race-school/>

Contact the Region Office if you have any questions: 888-995-7222 or [office@sfrscca.org](mailto:office@sfrscca.org).

## 2018 SFR BAY AREA SOLO SCHEDULE

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

**FEB 11TH, CROWS LANDING**  
Round 1 "Boondoggle"

**MAR 10-11, CROWS LANDING**  
Round 2/TNT/Starting Line

**APR 7TH, MARINA**  
Round 3

**APR 14-15TH, CROWS LANDING**  
Round 4/Champ Tour

**APR 21-22ND, CROWS LANDING**  
Pro Solo

**MAY 12TH, MARINA**  
Round 5

**JUN 9-10, CROWS LANDING**  
Round 6/7 with AAS

**JUN 23RD, CROWS LANDING**  
Round 8

**JUL 21ST, MARINA**  
Round 9

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

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

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

**OCT 27TH, MARINA**  
Round 15

**NOV 10TH, MARINA**  
Round 16

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



BY BARBARA MCELLEN



I just returned from the SCCA National Convention held in Las Vegas where I got to meet many members of this great organization to which we belong. There were over 480 members there representing all aspects of our club—Road Racing, Solo, Rally Cross. The National Staff members were there as well as all our governing leaders. I had the opportunity to meet our President and CEO, Mike Cobb, and was very impressed with his vision for the future of our organization which is to be the preferred motorsports community in the US, built on fun, shared passion and access to an exhilarating motorsports experience.

Attendees are the leaders of our club. So the emphasis in many of the workshops was how to be a better leader. Positive communication was stressed with an emphasis on the 5 Ps—People, Process, Programs, Partners, and Performance. We talked

which allowed us to discuss the issues which face us as we expand our programs and recruit new members. We talked about continuing a monthly conference call with a defined agenda. It was expressed the hope the RE's could be given a heads up prior to new items published in FasTrack a couple of days before publication so that we would not be blindsided when a local Region member reads something and questions us before we've had an opportunity to know about it. I learned that the SFR has had a significant decrease in membership from 2003 until now. I want to know what other regions are doing to increase their numbers and how can we reach out to those who were once part of our Region but for some reason no longer belong. Why?

I'm a firm believer that what most people in our Region want is for everything to go smoothly. From the Road Racing community, most people just want to come to a race event, have everything go well and go home with a smile on their face, having had a positive experience. I'm sure the same is true of the Solo community.

Speaking of the Solo community, your Board of Directors is continuing to work with the Bay Area Chapter to finalize a deal with the Stockton Fairgrounds for a permanent site for their events. The Solo Steering Committee has done a yeoman's job of trying to dot all the i's and cross the t's. I spent quite a bit of time talking with folks from National, Mike Cobb and the Board of Directors to make sure everything is in place.

Our racing season starts in mid February with our Drivers School. A lot of planning has gone into that school. By the time you have the opportunity to read this column we will have already had a Chiefs Meeting, a Stewards Meeting and training for speciality crews. Everyone needs to remember that it takes a lot of effort to make everything go smoothly—many volunteers put in many hours to make it happen. Your Board of Directors is made up of volunteers as well. That being said—your Board is here for you. We want to hear how we can make your motorsports experience better and we're always open to suggestions. Call us, email us, stop us at the track and let us know what we can do to keep our sport fun, fair and safe.

Til next time, your RE, Barbara

about the 4 C's—Consider, Communicate, Consistency, and Collaborate. We are all in this together. SFR took advantage of a program called the Ascenders which identifies new members who demonstrate leadership qualities. Your Board of Directors identified Chris Linkous as an up and coming leader for our Region. He is recently Co-chief of the Course Marshal crew who joined SFR in 2016 and moved into the chiefs position last year. National waived his registration fee and the Region covered his hotel and travel expenses. Hopefully his experience at the convention provided a better understanding of how our club is run.

There was ample opportunity to network with many folks I already knew and to meet many new folks. There were very few spare minutes. The RE's from the 12 Jumbo Regions (which makeup about 50% of the membership) had a meeting with Rick Myers from the National office

**Hartzel Automotive**  
www.hartzelautomotive.com



**Spec-Miata**  
Components Service  
Preparation Coaching

**Hartzel Automotive** is the first and last word in Miata performance for racing and the street. Barry Hartzel has set a standard of excellence in Spec-Miata Racing that is unmatched. Call 831-394-6002 or email [barry@hartzelautomotive.com](mailto:barry@hartzelautomotive.com) to find out how years of experience and uncompromising quality equal victory on the track.

510 California Avenue | Sand City, CA 93955 | 831.394.6002 | [www.hartzelautomotive.com](http://www.hartzelautomotive.com)

WHEELWORKS BY BLAKE TATUM

What if the San Francisco region of the SCCA held a race and no one came? I am not really talking about racecar drivers I am talking about volunteers??

I know the people driving the cars appreciate the people working the event. I know this because of the numerous signs thanking the volunteers on their racecars, I know this based on the number of people thanking the volunteers at the annual awards banquet, I know this by the number of driver's who pull over and hand their checkered flag to the workers on their victory lap.

But let's look at a day in the life of a volunteer. First off all of the San Francisco Region race days start early in the morning. So sleeping in is not an option. Most all of the volunteers show up by 7:00 am at the latest. They may have a chance to grab some coffee and depending on the crew they are working on might have a meeting to discuss assignments during the day along with issues that they have come up at previous events. Shortly after their meeting they go to their station, whether it be as a turn worker, a grid person, or a member of the E-crew. They are all in place by the time the PA systems announces the first five-minute board of the day.

For the next four hours they stay on their assignment. They are not out socializing with their friends, they are not relaxing in the clubhouse, they are working. At roughly noon they get a break and get a very quick lunch. The racing schedule has one hour allotted to lunch. But if you are a volunteer you have to get to the place where lunch is served, eat your lunch, and then be back on station before the hour is up because cars will be on track exactly one hour after lunch has started.

Now you are stuck on your station for the next four hours. It does not matter if it is raining or if it is too hot. You get to hangout at this location for the next four hours. Hopefully the day does not go over the allotted time and you get to go to social, which is by far the best part of the day. Hopefully social will be serving dinner, if not they will have some finger food and then you will have to figure out your dinner plans on your own, but do not stay out too late or have that extra cocktail because the next day starts at the same time and you will need your sleep.

I know I am being a little sarcastic and looking at the negative side of being a volunteer. I am not taking into account the fact that our volunteers love racecars and they love being involved in the ground floor behind the scenes aspect of running an auto-racing event. Most of the volunteers are addicted to racing just like the drivers.

Now that we looked at one day lets look at the year or a racing season. The season starts out with the current racing calendar. By the way, one of the most anticipated days of the year, for a lot of the volunteers, is the day that the new racing calendar comes out. You see the dedicated worker has to do some serious planning to make the events during the season. As a racer you can look at the calendar and see the number of regionals and decide how serious you want to be. If you only want to do a couple of events you eye those events and plan accordingly.

But as a volunteer you really need to look at the calendar. Because it is not all about the regional schedule it is about the regional and the pro schedule. The pro schedule can be a bigger part of your planning exercise then the regional. The pro events often times are four day events and the pro events are held during peak travel season at expensive locales.

So why is the calendar so important? First off as a volunteer you need to figure out the number of days you need to take off work and compare that to the number of days you have in your vacation bank. Next you need to figure out how many of the events you can attend. If you are a chief you feel obligated to attend all of the events. For that matter if you are a dedicated volunteer you feel pressured to attend all the events because you know that the staffing is always on the edge of being insufficient and your

guilt complex kicks in.

Once you study the calendar you start planning your year. You need to ask the boss for days off. You need to make sure the vehicle you use is going to be safe and reliable. Now that you have decided which events you are going to let's figure out the budget for attending. You see SCCA volunteers pay their way. They pay for their lodging, their transportation, and their meals. So when you see that volunteer greeting you at the registration table, teching your car, gridding you in the proper location, or warning you of impending trouble, you need to realize they paid to get there.

What does it cost to be a volunteer for the San Francisco Region? Lets do an exercise to see what it would cost to do every event on our calendar. Lets assume that the volunteer has to stay in a hotel and has a car that gets decent mileage. Lets also budget in \$100 for food at each event. If a volunteer works every day of our schedule, which would be 46 days, they would spend \$1600 eating out. If they drove from the Central Valley to all of the events they would put roughly 4,500 miles on their car. If they averaged 15 miles per gallon and gas was \$3.00 per gallon they would spend \$900 on gasoline. If they stayed at decent hotels that were within a reasonable distance of the tracks they would spend approximately \$5,380 on lodging. By the time they add everything up they have spent \$7,890 on being a volunteer.

When you look at the numbers you can see why we have such a hard time getting people to commit to being a volunteer. Just looking at the financial side of the equation what can be done to help alleviate the high cost of being a volunteer? The region has a mechanism in place to help defray the cost. It has been in place for a very long time, but based on past performance it is under appreciated. It is called the Worker Appreciation Fund, or WAP for short. As a driver you have the opportunity to donate to this fund by filling in an amount in the space provided on the race entry form when you enter a race.

The problem is the WAP fund is not very flush. The reason it is not very flush is not because too many volunteers are using it, it is because not enough drivers are donating. The average amount of money donated into the WAP fund per event is \$1,000. This works out to about \$7.69 per driver if we have 130 drivers at an event, which is pretty pathetic. However, this is pretty easy to fix.

I feel most drivers do not realize the amount of time and the amount of money the volunteers put into staffing the races. I do not know if the drivers realize the volunteers are actually the people keeping the entry fees down. Because they volunteer at the pro events the club gets paid to staff these events. The income to expense ratio is always favorable to the club and because the volunteers staff so many events we have been able to afford to run races that have lost money. In fact even though the club turned a profit last year over half the events we ran ended up losing money. The easy fix is just to donate more money.

I am not asking for a lot. I think something in the realm of \$50 per driver would get the ball rolling. If each driver entering an event donates \$50 then that would generate \$6,500 per event, assuming we have 130 drivers. At that rate we could pay the expenses of 21 workers for an event at Thunderhill. Laguna and Sonoma would not get that kind of return because the lodging costs are so much higher. If we could build the fund up then we could use the fund as a recruiting tool for new volunteers.

CONTINUES ON PAGE 9



Carol & Dave Deborde

## DEBORDES WIN WOOLF BARNATO AWARD

BY LYNNE HUNTING

The Woolf Barnato Award, SCCA's highest award, was presented to Carol and Dave Deborde, members of SFR and Reno Regions. Jim Rogaski, last year's recipient, made the presentation at the 2018 SCCA National Convention. The award is presented to the member who has made the most outstanding long-term contribution. Winners are nominated by the last three recipients and approved by the Board of Directors.

