



The wheel®

VOL. 59 | APRIL 2018

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

SFR Season Opener

p. 18

FRESNO