TJim's speech: "This year the Woolf Barnato Award goes to an individual who has worked tirelessly for over 20 years to bring great SCCA racing opportunities to their local region and area. This person has initiated and conducted Street Survival events, PDX and Time Trials, solo events and road racing. In addition holds an F&C license, Time Trials Chief Steward, Time Trials Driving Instructor, Pit and Grid, National Stewards, Registration licenses, and holds also a competition license. When at the Runoffs they have participated in multiple specialties during the course of the event. This individual has sat on national boards and review groups. AND supports two regions' events. I can hear you now? How can one person do all of this – they can't. This year's recipients of the Woolf Barnato award are Carol and Dave Deborde."

It was a very surprised Carol and Dave who made their way to the stage for the presentation by Jim and SCCA CEO, Mike Cobb. And it had been most difficult on the part of Jim and others to keep it the surprise it was.

To give you more of an idea of just how involved the Deborde's are in

SFR and Reno Regions, here's some more details.

Carol is a National Registrar and works Race Admin at SFR events, and she is the Divisional Administrator for Pit and Grid.

Dave is a National Steward and works as a Steward and Pace Car Driver in SFR, and also steps up as a Flagger when necessary.

They were Conference Administrators for the first two years of the Western Conference Majors Race Series.

They support six-seven Reno Region events in addition to the majority of SFR Regional events. They ran last year's Reno PDX at Thunderhill which ran concurrently with a SFR Regional weekend, and previous Reno Time Trials at Thunderhill.

Carol is currently the Reno Membership Chair and Dave is the Race Director. Dave has been Reno RE three times for a total of 11 years. They have been instrumental in organizing Reno Solo events, and Dave has sat on the Time Trials Advisory Council. They have participated in Street Survival programs since 2004.

At the SCCA National Runoffs, Carol has been the Chief of Driver Info and simultaneously in charge of Victory Circle for the past ten years. She also works Grid when needed. Dave has been the ACS of the Stewards of the Course for the past five years.

Dave still owns three race cars: a 240Z, 280Z and SRF3. He competed in the 2010 Rolex Monterey Motorsports Reunion at Mazda Raceway Laguna Seca.

The Deborde's accomplished all of this in the 22 years of their SCCA Membership. Job well done! Congratulations Carol and Dave.

Previous SFR recipients of this prestigious award include Dick Templeton, Gerald Wanarka, and the late Roger Eandi.



WHEELWORKS, CONTINUES FROM PAGE 7

Our volunteers are very proud people. A lot of them can use the help but because of their pride they do not ask for any help. Rhonda Corbitt is the administrator of the WAP fund and said there is no stigma attached to receiving any of the WAP fund money. She wants the volunteers at the track and not staying at home because of the cost. She said if a volunteer needs some assistance they just have to send her an e-mail and she will get them the money. She does not ask for a justification because being a volunteer herself she knows the amount of money they spend on club activities. Most importantly no one knows who gets the money.

I know racing is very expensive and as a racecar driver you think in \$100 increments. So I am only asking for half an increment. Your \$50 donation insures that we have the people to make sure our cars are safe, your donation insures we have the people to see how fast we are going, your donation insures we have the people to warn us of disaster around that next turn.

Just like investing in good safety belts, or a good helmet, look at the donation to the WAP fund as an investment in yourself. An investment that the turn worker will be there to warn you of the impending trouble or the E-crew will be there to extract you from your car.

My dad used to tell me when you are flipping over it is too late to worry about the roll bar height. Well if you are cresting turn nine and a car is blocking the road it is too late to worry about the lack of volunteers.

\$50 is cheap insurance.

### BMW SERVICE AND REPAIR.

Now Offering wheel alignment services on any vehicle as long as you want it done correctly.

1025 Sinclair Frontage Road, Milpitas, CA 95035  
T 408.956.1662 E service@bavarianmotorsport.net  
www.bavarianmotorsport.net

### Bavarian Motorsport, Inc.

Quality is a journey of passion.

FRANK VALENTE REAL ESTATE  
www.FrankValente.com • Frank@FrankValente.com  
For SCCA clients and referrals, I will donate 10% of my proceeds to the Worker Appreciation Fund!

**NORMAN RACING GROUP**  
Jon Norman - Dan Marvin - Dennis Etcheverry  
www.alfapartscatalog.com

**One-off Machine Work and Fabrication Services**

- TIG welding - aluminum / magnesium
- Aluminum / Magnesium casting repair
- Cylinder head repair and rebuild
- Monocoque / Tubular structures
- Suspension / Chassis repair / mods
- Exhaust header fabrication

**Please Call 510-525-1164**



B Spec (BS) Photo Courtesy of the Sports Car Club of America (SCCA)

# DECODING SCCA ROAD RACING CLASSES

**BY JAMES CHARTRES**

At first glance the SCCA Road Racing classes can look like alphabet soup. This guide provides a way to decode the various Classes often only listed on the schedule by their initials. Most of them are abbreviations but a few can be tricky. With an ever changing rule book, some cars might move between the classes from year to year so check the latest SCCA General Competition Rules for the most current information.

## AMERICAN SEDAN (AS)

Focuses on American production V8 cars with modified suspension and brakes. Example cars include the Ford Mustang, Chevrolet Camaro, Pontiac Firebirds and the Cadillac CTS-V.



American Sedan (AS) Photo Courtesy of SCCA San Francisco Region

## B-SPEC (BS)

Small fun to drive sub-compact cars with minimal preparation. The class aims at providing competitive racing at a lower cost. Car modifications are specified and weight penalties are used between the different makes to ensure performance parity. Example cars include the Honda Fit, Mazda 2, Chevrolet Sonic and the Mini Cooper.

## E-PRODUCTION (EP)

E-Production is the fastest of the production classes and features racing from classic and contemporary production based sports cars. Example cars include the Datsun 240z, Mazda Miata, Mazda RX-7, Honda S2000, Triumph TR6, Caterham 7 and the BMW Z4.



E Production (EP) Photo Courtesy of SCCA San Francisco Region

## FORMULA 500 (F5)

These open wheel Formula Cars used to use less than 500cc two stroke motors coming from snow mobiles. New motors are now available to use including the 593cc Rotax with added weight penalty. No internal engine modifications are allowed. The cars also use unique elastomeric "pucks" for suspension instead of traditional dampeners. The chassis and bodywork are defined by tight dimensional restrictions.



Formula 500 (F5) Photo Courtesy of Ben Beames

## FORMULA ATLANTIC (FA)

The fastest class in SCCA, these cars feature full ground effects and large front and rear wings. There are a variety of different chassis including the Swift 014a, Swift 016a and Ralt RT41. There are also multiple engine options available including those from Mazda, Toyota and Honda. The cost of the class however has often resulted in small fields of cars.



Formula Atlantic (FA) Photo Courtesy of SCCA San Francisco Region

## FORMULA 1000 (FB)

These open wheel cars use 1000cc motorcycle engines with a chain driver that are high revving and make the cars sound like high performance street bikes or older F1 cars. Some cars are converted from Formula Continentals (FC) or Formula Fords (FF) but specific chassis can also be purchased from a variety of manufacturers.



Formula 1000 (FB) Photo Courtesy of SCCA San Francisco Region

## FORMULA CONTINENTAL (FC)

There are a few types of cars that can run in Formula Continental (FC) but the most common you will see is the Formula Ford 2000 (FF2000). You can spot these cars by the snorkel like intake on the driver right hand side. Many cars use a flat bottom steel tube frame chassis. Limits on the front and rear wing limit the aerodynamics. The FF2000 series is also part of the Mazda Road to Indy program.



Formula Continental (FC) Photo Courtesy of SCCA San Francisco Region

## FORMULA ENTERPRISE (FE)

Built by SCCA Enterprise the Formula Enterprise is a Specification Formula car built for competitive open wheel racing in the SCCA Championship. Major components such as the Engine, Transmission and Shocks are all sealed to ensure close competition and reduce costs.



Formula Enterprise (FE) Photo Courtesy of SCCA San Francisco Region

## FORMULA F (FF)

Previously known as Formula Ford running the 1600cc Kent engine, the class was recently opened up to include a 1.5 liter Honda Fit motor. The cars have narrow tires and no wings making for some great open wheel racing. The class has been around for over 45 years and has a history of being a starter series for professional racers. There are a variety of different chassis manufactures including Lola, Van Diemen and Reynard.



Formula Ford (FF) Photo Courtesy of SCCA San Francisco Region

**WORLD SPEED**  
motorsports  
29687 Arnold Drive Sonoma, CA 95476

- Formula and Sport Racer Specialists
- Race Car rentals, and Arrive & Drive Programs
- Race Car Prep, Sales, Parts, Service, & Transportation
- Driver Coaching
- Learn more at [www.worldspeedinc.com](http://www.worldspeedinc.com)

Call to schedule a visit: (707) 722-3628

STANDING

### FORMULA MAZDA (FM)

Formula cars using a sealed 13B Mazda Rotary engine for high revving action and the occasional flames out the exhaust. Cars have steel tube frame chassis, with in-board front shocks operated by upper rocker arms. The cars also feature a front and rear wing. Formula Mazda is often seen as a stepping stone to the Pro-Mazda Championship and the Mazda Indycar ladder system. If you want Braap Braap in your Formula car this is the race car for you.



Formula Mazda (FM) Photo Courtesy SCCA San Francisco Region

### F-PRODUCTION (FP)

Lots of great sports cars racing here including some older classics. Example cars include the Mazda Miata, Triumph Spitfire, Lotus Super Seven, Lancia Scorpion and the Fiat 124 Spider.



F-Production (FP) Photo Courtesy of SCCA San Francisco Region

### FORMULA VEE (FV)

Built on the 1963 Volkswagen Beetle the Formula Vee is a low cost Formula car, with a long racing history of over 50 years. The cars use the 1200cc engine, transmission and front suspension from the VW beetle and a variety of different steel tube frame chassis. The car is popular due to the low cost and ease of building your own chassis, car or even kit from various manufacturers. The low horsepower and skinny tires makes for some great momentum racing.



Formula Vee (FV) Photo Courtesy of SCCA San Francisco Region

### GRAND TOURING

This class uses highly modified purpose built race cars that allow tubular frame chassis. The cars maintain the appearance of sports cars and sedans but are often completely different underneath the bodywork.

### GRAND TOURING 1 (GT1)

Grand Touring 1 is the fastest of the grand touring classes and are closely related to the Trans-Am Series cars. Defunct older cars from the series often end up competing. Example cars include the Porsche GT3 Cup, Chevrolet Corvette and the Ford Mustang.



Grand Touring 1 (GT1) Photo Courtesy of SCCA San Francisco Region

### GRAND TOURING 2 (GT2)

These cars are lighter and have less power than the GT1 cars. Example cars include the Porsche 944, Porsche GT3 Cup, Chevrolet Corvette and the BMW M3.



Grand Touring 2 (GT2) Photo Courtesy of SCCA San Francisco Region

### GRAND TOURING 3 (GT3)

These cars are lighter and have less power than the GT2 cars. Example cars include the Mazda RX-3, Mazda RX-7, Nissan 240Z, Nissan 350Z and the Toyota Celica.



Grand Touring 3 (GT3) Photo Courtesy of the Sports Car Club of America (SCCA)

### GRAND TOURING LITE (GTL)

These cars are the lightest and least powerful of the Grand Touring classes. Example cars include the Nissan 200SX, Nissan Sentra, Toyota Tercel, Mini Cooper, Honda CRX and the MG Midget



Grand Touring Lite (GTL) Photo Courtesy of the Sports Car Club of America (SCCA)

### H-PRODUCTION (HP)

Great racing featuring classic production sports cars. HP is the slowest of the production classes and includes example cars such as the Triumph Spitfire, MG Midget, Honda CRX, Honda Civic, Fiat X-1/9, Austin-Healey Sprite and the Volkswagen Golf.



H Production (HP) Photo Courtesy of SCCA San Francisco Region

### PROTOTYPES

#### PROTOTYPE 1 (P1)

These are purpose built race cars, featuring low production prototypes like the Norma M20, Stohr WF1 and the Elan DP02. Exotic looking and extremely fast, many with composite or carbon fiber chassis, high end suspension and race built motors.



Prototype 1 (P1) Photo Courtesy of SCCA San Francisco Region

#### PROTOTYPE 2 (P2)

These are purpose built race cars featuring the Stohr WF1 and the Radical Prosport.



Prototype 2 (P2) Photo Courtesy of SCCA San Francisco Region

### SPEC RACE CARS

#### SPEC RACER FORD (SRF) GEN2

Built by SCCA Enterprises these are a single make specification class with tube frame fiberglass bodied sports racers. The cars use sealed transmissions, motors, suspension and specification parts include brakes. The use of specification parts limits the spending for racers without the need to always buy the next exotic part. The tightly controlled rule set ensures close competitive racing based on car preparation and driver skill.



Spec Racer Ford (SRF) Photo Courtesy of Spencer Seim

#### SPEC RACER FORD GEN3 (SRF3)

The 3rd generation of the Spec Racer class with a reduce minimum weight and increased horsepower rear mounted engine. These improvements have seen lap times reduced by 2-3 seconds at most tracks. The series still focuses on driver skill and reduced operating costs. You can differentiate the SRF3 from SRF by the orange roll bar tape and SRF3 decal on the side panel.



Spec Racer Ford Gen3 (SRF3) Photo Courtesy of Meghan Frolli

#### SPEC MIATA (SM)

Various generations of the Mazda Miata with limited and specified modifications. There are restrictors and weight penalties added to various generations to ensure parity in the field. The class has a low cost of entry and lots of close competition making it one of the most popular classes for amateur racing.



Spec Miata (SM) Photo Courtesy of SCCA San Francisco Region

## SUPER TOURING

### SUPER TOURING UNDER (STU)

Features production based vehicles that are mid-level performance cars of 3.2 liters and under. Car models must be newer than 1985. Cars can be front wheel drive, rear wheel drive, naturally aspirated or turbo charged on some models. Engine swaps are also allowed. The class is similar to World Challenge cars providing an avenue for those race cars to compete in club racing. All these opportunities allow for a lot of development and options for car builders and tuners. Examples cars include the Lotus Elise, BMW M3s, Honda Integras and Civics.



Super Touring Under (STU) Photo Courtesy of SCCA San Francisco Region

### SUPER TOURING LITE (STL)

Similar to STU except these are smaller bore cars of 2.0 liters and under. Examples cars include the Honda Civic, Honda CRX, Honda S2000, Acura Integra, Mazda Miata and the Mazda RX-7.



Super Touring Lite (STL) Photo Courtesy of the Sports Car Club of America (SCCA)

## TOURING

The touring categories are numbered so that they group different high performance production cars into either T1, T2, T3 or T4. Cars typically have some allowed modifications within proscribed limits. Common modifications include roll cages, race seats, harnesses, stripping the interior and other safety features. There are limitations on the suspension, brakes and engine modifications. For the most part these cars are race version of common production cars with the same exterior look.

### TOURING 1 (T1)

The fastest of the touring cars including Porsche 996, Accura NSX, Audi R8, BMW E46 M3, Dodge Viper and Nissan GTR.



Touring 1 (T1) Photo Courtesy of the Sports Car Club of America (SCCA)

### TOURING 2 (T2)

The Touring Classes (T2-T4) are intended for commonly available recent model production vehicles to race in competition. The cars are grouped based on performance and allow minimal modification for race preparation. T2 cars include the Acura TL, BMW M235i, Cadillac CTS-V, Chevrolet Corvette, Ford Mustang, Mitsubishi Lancer EVO, Nissan 370Z and Subaru Impreza WRX STi.



Touring 2 (T2) Photo Courtesy of SCCA San Francisco Region

### TOURING 3 (T3)

Touring 3 (T3) cars include the Audi TTS, BMW SpecE46, Chevrolet Camaro, Ford Focus RS, Honda S2000, Lotus Elise, Mazda MX-5, Nissan 350z, Porsche Boxster and Volkswagen GTI.



Touring 3 (T3) Photo Courtesy of the Sports Car Club of America (SCCA)

### TOURING 4 (T4)

Touring 4 (T4) cars include the Acura Integra, Dodge Dart, Honda Civic, Mazda Miata, Mazda RX-8 and Toyota FRs.



Touring 4 (T4) Photo Courtesy of the Sports Car Club of America (SCCA)

## SPONSORSHIP OF 2018 SCCA REGIONAL RACES AVAILABLE NOW

For the paltry sum of \$2,500 your company, race team or sponsor can realize the full VIP values afforded title sponsors of SFR/SCCA regional races in 2018. The list of values received for stepping up to sponsor a race is priceless plus a great deduction for your business to further validate your racing enterprises.

Currently Court Cardinal of Casino Fandango has expressed an interest in the April 7-8, Majors event at Thunderhill.

This leaves: March 3-4, April 21-22 and August 31-September 2 Season finale events at Thunderhill; Laguna Seca regional event -March 16-18, May 31 - June 3, and July 27-29; plus, June 29-July 1 at Sonoma.

Contact David Vodden at [dvodden@thunderhill.com](mailto:dvodden@thunderhill.com) or call 530-934-5588 x101 to secure your VIP weekend at one of the Club race weekends in this, the 65th anniversary of the Club.

## ALL DRIVERS WHO ENTER A CLUB WEEKEND IN 2018 WILL BE COMMEMORATED ON WALL PLAQUE DISPLAY CELEBRATING 70 YEARS OF SFR SCCA

Any SCCA driver from any region who competes in at least one SFR SCCA regional race in 2018, the 70th anniversary of the San Francisco Region of the SCCA, will have their name engraved onto a wall plaque that will survive for all-time in the archives of the Club.

The plaque is part of the celebration of the 70th anniversary of the SCCA's largest and most prestigious region in the nation. This is also the Club leadership's way of saying thank you for sharing this historical milestone with your Club family. No action is necessary other than to enter a race, preferably many races, and then wait to see the finished plaque that will bear your name.

Congratulations to all the SFR SCCA leaders and members who have made the San Francisco Region the "Region that knows how," and the region that has set the standard for growth and development over the years. Nationally all regions are tuned into the progress that is being made in the present time to restore the San Francisco Region to that position of prominence in the national SCCA organization.

Drivers who would like to leave their trailers at the track to attend the Double Regional at Thunderhill Park eleven days later can do so for FREE by contacting the track. Collecting regional starts can also help drivers qualify for the SCCA Runoffs at Sonoma Raceway in October.

Information about the April 7-8 Majors event at Thunderhill Park can be obtained by accessing [www.sfrscca.org](http://www.sfrscca.org) or calling 530-934-4455.

To store your trailers, RV or other rolling stock in anticipation of the Regional race eleven days later, call David Vodden 530-934-5588 x101.

## GARAGES AVAILABLE AT THUNDERHILL PARK

The high demand for rental garages at Thunderhill Park continues to grow with only two open slots available. Thirty-one garages are currently rented for the year at the \$600 per month fee. The two remaining slots at the time of this writing rent for the same amount. In June track officials expect to offer eight more garages on the three-mile side of the property for a newly announced rental fee of \$1,000 per month. Reservations are being taken with the expectation that all eight new, larger garages will be spoken for at the time of their availability. To put your name on the reservation-list contact the track at 530-934-5588 Extension 101, 102 or 105. First come, first serve is how it will go down.

## TRAVEL TECH

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

### TELEPHONE HOURS:

6 pm-9 pm Mon. through Fri., and 10 am to 6 pm Sat. & Sun.

**Morris Hamm**  
Marin/ Sonoma/ Napa/  
Infineon  
707-738-8860

**Phil Munoz**  
Santa Cruz Area,  
831-297-2457

**Tom Turner**  
San Ramon Area,  
925-389-6181

**Jason Hohmann**  
Patterson - Central Valley  
209-620-0559

### RATES

- 1 car/\$10.00 + mileage
- 2 cars/\$9.00 each + 1/2 mileage
- 3 cars/\$8.00 each + 1/3 mileage
- Logbook for new car or re-issuing a Logbook is \$30 plus mileage.

## CLUB NEWS

### THUNDERHILL MAJORS GATHERING MOMENTUM

The two-day SCCA Majors event April 7th and 8th at Thunderhill Park is gathering momentum among a large body of racers who want to be sure they qualify for the SCCA Runoffs set for nearby Sonoma Raceway, October 16th through the 21st. Following on the heels of the all-time-record entry levels at Indianapolis Motor Speedway, driver interest in the SCCA Runoffs in general is at an historical high.

For West Coast drivers, getting in the field at the 2018 Runoffs is a high priority. According to Spec Mustang expert Roger Eagleton, "The Thunderhill Majors event should be a must on any racers time-line to qualify for the Runoffs. It is a safe track, meaning you can be certain not to have to spend money repairing your car." The Thunderhill Majors offers a two-day format which saves time and money for travelers and just about everyone else. "Because it is early in the season, drivers can make needed adjustments long before crunch time in getting to the Runoffs," he said.

The entry fee for the April 7-8 Majors at Thunderhill has been reduced to further save racers money. Friday will offer a full-day of practice and the opportunity to meet and greet fellow SCCA racers from all over the country. Those testing on Friday will have early access after 5pm on Thursday.



# ROSS BENTLEY'S SPEED SECRETS

**SPEED SECRETS**



**BY ROSS BENTLEY**

(EDITORS NOTE: Ross Bentley is an former professional racer driver. Winner of the 24 hours of Daytona and former Indy car driver. Many feel Ross' greatest skill is his ability to relate the feel of driving a racer fast and putting that feeling into words. He has so kindly shared some of his Speed Secrets articles with the drivers of the San Francisco Region of the SCCA. For more insight on going faster subscribe to speed secrets weekly or go to his website speed secrets.com, you will find his knowledge very enlightening)

formance. In other words, if we win, we think that we performed well, and if we lost we think we performed poorly. But is that the right way to look at it?

Have you ever won a race, and then thought afterwards that you really didn't drive all that well? Or, the opposite: you finished third, tenth or even fifteenth, but knew that you drove the wheels off the car and that it had nothing left? Which was your best performance?

One of the reasons racing is a challenging sport is that even if you perform at your best, your car may not, and you won't get the result you're after. To be true to yourself, you really should rate yourself on how well you performed, not the result you achieved.

Don't get me wrong, winning is important. It's why we race. If we weren't competitive, we would participate in a sport called "auto driving," not auto racing. But, if we focus on our performance, the result will take care of itself. If we focus on the result, it's often the case that we don't perform as well. For example, have you ever tried really hard to turn a fast lap, only to have it be slow? Have you ever gone out on the track just to check something out on the car, only to have that be one of your quickest laps? Often, when we are not focused on the result, we get the result we're after.

In racing, what can you control? Your competition? The race results? Your own performance? While you can, at best, influence the first two, you can only control your performance. And controlling your performance is ultimately the only way you can get the results you want.

Here's what I want this article to do: Get you to open your mind up to some new approaches, and to challenge you to take your racing to an all-new level this coming season.

Over the next few articles I will suggest some techniques and strategies with the objective of helping your performance improve significantly this coming season.

And yes, I will challenge your thinking and approach towards racing. After all, that's the only way to avoid Albert's definition of insanity!

Albert Einstein is credited with once saying, "A sure sign of insanity is doing the same thing over and over again and expecting something to change." I don't know if Albert was much of a race fan, but I'm pretty sure he was talking about race drivers when he said this! It appears that way, at least.

Think about it. How many race drivers go onto the track and do the same thing over and over again and expect something to change? They think that by getting seat time, they will improve. Or, they prepare for an upcoming season the exact same way they did every other season, but expect the new one to be better than the past.

By the very nature of auto racing, there are always more losers than winners. Unless you've just come off a season of winning the Runoffs, or you took the pole, put down the fastest lap, and won every race last season, I suspect your goal for this coming season is to do better. Great! But how are you going to do that? By preparing the same way you have in the past ("insanity" in Einstein's words), or by doing something different?

A few will say, "I had a pretty good year this past season, so I'll do pretty much the same thing, only a little more and try harder." But, does that make sense? Is doing the same thing with more effort going to provide a much different result? Perhaps if you just came off of a season like Lewis Hamilton did, doing more of the same with a little more effort would be justifiable. But even he and Mercedes are looking at ways to do things differently to maintain their edge on the competition. You know what they say about maintaining? If you're maintaining in racing, you're actually going backwards. Unless you're progressing, in fact, you're falling back.

Even if you did just come off of a winning season, do you know why? It's almost as bad to have won, not knowing how or why you won, as it is to have lost. If you don't know how or why you won, what are the chances of you winning again?

So, what did you do well last season, and what could you have done better? (See sidebar)

How would you rate your performance last season? I don't mean your results. You see, competitors like race drivers typically measure their performance by their results, not their true per-

Every driver, even your favorite pro driver, has weaknesses. They are not things to be ashamed of, just things that needs improvement.

The first step in improving any weakness is to be aware of what it is. The challenge is identifying the real cause of the weakness.

In my Speed Secrets programs, I use a concept I call "The Onion." If you slice an onion in half, you see the layers. At the centre, there is the core of the onion. Remember this while I change gears for a minute.

I want you to take two blank sheets of paper, and at the top of one write "Did Good." At the top of the other write "Do Better." Then, start writing – list everything you did good last season, and everything that you need to do better. This is the awareness part.

Now comes the onion part again. As soon as you write something down, think of it as being the outside layer of the onion. Think about what really caused that weakness, and then write that down. And then think of that as only the second layer of the onion. What caused that, and that, and that... until you get to the core of the weakness. You can't fix a weakness by dealing with a symptom or effect. You can mask the weakness, but you can't truly fix it. By peeling the layers of the onion, you force yourself to become aware of the real weakness.

Once you've completed your list, you're ready to begin preparing for the best season of your racing life. I'll be back next issue with more.

For more information about Ross's tips, coaching, eCourses, newsletter, Virtual Track Walk videos, and other resources to help you drive at your best, go to [www.SpeedSecrets.com](http://www.SpeedSecrets.com) The SCCA On Demand video for the GEN2 race is available at:

<https://www.scca.com/videos/2033611>

# START THE NEW YEAR OFF RIGHT GO TO DRIVER'S SCHOOL

**BY BLAKE TATUM PHOTO BY GOTBLUEMILK**

TODAY'S WORLD SEEMS TO BE ABOUT CROSSING THINGS OFF OF OUR BUCKET LIST. US BABY BOOMERS HAVE LIVED A PRETTY GOOD LIFE BUT WE SEEM TO THINK THAT THE FUN SHOULD NEVER END. WE NEED TO HAVE A LIST OF THINGS THAT YOU HAVE ALWAYS WANTED TO DO. THINGS LIKE SKYDIVING, BUNGEE JUMPING, OR LEARNING TO FLY.

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

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

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

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

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

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

David Deflyer said the school was had fantastic track time and it was overall a fantastic experience. His best and worst memory was kind of the same. He had a lot of car issues. Favorite part was over coming the adversity of car

problems. He said the school races were fantastic!!! He rated the SCCA a five out of five and said they were fantastic they did an amazingly good job. They were there to make sure everyone had a good time.

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

Ross Lindell gave the course content a five out of five. What he liked the most was that within one or two session you are pretty much racing----the feedback regarding the theory of racing was great. He got a lot of pure racing experience out of the school. He really enjoyed his instructor Robert Murillo. He had a good sense of humor that he used on the students. The sense of humor help communicate to them ways to make them better at the same time the he had a humorous way to deliver a pep talk. Ross had so much fun he said he might make a career out of going to driver's school.

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

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

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



# 2017 REGIONAL CHAMPIONS FROM A TO Z

BY BLAKE TATUM

THE 2017 RACE SEASON WAS A VERY UNIQUE SEASON. WITH 14 REGIONAL RACES AND OVER 50 CLASSES AVAILABLE TO RUN IT WAS PAINFULLY OBVIOUS THAT A REGIONAL CHAMPIONSHIP DOES NOT MEAN AS MUCH AS IT DID IN THE HEYDAYS OF THE PACIFICCOAST REGIONAL ROAD RACING CHAMPIONSHIPS. OUT OF THE 50 ODD CLASSES AVAILABLE, ONLY 22 CLASSES HAD ENOUGH PARTICIPATION LEVEL TO WARRANT A REGIONAL CHAMPION. THAT BEING SAID USING THE ALPHABET I WILL DO MY BEST TO SUMMARIZE THE RACING SEASON.

**A** is for almost no one showed in any class that did not have a Mazda Miata eligible to run in it or a Spec Racer Ford.



**B** is for Brad Hayes. Brad won his first regional championship in the latest version of the Piper Formula Ford powered by a Honda Fit Motor.



**C** is for double C Charles Chi. Charles won the ultra fast P1 class regional championship.



**D** is for Derek Stewart. Dereck won the regional Championship in ITX driving in his Brake Late Racing Mazda Miata.

**E** is for Frank Emmett. He retired from racing much to the dismay of the workers and those of us who appreciated a fast car being driven fast.



**F** is for FE and the regional Champion in the class Allen Sveta. This is the first regional championship for Allen. Allen comes from Southern California to race with us, so I did not get a chance to ask him at the banquet for his secret to success.



**G** is for Allen Gjedsted. Allen was the regional Champion in the ultra competitive Sealed Spec Miata Class. Allen gets another shout out later in the article.

**H** is for horsepower. It takes a lot of horsepower to win championships no matter what class you drive.



**I** is for Matthew Insley. He keeps winning regional championships although he did retire his Pontiac Fiero.



**J** is for Joe Montana. Joe drives a really cool GTI, I guess that is why they call him Joe Cool.

**K** is for Keep on trying. If you did not win a championship last year, try again this year.



**L** is for LeGrand. Michael Edick won his first regional championship in his nicely prepared LeGrand MK21 CF in a class that was previously dominated by Crossles. The MK21 sounds like a version of Speed Racer's car.



**M** is for Brandon Miller. Miller won ITA in the famous Sharpie Mazda Miata. Brandon also has some pretty cool sunglasses.



**N** is for Nick Somers. Nick is one heck of a racer driver and gave the SMT crowd fits on his way to the championship.



**O** is for others. Other people who won regional championships that I don't have anything cute to say anything about include Wilson Powell winner of EP and STL driving a highly modified Mazda Miata.



Lars Jenson winner of FM regional championship. This is Lars first championship in FM, I think he did not get the memo about the banquet because he was a no show. Bruce Trenery winner of two classes, SP and STU. Bruce has an Acura that is like the energizer bunny, it just keeps on running.

**P** is for Photographer. We started the year off with Gotbluemilk. We ended with an assortment of people helping out during the year. Still looking for someone willing to take pictures and make trophies using photos taken from the event. By the way thank you to Ron Cabral, Aaron Meyer, Doug Berger, Dito Milan, Don and Jenna, and Laura Stitch for all of the pictures you supplied me during the year.

**Q** is for quit. The average regional racer hangs around four years before he/she quits racing. Majors racers hang around until their Social Security runs out.



**R** is for Robin Riner. Formula S regional champion. Robin drives a highly modified Formula Mazda school car.



**S** is for SM and the winner in SM, Tommy McCarthy. This kid will go somewhere. Besides being fast he has a great sense of humor which I can relate to.



**T** is for Tao Takaoka who wanted a new racercar for Christmas. Seems the rigors of winning the regional championship in ITS has worn out his current ride.

**U** is for the unknown. Because that is where all the cars went that used to fill our grids. They have disappeared into the great unknown.



**V** is for Scott Vreeland. Scott won the FC regional championship. Once he finished the racing season he had knee surgery. So much for going through the metal detector undetected.



**W** is for Tom Wickersham who continues to drive the wheels off everything he gets into. Tom won the T2 championship.



**X** is for gen X'er Connor Solis. Connor kicked butt in SRF and could have won the Runoffs if he had the proper amount of practice time.



**Y** is for why did he do it. The SMG regional champion was Roger Eagleton. My question is why did you run for the Board of Directors? Racing has enough heartache.

**Z** is for Zimerman as in the Paul Zimerman Racer of the year award which went to Allen Gjedsted.

# NOTES

from the *Archive*

## DON DICKEY

BY GARY HORSTKORTA

Perhaps Don Dickey's first race as a Novice class driver was an indication of what was to follow in the succeeding years. The event was the opening race of the 1952 season at Stockton Airport on August 24th. Dickey arrived with a nicely prepared XK-120 Jaguar which was entered in the first race of the day a ten lapper for all classes. Dickey took an immediate lead which he never relinquished, cruising home to his first victory. This would be his only race of the year.

For 1953, Dickey made the switch to a Porsche 356 Coupe for this first race of the new season at Pebble Beach in April. The under 1500cc group was comprised of forty-five cars, mostly MG-TDs along with a few other marques including two other Porsches. In only his second race and in a new car, Dickey finished fourth.

One month later he tackled another new venue for him, Golden Gate Park. Having completed two races, he was no longer classified as a Novice and would now face stiffer competition including Ken Miles and Pete Lovely. He finished eleventh in class and thirteenth overall. Dickey raced at Stockton, passed up



At Sacramento Fairgrounds in 1957, Dickey won his class



Dickey won his class at Santa Barbara in 1958

Moffett Field and finished the year at the two and a half hour race at Stead Air Force Base where he suffered a DNF.

1954 and 1955 saw Dickey race a somewhat limited schedule competing at Pebble Beach, Santa Clara (6th), March Air Force Base (13th), Buchanan Field (8th) and Sacramento (13th in a VW Special). However in the following three years, 1956-58, Dickey was very active with a full schedule of events. In 1956 Dickey upgraded to the new four-cam engine Porsche Carrera with great results. He raced at Pebble Beach (3rd in class), Santa Rosa (1st in class), Buchanan Field (4th in class), Arcata (1st in class), Sacramento (1st in class) and Palm Springs (1st in class). He finished in the top ten in every race with three thirds and one win. At the end of the season, he traded the Carrera Coupe for a new Carrera Speedster.

For Dickey, 1957 began not in the SF Region but at the 1000 Kilometers at the Nurburgring, Porsche had taken notice of his loyalty to their cars and also his sparkling results which brought about an invitation to race in Germany. Teamed with fellow American Hains Christian in a Porsche Carrera, they suffered a DNF on the 32nd lap. The balance of the year he raced at Cotati (6 hr, DNF), Sacramento (1st in class), Laguna Seca (8th in class) behind four Porsche RS, two Lotus 11 and John Barneson's Porsche GT. One week later he finished the season at the Riverside National where once again he was up against the Porsche Rs and Lotus 11s, this time he coming home in 6th.

With two of his most successful seasons behind him, he embarked on his most ambitious race schedule in 1958 with events beginning in March and running into November. With races at Stockton, Palm Springs, Tracy, Laguna Seca, Riverside, Vaca Valley, Santa Barbara, Minden and Pomona, Dickey amassed an amazing series of results. While never finishing below sixth place, he won six races in class along with one second, one third, three fourths, one



Dickey - lower left - 1953 Pebble Beach

fifth and two sixths. With this string of successes, Dickey won the Production 1500cc Pacific Coast Championship a fitting end to a great season.

Over the next four years, Dickey raced a limited schedule of local events as he wound down his career. Interestingly, Dickey's first Porsche Carrera which he sold at the conclusion of the 1956 season was sold to a private party who used the ex-race car as daily transportation for the next four years. Unfortunately the car was expensive to maintain so he put the Porsche in storage which lasted forty years. After retiring from his career, the owner decided to revive the car and used it for occasional outings and car shows.

In 2009, the owner was invited to show the car at the Pebble Beach Concours in the Postwar Presentation Class where it took a class award. Three years later, the owner decided to sell the car which passed through a couple of owners and now resides in a private collection in Switzerland.



Dickey's Porsche (#20) in the paddock at Arcata 1956

# WIDE WORLD OF MOTORSPORTS

BY DAVID VODDEN

Here we go again! Another season of racing is about to start. Or has started if you watched the 24 Hours of Daytona sponsored by Rolex or you are a Monster Energy Super Cross fan or even if you partook of the Chili Bowl. For the record, Christopher Bell won his second Golden Driller, the trophy that goes with the \$10,000 to the winner of Saturday's 55-lap main event on the small, fabricated, dirt oval in Tulsa Oklahoma. Kyle Larsen fought for and took the lead and was leading when fate, once again, took away the win, the result of a blown Toyota motor. Too bad. The Elk Grove kid racer has never won the Chili Bowl.

In the Monster Energy Super Cross series featuring top-line motocross racing, Eli Tomac has won twice while Jason Anderson leads the 450 CC, top class points.

NASCAR, INDY CAR and FORMULA ONE await starts as the late winter turns to spring. The week of February 12th that leads to the 61st running of the Daytona 500 on the 18th, will be full of World of Outlaw races at the tracks that surround Daytona. The NASCAR Clash race is on Sunday the 11th, the Duels are on Thursday the 15th and the Camping World Truck and Xfinity races precede the 500 on Friday and Saturday. Florida is a good place to be for die-hard race fans.

For the majority of the SCCA family, preparation for the 2018 racing season involves scheduling time off from work, figuring out who is one's "Chief" and selecting weekend events to join the fun. With at least twenty-two days of SFR/SCCA volunteering, not counting the six days of the Runoffs at Sonoma in October because it is not clear who is doing what just yet, the Clubs primary functionality will be truly busy.

Below the volunteer working segment of the Club, drivers are also planning on ways to enjoy the regional racing and, for a smaller number, planning to qualify for the biggest SCCA race each year, the National Runoffs. Unless you have been out of the country you should know that the 2018 SCCA Runoffs will follow-up their record

setting race at the famous Indianapolis Motor Speedway at Sonoma Raceway.

If you are an SCCA racer and you have never raced in one of the year-end Runoffs-championships, I cannot over-stress the value in doing so. Sure, there are challenges, costs that are unique and a stellar cast of drivers in your class but, when it is all over, you will tell stories and that will be mostly good and partially true and you will be glad that you did what it took to race the SCCA Runoffs. It's time to start planning if you have not already done so.

Speaking of the big SCCA, the current leadership under President Mike Cobb, demonstrated exceptional qualities of leadership and vision at the Convention held in Las Vegas last month. Cobb is the quintessential 21st century corporate leader espousing core values, vision and mission statements and the need for metrics that measure results and hold people accountable. He does all this in a self-effacing manner that is pleasing and effective. I cannot see Mike Cobb falling victim to the cliques and clashes that are the bane of the SCCA and most member-driven organizations. Cobb is the best shot the big SCCA has, for as long as I can remember, to create a new and very different SCCA!

Add the youth and unencumbered personalities of his staff in Topeka including: Heyward Wagner; Rick Wagner; Eric Prill; Andie Albin; and Jim Llewellyn, to name a few, and you can see why we are going to get past the past and enjoy an SCCA that is relevant to the future. Stay tuned.

In case you are choking now, please know that what we sell has an innate appeal. That need for risk taking has existed since the beginning of society and it will not go away no matter what you say about Millennials and Gen-Z-er's. What it will do is center around those entities and groups that package it best for the target audience that drives the economy and society of the time, the now time not the old-time. Things are looking good if you are an avid fan of the SCCA for all the right reasons.

My hope is that Mike Cobb can demonstrate, for all the current and future leaders of the other members of our Federation, what will work and then inspire us to follow his lead. This would not mean coveting the past.

Don't forget to support the 65th Anniversary of the SFR/SCCA

by personally reaching out to other drivers and encouraging, even helping them get involved in SCCA racing. We are a racing club. Our legacy is producing great road racers and we need everyone's help to get back to that level. Why not? If you don't do it who will? Help, please.

See you at all the Road Races at Thunderhill in 2018" March 3-4; April 7-8; April 21-22 and August 31-September 2nd. Call if you have questions or know where I can get a rental deal to race enough events to qualify and run in the SCCA Runoffs October 16- 21 at Sonoma Raceway. 530-934-5588 E-101.



## FANTASY JUNCTION

Alfa Romeo '64 2600 Spider by Touring	Alfa Romeo '65 Giulia Veloce Spider
Alfa Romeo '60 Giulietta Spider Veloce	Aston Martin 2017 DB11
BMW '40 335 Cabriolet	Cooper '61 Monaco Mk II
Chevrolet '63 Corvette Z06	Devin '59 Buick Special
Facel Vega '59 HK500	Ferrari '49 166 Inter Coupe
Ferrari '58 250GT PF Speciale	Ferrari '59 250GT Series I Pinin Farina Coupe
Ferrari '63 250 GTE	Ferrari '62 250 GTO Recreation
Ferrari '72 365 GTC/4	Ferrari '66 275 GTB Alloy Long Nose
Ford '37 78 Convertible Sedan	Ferrari '98 550 Maranello
Ford '65 Mustang 289 Convertible	Genie '65 Mk.10
Hispano-Suiza '25 H6B Convertible	Jaguar '50 XK120 Alloy Roadster
Jaguar '62 XKE Lightweight Conversion	Jaguar '65 E-Type Series I Roadster
Lucchini '80 S280 Sports Racer	Lotus '66 23C
Maserati '49 A6/1500 Coupe	Maserati '74 Bora
Mercedes-Benz '57 300SL Roadster	Mercedes-Benz '71 280SE 3.5 Cabriolet
Mercedes-Benz '71 280SL	Mercedes-Benz '64 220 SE Cabriolet
Mercedes-Benz 2005 McLaren SLR	Porsche '76 930 Turbo
Porsche '79 930 Turbo	Porsche '73 911S Targa
Riley '52 SP6 Roadster	Shelby '66 GT 350
Shelby '64 Daytona Coupe Recreation	Talbot-Lago '55 Baby T-15

FANTASY JUNCTION  
BRUCE TRENER  
1145 Park Avenue Emeryville, CA 94608  
Phone (510) 653-7555 Fax (510) 653-9754  
www.fantasyjunction.com

# OVER-ANALYZING YOUR AUTOCROSS RESULTS

BY PAUL TIBBALS

IN MY PREVIOUS COLUMN I NOTED SOME REMARKABLE RACING RESULTS FROM SFR'S 2017 SEASON CHAMPIONSHIP. BEFORE I FORGET, I WANT TO ADD ONE MORE "FAUX AWARD" TO THE LIST FROM LAST TIME, THE "FINGERS AROUND EACH OTHERS' THROATS" FOR THE CLOSEST RESULTS FOR A TROPHY. WINNERS, KARLTON LEW 1ST AND MONTY PACK 2ND, SUPER STREET! THESE GUYS ENDED UP THE MINIMUM POSSIBLE TEN POINTS APART AFTER A WHOLE SEASON, AND IT CAME DOWN TO THE DROPS IN THIS CLASS WHICH IS DOMINATED LOCALLY BY PORSCHE GT3'S WITH THE OCCASIONAL VIPER AND Z06 TO RELIEVE THE (COUGH) MONOTONY. THEIR STRING OF TRADING FIRSTS AND SECONDS WAS ONLY INTERRUPTED BY OTHER NATIONALLY COMPETITIVE AND TROPHY-WINNING DRIVERS.

Did having such close competition help them? Well, Karlton earned 3rd and Monty 6th place trophies in Lincoln this past year, so it didn't hurt. Competition like that makes our entertaining pastime even more exciting! I once lost out on a (local) season trophy place that came down to 0.17 seconds difference on the last run of the last event of the year. He and I traded back first and second, faster on each run that day. I told the driver who beat me that I had never had more fun losing!

So what's the value in analyzing your results? Well, don't you want to know if you are improving? Remember, your competition is probably getting better with practice too. So if you just manage the same placement at every event, you ARE improving about as fast as they are. Everyone has a bad day or a good one on occasion, so keeping track of your results lets you average things out. Did a faster run result when you adjusted tire pressures higher or lower? Writing down things like this can help you in the long run. Or note it in SoloStorm (that's for a future column).

What might improvement look like? One way beyond finish order is to look at your relative performance as measured by the PAX Times or Indexed result list, which is published for each event. If you're not familiar with that, here's a rough summary: Someone who has even more

over-analysis time on their hands than I do takes results from each class at major events across the year and country and compiles them.

Assuming that the top drivers in each class got all of the possible performance out of their cars, the times are then compared by class. So if on a Tour course in Texas, the A Mod top time was 100 seconds, and the Street Touring Ultra top time was 121.5 seconds, dividing those numbers finds the STU car was 82.3% as fast as the A Mod. Take that process and repeat for all of the top courses and classes, average and add a pinch of onion, and you get what is referred to as the Racer's Theoretical Performance Index. It's not even nearly perfect – it can't correct for changing racing conditions for instance. But it is the best tool available that I know of for comparing apples to oranges that have magnetic numbers on them.

Every year the Index comparing classes is published, and those comparative numbers are used to "level the playing field". They are also used to determine the winner in our local X class where people choose to race directly against others' Indexed times. So if the F Prepared car ran 35.473, its Index is 0.873, multiply and its Index time is 30.968, and it is beaten by the D Street car that ran 38.251, because its Index (0.801) time is 30.639.

Back to you: now you can use that Indexed number of where you finished in the entire event's field. For each event, there are different numbers of competitors, so take the total count of drivers. Leave out Fun Runs which may include people with their second set of runs. Divide 100 / total count, and multiply that by your placement. You get a "percentile", which is the percentage of drivers who Indexed higher than you. Say you were 76 out of 155, 76x100/155=49%. Then you keep track of this percentile as the Season

progresses. It will be distorted by things like the Boondoggle which has a high number of new-bies, and the Tour which has a high number of hot-shoes from the surrounding Regions. As your percentile changes, now you can see whether your results are getting better, with a finer view than just how you placed in your class.

To get extra credit, now graph your percentile over the Season. What can I say, I like to play with numbers....

## THE RACERS DENTIST



ART MUNCHERYAN, D.D.S.  
2401 Ocean Ave,  
San Francisco, CA 94127  
phone: (415) 334-0421  
ammdds@gmail.com

**i/o port**  
RACING SUPPLIES

**YOUR LOCAL RACING EQUIPMENT SOURCE!**

Discover the difference the Club System by Cool Shirt will make to your Race Day. Cooler body temperatures equals faster/smarter decisions and faster lap times.

www.ioportracing.com

14 JUNIPER DRIVE LAFAYETTE, CA 94549  
**1-800-949-5712**

**AIM**  
Tires

Sonoma Raceway  
707-938-9193

**We've got you covered!**

**HANKOOK**  
PERFORMANCE TIRES

**AVON**  
TYRES

**YOKOHAMA**

**Hoosier**  
RACING TIRE

**panasport**

**team Dynamics**

# FULL BODY CONTACT

BY BRUCE RICHARDSON

## SpecRacer Enterprises & CSR News

**NEW KEVLAR SPRUNG HUB CLUTCH DISC** - The new SRF3 Kevlar Sprung Hub Clutch Disc is in production with the first 100 units on order. Look for a 1st quarter introduction.

**NEW SEAT OPTION** - SCCA-E has developed a new seat option that will allow drivers to use expanding foam or a bead insert. The seat frame is similar to the fiberglass stock seat but has a larger seating volume to accept the custom foam insert. Bead Seat is making progress with final specs in production. SCCA-E are making prototype for final testing in January.

**NEW BRAKES** - The new Wilwood brakes are in full production and are currently shipping on only new cars. The brakes will not be available until in the second quarter of this year.

### NEW GEN3 CONVERSION MANUAL

Accel just published its version of a GEN3 conversion manual. The manual is available through the following link: <http://www.accelracetek.com/conversion-manual-gen3/>. The manual can be copied then printed. It includes other valuable information for the current owners of GEN3's, like electrical schematics, cooling block diagram, torque specifications, and key part numbers. Take a look and feel free to give us your suggestions. The conversion manual is broken down into 7 key steps.

#### STEP 1 - PLANNING AND PREPARATION

The first thing to do is planning. Additional parts might be required if the GEN2 is not up to date with upgrades. Also, planning on swapping or rebuilding the transaxle prior to starting is recommended.

#### STEP 2 - DISASSEMBLY

The second step is to remove the motor, transaxle, and other parts that will be replaced with the GEN3 components.

#### STEP 3 - GEN2 PART MODIFICATIONS

The third step is to modify selected GEN2 parts to GEN3 requirements.

#### STEP 4 - SUB-ASSEMBLY BUILDS

The fourth step is to assemble sub-assemblies that will go into the final assembly or motor installation.

#### STEP 5 - PRE-ENGINE ASSEMBLY

The fifth step is the assembly of the upgraded GEN2 parts and the new GEN3 parts before the engine is installed.

#### STEP 6 - ENGINE INSTALLATION

The sixth step is the installation of the motor and all of the connections to the motor prior to starting the engine.

#### STEP 7 - ENGINE RUN-IN AND TESTING

The seventh and final step is the final check list, the ECU configuration, initial run-in and testing.

### NEW GEN2 & 3 ENGINE REMOVAL AND INSTALLATION PROCEDURE

Accel also just published its version of a GEN2 & 3 engine removal and installation procedure. The procedure is available on through the following link: <http://www.accelracetek.com/engine-swap-procedures-gen2-3/>. The procedures include a summary and detailed process, for the pro and novice. Take a look and feel free to give us your suggestions.

### 12.2. Dash Harness - Part # G90501

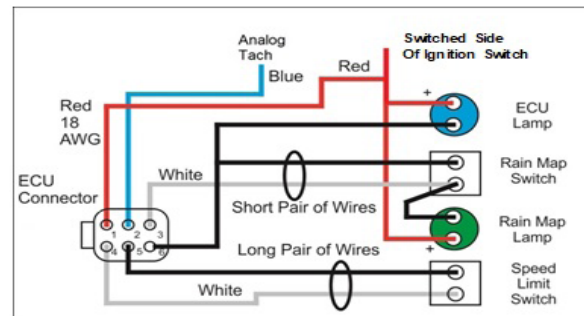


Figure A4 - G3 Dash Harness Schematic

#### Connections

Color	Size	Connector	Function	Other
Red	18	P1 Connector	Ignition yellow, ECU, and Rain Lamp	#8 Ring Lug
Blue	18	P2 Connector	To tachometer input	Bare wire
White	18	P3 Connector	Rain light switch	#8 Ring Lug
White	18	P4 Connector	Speed limit switch	#8 Ring Lug
Black	18	P5 Connector	Speed limit switch	#8 Ring Lug
Black	18	P6 Connector	Rain map switch and & ECU lamp	#8 Ring & FB



Figure A5 - G3 Dash Harness

### 5.4. Fuel Pressure Regulator Installation

Locate the GEN3 fuel pressure regulator assembly that was built up in a prior step. The fuel pressure regulator assembled is mounted inside the engine compartment on a 1.5" square tube.

Part #	Description	Qty	Notes
1000100	BOLT, HEX 1/4-20 X .5	1	
1020380	WASHER, LOCK 1/4	1	
G1010047	NUTSERT, 1/4-20	1	
N/A	FUEL PRESSURE REGULATOR ASSY	1	Assembled earlier

1. Position the fuel pressure regulator assembly about 3-1/4" to the right of the left upper corner. Mark and drill holes for the nut-sert (Part # G1010047). Install the nut-sert with a tool or if you don't have a nut-sert tool stack up some 1/4 washers and use a 1/4-20 socket head screw to collapse the nut-sert on the frame rail, a little grease will help.
2. Install the fuel pressure regulator assembly with a 1/4-20 X .5" hex bolt (Part # 1000100) and washer (Part # 1020380).

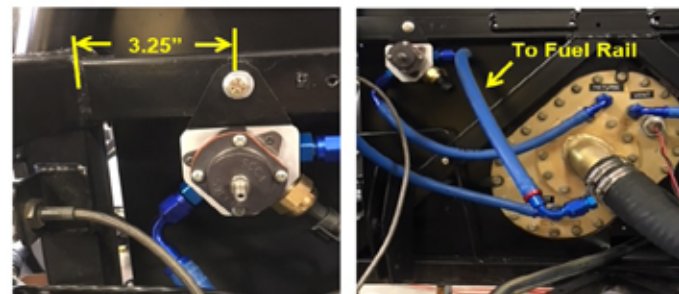


Figure 27 - Fuel Pressure Regulator Mounting

Examples of manual content

# HOW TO QUALIFY FOR THE RUNOFFS



The 2018 SCCA National Championship Runoffs® takes place October 16-21 at Sonoma Raceway in California -- the Runoffs' first-ever visit to that Northern California venue. But to be part of all the Runoffs action in 2018, competitors need to meet certain qualification criteria.

The process by which racers receive invites to compete at the upcoming Runoffs remains relatively unchanged.

Three distinct paths again exist for racers to gain eligibility.

For those involved in Hoosier Super Tour or U.S. Majors Tour Conference events, drivers must first participate in a minimum of three separate weekends, in any Conference, and have a minimum of three individual race starts, all in the same class.

Competitors again have the option of substituting two Regional race weekends for one U.S. Majors Tour event.

A Divisional Championship path to a Runoffs invite also remains an option.

A competitor must first participate in the same class for a minimum of four weekends within a single Divisional Championship. Then, racers must finish in the top three positions within a class point standings, except for Spec Miata and Spec Racer Ford Gen3 where the top five will be invited to the Runoffs.

In addition to the top three (top five in SRF3/SM) Divisional Championship point earners, drivers in the top 50 percent of the NorPac and SoPac Divisions in 2018 will be eligible for Runoffs invitations dictated by available space.

More info at [www.scca.com](http://www.scca.com)

Offline Racing  
Your Racing Supply Outlet  
Ali Naimi  
Off Line Racing  
[www.OfflineRacing.com](http://www.OfflineRacing.com)  
408-679-7143

We can supply all of your racing needs

### McGEE MOTORSPORTS GROUP RACE FABRICATION

#### Full Fabrication Facility

- Welding: Steel, Aluminum, Magnesium, Stainless
- Chassis fabrication, modification and repairs
- Machining: Prototype or production work

#### Parts Supplier

- Full selection of AN and Grade 8 Fasteners
- Large selection of racing parts, supplies and hardware
- TDR: Toyota Racing / High Performance Parts
- Grade 8.8 Metric Hardware
- RedLine Oil

#### Race Preparation

- Maintenance
- Testing and development of car and driver
- Setups and alignments
- Trackside Support

Phone: (707) 996-1112  
FAX: (707) 996-9148

Or, stop in and visit our shop  
Sonoma Raceway  
29121 Arnold Drive  
Sonoma 707-996-1112



# VIDEO REVIEW: FINDING COMMON DRIVER MISTAKES – PART 1

BY JAMES CHARTRES

In car video systems have progressed significantly in past few decades no longer is large camera or VHS system required. Now you have cameras so small they fit in the palm of your hand or can even be attached to your visor. Armed with a video system how do you use it to improve? Here we discuss some common driver mistakes that you can spot by reviewing your video and what to do about them.

## COCKPIT/ROLL BAR CAMERA VIDEO REVIEW

The most common video system is the cockpit or roll bar video camera. This camera gives you a view of the track ahead and your steering wheel inputs. You can use this field of view to find lots of areas for improvement. If you notice these bad habits or tendencies, note them down and spend a test session on them when you are next on track or using your simulator.

## NOT USING ALL THE TRACK

One of the easiest to spot is not using the full width of the track. By not using the outside edge of the track before turning into the apex you reducing the corner radius and therefore maximum available corner speed. Now there are some corners that require you to compromise to set up for the next corner in a series of corners like esses. If you notice yourself doing this and have trouble knowing where the edge of the track is put a flag, pole or tall box up against the very edge of your tire. Make sure it is big enough to see from the seated position. Then jump in your car (optionally with your race gear on) and strap in. Look where the marker is and you now know the very edge of your car. Knowing is half the battle now you know just exactly where you can put your outer wheel. At the track try mounting a camera on the outside edge of the car so you can see the wheel and it's placement on the track. You can also use this technique for the inside wheel to determine if you are clipping the apex correctly.



## CHEATING THE CORNER

This issue goes by many names cheating the corner, creeping inside or crabbing. Drivers unconsciously get ahead of themselves and start small but noticeable steering inputs bringing the car away from the outside of the track as you approach the corner. You can see this in your video by watching you hands and steering inputs, a strip of tape on the center point of the steering wheel can help you spot the small steering angles. By creeping in or crabbing you are reducing the radius of the corner. You might think you can't take the corner any faster and wonder how your competitors have higher cornering speeds. A slightly bigger radius will allow you to be faster in the corner. Use a track session and consciously focus on your hands and make sure you are not creeping in from the track edge. It might take you time to break this bad habit but once you do it will eventually become subconscious. Then you can use your conscious focus to work on other aspects of your driving

Datsun 240z Track Day  
[https://youtu.be/di423gCu\\_u4](https://youtu.be/di423gCu_u4)

## JIGGLING THE WHEEL

Realizing or being aware that you cheat the corner can often cause another problem where you jiggle the steering wheel before corner entry. This occurs because you start to cheat the corner, realize it and then turn back to put the car on the outside. This jig-



gle unsettles the car at the worst point either under braking or just before turn in. The affect is excessive weight transfer and therefore reduced cornering grip. To fix this new problem focus on the cause "cheating the corner" so you don't need the correction.

## GRIPPING THE STEERING WHEEL TOO TIGHT

Are your hands tired after driving or do you find yourself not being able to sense the car well through the steering? Look at your video are you gripping the steering wheel tightly or increasing your grip as you enter the braking zone or begin cornering? White knuckling the steering wheel can result in a lack of steering feedback. Nerves and adrenalin often result in drivers gripping the wheel tightly. If you can't feel what the wheels are doing, you might not be smooth with your inputs and can't make small corrections during braking and cornering. If you find yourself gripping the wheel tightly, focus on your hands during testing and see if you can reduce your grip. If you think of no grip as a 0 and maximum grip as a 10 then you want to be in the 3 range a light grip to feel but still have command of the wheel. I often remind myself on the straights to relax my hands. You will see in some of my videos that I stretch and flex my hands. Of course the best solution is to have a lighter grip on the steering wheel always, so keep working on it. Another way is to use a trigger word or phrase such as "light hands" to consciously remind yourself to relax your hands. A light grip can be practiced on a simulator without taking away any precious track time.

## STEERING TO THE APEX

When amateur track day drivers or racers start out, the first thing they learn is "The Line". Part of the line is learning the turn in, apex and track out points. What often ends up happening is the driver segments the corner into these three points and drives from one to the other by connecting the dots. The problem with this approach is that this behavior means that instead of driving a smooth arc through the corner the driver will turn in and then steer the car to the apex or if they notice they are not going to clip the apex they will correct mid corner and add more steering angle in order to clip the apex. This segmented cornering means you are not driving the car at the maximum limit for the corner, reducing your cornering and exit speed. Adding more steering angle either scrubs speed or prevents you from getting to maximum throttle earlier.

Watch your videos and see if you are steering down to the apex. Sometimes you make corrections in the corner based on the car and its handling so watch multiple corners and laps to see if you have developed this bad habit. Fix the habit by spending some time visualizing the corners and smooth sweeping arcs. Often a driver is not looking far enough ahead on track and steering the car to points on the track. As you drive on track the next time remind yourself to look further ahead. Spend a whole session seeing how far down the track you can look. If you notice you are doing it in specific corners spend a test session targeting that corner and making it a sweeping arc. With time and focused practice you can break the bad habit and hopefully improve your corner and exit speed in the process.

## PINCHING THE EXIT

Look at your Steering angle when you exit the turn. Do you let the wheel unwind? Or do you still have steering angle as you track out to the edge of the racing surface. Often drivers are worried they are going to run off the track and so put extra steering angle into the wheel. This results in scrubbing the tires and reducing your corner exit speed. When a corner is done correctly you should be able to let the car flow out to the exit. If you find yourself having to apply extra steering angle into the car and/or not unwinding the wheel on exit you might be early apexing causing you to run out of track. Trying apexing a little later and focus on your corner exits. Make sure you are unwinding the wheel on corner exit.

## JERKING THE WHEEL

Watch your video during initial turn in, especially in the fast corners. Are you hands quick and jerky? Do you yank the wheel? Your initial turn in should be smooth and gradual, particularly in fast corners. Jerking the wheel causes excessive load transfer to the outside wheels and reduces overall cornering grip. There are a couple of things to work on to solve this issue. Like "Steering to the Apex" make sure you are treating the corner as a continuous arc from turn in, through the apex and track out. Practice being smooth with your steering inputs during test sessions or on the simulator. Visualization techniques can also help here for making sure you planned subconscious inputs are smooth. I like to use a trigger phrase such as "slow hands".

## EXAMPLE VIDEO: COCKPIT VIEW

If you watch the video below you will see some of the bad habits mentioned above and myself working on some of the issue such as flexing my hands.

## 2017 LAGUNA SECA FASTLAPS

<https://youtu.be/HE4GIg9PpI>

## CONTINUOUS VIDEO REVIEW

Lots more can be learned from video review especially if you can combine it with data review. The issues above are easy to find once you know what you are looking for by watching carefully. Watch your videos for:

- Steering right/left before corner entry
- Increasing steering angle input on apex approach
- Excessive steering angle on corner exit
- Jerky hand movements
- Tightly clenched hands

From time to time, go back and check you videos to make sure you haven't reintroduced these bad habits as you have worked on new aspects of your performance driving.

In the next article we discuss how to use a pedal camera to critique your footwork and resolve any issues.

## 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 KangaMotorsports.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.

Web: [www.kangamotorsports.com](http://www.kangamotorsports.com)

[facebook.com/kangamotorsports/](https://www.facebook.com/kangamotorsports/)

[@kangamotorsports](https://www.instagram.com/kangamotorsports)

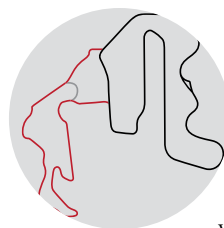
[youtube.com/kangamotorsports](https://www.youtube.com/kangamotorsports)

[@kangamotosport](https://www.tiktok.com/@kangamotosport)

# THUNDERHILL REPORT

BY DAVID VODDEN

There are four SFR SCCA races at Thunderhill this year: March 3-4; April 7-8; April 21-22; and August 31 - September 2. These four races will determine the Thunderhill Track Champions for 2018 in all eligible classes.



The only stipulation for a class to be eligible for a Championship title is that there must be at least one entry in each of the four Thunderhill race weekends. This means no, "one-race and you win" deals. It will take four appearances by the CLASS to have a class TRACK CHAMPIONSHIP. Because the last race of the year, oddly in late August, is a double point affair, racing all races at Thunderhill would be a good idea if you want the title, "Champion!"

Being a Champion of any kind is at least one notch above most of what one does in racing. I hold my ITC and RX7 season Championships earned while racing for Larry Oka in very high regard. I was also the SSA and PA champion along the way and revel in these achievements. Unfortunately, I can't recall all the race wins apart from a few Pacific Coast Road Race of Champions [PCRRRC] and the Spec Miata deal where Tommy "O" and I tied, and I was the winner based on some additional criteria. Good stuff.

Plan now to race all the races at Thunderhill and reach out to your fellow competitors and encourage them to race here as well.

The tribute to the life Ron Cortez was awesome according to those who I talked with that attended the Sonoma Raceway event. Held in one of the garages there, most of my Miata buddies and a lot of other racers and Sonoma garage tenants honored Ron's memory. I was at the SCCA Chiefs meeting in Pleasanton. First time Board member and all that. I got numerous reports and saw Facebook postings, so I feel good that Ron was properly remembered. Word has it that Tim Barber of TFB racing will take over AIM Tire operations.

Thunderhill is building a championship quality Rally Cross course and plans to hold Rally Cross events in 2018. Hopefully you read Sports Car and have seen that the Rally Cross component of the Club is enjoying a well-earned growth that has resulted in a meaningful season ending championship final event in recent years. My hope is that we can attract participants who will want to "time-trial" on the twisting dirt course for fun and trophies [Sound familiar?]

We have a huge audience of dirt-track racers in the north valley starting with Silver Dollar Speedway in Chico. These numbers are greatly enhanced by the hundreds of families that take their kids to Red Bluff and Oroville at Cycle Land to race in outlaw karts on the small dirt ovals at these venues. Let's face it, dirt is fun and renting cars at the airport and then using them to compete in timed Rally Cross runs at the new Thunderhill championship dirt road course, is all good

news.

You can use your own car just as one does in Solo competition. Hey, maybe the Sacramento Solo community will embrace the idea and use their timing gear and huge outreach to help grow a Rally Cross program at Thunderhill. The track is not done yet even though our UATV course IS done and ready for at least five events in 2018 for the fast and furious UATV vehicles that you see on television. Next time you are at Thunderhill check out the UATV course, the big Solo Cross pad and the Rally Cross track, if it is done, and think about how you can enjoy these offerings as part of your adrenalin therapy - aka racing experience.

Thunderhill Park will end the year - 2017 - in the black with a net profit exceeding \$500,000. The track hosted 43 brand new customers [first timer] who added \$146,340 to the income-line of the company. There were 559 rental days in 2017 using both tracks and an additional 171 days of use on the skid pads. So far 2018 has 320 days of track use spoken for plus 64 skid pads days booked and deposits paid. The skid pads tend to book up over time. This is because the race tracks book most of the weekends well in advance.

At Thunderhill we have December 22-23 as the last full weekend available on our 3-mile track. There are still eleven full weekends available on the 2-mile track. Act quickly if you want a weekend date! This is being written in January and, well, there is a strong demand for weekends at Thunderhill.

Welcome R.E. Barbara McClellan to the Thunderhill Properties Board of Directors. It is customary to have the Club RE on the track board but know, the track board has twelve members and is separate from the Club Board. The Club owns the stock, just as you may own stock in a company, and the Club's role as a stockholder has as much authority over the running of the track as you have over the running of General Motors, if you have stock in GM.

This is often confusing to Club members who repeatedly hear that the "Club owns Thunderhill" which it does but it is not the same as if this was a store and they owned that store. We also see references in SFR SCCA material that describe Thunderhill as "Owned and operated" by the SFR SCCA. Not true. The word "Operated" is just wrong and this misunderstanding can cause other problems with various corporate laws relative to a 501 C-4 and a for profit subsidiary called Thunderhill Park. Enough of this.

Do not forget, 2018 is the 25th Anniversary of the Company that the region owns through stock certificates. Call now or e-mail us so that you can wear "25th Anniversary Thunderhill dress shirts, tee shirts, hats and much more, to all the races, especially the Runoffs where Thunderhill Park merchandise will get you a free ... Stay tuned!

## LIST OF ADVERTISERS

### ACCESSORIES

Sampson Racing Communications  
Racing Radios  
866-396-7231  
www.SampsonRacing.com

### EXOTIC CARS

Fantasy Junction  
1145 Park Avenue Emeryville  
510-653-7555  
www.fantasyjunction.com

### FABRICATION

McGee Motorsports  
29121 Arnold Drive, Sonoma  
707-996-1112

Norman Racing Group  
1221 Fourth Street, Berkeley  
510-525-1164  
www.alfapartscatalog.com

### FUELS AND OILS

Red Line Oil  
6100 Egret Court Benicia  
707-745-6100 800-624-7958  
www.redlineoil.com

### HOTELS

Lone Oak Lodge 1-800-283-5663  
www.loneoaklodge.com

### PARTS

I/O Port Racing Supplies  
14 Juniper Drive, Lafayette  
800-949-5712  
www.ioportracing.com

Ground Control  
530-677-8600  
www.ground-control-store.com

Trasko  
Trasko.usa.com

UPR  
www.upr.com  
866-594-5872  
520-290-3654

### RACE CAR RENTALS

A+ Racing Spec Miata Renta  
www.aracing.org  
Contact Al Angulo  
530 277 6311  
alangulo530@gmail.com

AccelRaceTek.com  
Spec Racer Fords  
(669) 232-4844

### RACE CAR RENTALS, Con't

DIG Motorsports  
SMG/T2  
Jeremy Cuthbertson  
822 North 13th st.  
San Jose, Ca. 95112  
530-605-5150

Larry Oka Racing Services  
11771 Foothill, Sunol  
925-862-0172  
cel: 925-890-3555

Leshner Motorsports  
LeshnerMotorSports.com  
MiataRental.com  
831-240-5347

### SERVICES

Frank Valente Real Estate  
www.FrankValente.com

Garage Unlimited of Monterey  
831-646-1000  
garage-unlimited-monterey.com

Bavarian Motorsports  
1025 Sinclair Frontage Road  
Milpitas CA  
408-956-1662  
www.bavarianmotorsport.net

Hartzel Automotive  
510 California Avenue  
Sand City  
831-394-6002  
www.hartzelautomotive.com

Dr. Art Muncheryan  
The Racer's Dentist  
2411 Ocean Ave. Ste 102  
San Francisco, CA 94127  
(415) 333-5400

Roger Kraus Racing  
2896 Castro Valley Road  
Castro Valley  
510-582-503  
1 800-510-RACE (7223)  
510-886-5605  
www.rogerkrausracing.com

AIM Tires  
At Infineon Raceway  
707-938-9193  
At Thunderhill  
Raceway  
530-934-5588 ext 118  
www.AIMTIRE.com

### TRACK EXPERIENCES

Hooked on Driving 925-552-8112  
www.hookedondriving.com

WorldSpeed Motorsports  
www.worldspeedinc.com  
707-722-3628  
VRMotioncorp.com/scheduler  
503-720-3290

## RENTAL RACE CARS

### LARRY OKA RACING SERVICES

SM, ITX, ITA  
Larry Oka  
Sunol  
925-890-3555  
Larryokaracing@gmail.com

### COOK MOTORSPORTS

SM, ITA, ITX  
Ian Cook & Ed Railton  
San Ramon  
530-676-1940 805-305-0452  
iancook@sbcglobal.net

### DAVE HARRIMAN

San Jose  
SRF, SRF3  
HSE Racing  
dave@specracer.com (408)507-1531

### BULLDOG MOTORSPORTS

FE, SRF3  
Jason Hohmann  
Modesto  
209-857-8181  
Bulldogmotorsport@hotmail.com

### CERINI MOTORSPORTS

SRF, SRF3  
John Cerini  
Sonoma  
707-938-3979  
jcm4@pacbell.net

### CSR PERFORMANCE

SRF  
Rick Heer  
Rescue  
530-672-2629

### DIAMOND FORMULA CARS

916-801-9728  
scott@diamondformulacars.com  
www.diamondformulacars.com  
Formula First  
ITA Mazda Rx7

### LESHER MOTORSPORTS, INC

Ryan Leshner  
SM, SMT, ITA, ITX  
Salinas  
(831) 240-5347  
info@leshermotorsports.com  
www.MiataRental.com

### EL DORADO MOTORSPORTS

STL, ITE  
Mike Lock  
Cameron Park  
831-801-6803  
mikeski38@hotmail.com

### LARRY BACON

FV  
415-898-4842 day  
bfv61@aol.com

### TED ARKEN

San Jose  
408-286-5060  
DSR  
Ted47dsr@sbcglobal.net

### GOOD TIMES RACING

SM SMT ITA ITX  
Miata's and Acura Integra's  
Ron Carroll Donna Gilio  
530-210-3848 775-781-3385  
recmotorsports@gmail.com

### ACCELRACTEK LLC

SRF, SRF3  
Bruce Richardson  
Los Gatos  
(408) 499-7266  
www.accelracetek.com  
brichardson@accelracetek.com

### PORTER RACING

FF, CF, FC  
Neil Porter  
Merced  
209-722-7373  
neil@porterracing.com

### A+ RACING

SM, ITA, ITX  
Al Angulo  
Grass Valley  
530-277-6311 aracing.org

### AUTO SPA RACING SERVICE

707 938-8727  
auto-spa.com

### BORELLI MOTORSPORTS

San Jose  
Spec Mustang  
408-770-1220  
service@borellimotorsports.com

### SONOMA VALLEY RACING

Spec E30  
Raymond Zanotto  
Sonoma  
707-328-7709  
info@sonomavalleyracing.com

### DIETSCH WERKS

Lotus Elise, SM, Boxster S  
Vacaville  
707-724-9250  
dietschwerks.com

### OFF LINE RACING

Morgan Hill  
SM, ITA, ITX  
Ali Naimi  
408-679-7143  
ali@OffLineRacing.com







**ACHIEVE GREATNESS**  
on the track!



Experience in building race cars since 1979 with a broad range of expertise in Professional Racing & Track Day cars.

- Chassis development
- Fabrication capabilities
- Suspension set up capabilities
- Engine overhauls
- Engine development
- Engine management systems: Bosch, Motec, EFI



Classes we have developed race cars or engines for:

- SCCA GT-2 | GT-3 | SSGT | World Challenge
- NASA Endurance series
- Formula Continental
- Formula Atlantic
- GT 3 Masters Series Germany
- Australian / New Zealand GT series
- Continental tire sports car series GS
- Continental tire sports car series ST
- Grand Am Daytona prototype
- Grand Am GT
- IMSA GT-3

FOR MORE INFO CONTACT:  
**Stephen Freeth**  
408-622-1529

**CARBAHNautoworks.com**

**SRC** SAMPSON RACING COMMUNICATIONS  
www.SampsonRacing.com  
866.396.7231

**NO MORE STATIC!**

With DIGITAL, there is never any static. Your communications are totally private and you will enjoy twice the battery life.

UPGRADE TO DIGITAL RACING RADIOS NOW  
**SAVE \$100**

**Finally affordable Digital Racing Radios!**



**5watt Digital System ONLY \$999**

With digital there is never any static issue!  
You have full Communications at all times!  
**www.sampsonracing.com**

**SRC** SAMPSON RACING COMMUNICATIONS  
Official 2-Way Radio Company For Mazda Raceway At Laguna Seca

Go DIGITAL With Your Racing Communications!  
What About Wireless?

EVX-001 EVX-004

Finally affordable digital racing radios. With DIGITAL, there is never any static issue. Your communication is totally private. You have full communications at all times and almost twice the battery life.

**SRC** SAMPSON RACING COMMUNICATIONS

MiataRental.com



**LESHER MOTORSPORTS**

**RENT A RACE CAR!**

Mazda Raceway, Sonoma, Thunderhill, & Buttonwillow  
SCCA, NASA, Corporate / Private Events or Track Days.

Arrive and Drive, Track Support, Indoor Storage, Coaching, Fabrication, Builds & Repairs, Parts & Upgrades

Office: (831) 240-5347  
Fax: (831) 422-0500  
Leshermotorsports.com  
MiataRental.com

Info@Leshermotorsports.com



Rentals



LESHERMOTORSPORTS.COM

**YOU & YOUR CAR**

On America's Best Racetracks

**More Laps. Better Laps. Faster Laps.**

HOD's most advanced run group provides about two hours of track time to test and tune. Open passing, cooperative protocols, and optional pro coaching makes it the perfect way to hone your skills for the upcoming SCCA season. Sign up today at [HookedOnDriving.com](http://HookedOnDriving.com)





# The wheel

FEBRUARY 2018

P.O. Box 308  
Willows, CA 95988

*www.RogerKrausRacing.com*



**MICHELIN**

**Racing Tires**

**BF Goodrich**  
Tires

**Racing Tires**

**AVON**  
TYRES

**GOODYEAR**  
Racing

**Hoosier**  
RACING TIRE



**DUNLOP Racing**

**TOYO TIRES**

**American Racer Tires**

**Catalog On Line - Tire Mounting, Balancing & Shaving.**



"We will be bringing PTH oil to every race in 2018"

**PTH Racing Oil - Possibly the best Racing Oil available - 5/30 Wt, 10-40 Wt, 20-50 Wt, Case 140.00.**

**RKR has serviced every Regional & Major race in the SFR Region since 1972**  
Street Tires - Alignments - Corner weighting - Tire Service - Tire Shaving

**BBS - Panasport - Superlite - American Racing**

*Call Ahead for Race Track Orders Two Weeks in Advance*

**Road Race - Vintage - F1 - Drag - We do it all! - Est 1972**

2896 Grove Way, Castro Valley, CA 94546. Open M-F 8:30-5:30 - Lunch Closed

510-582-5031- 800-510-RACE (7223) - Fax 510-886-5605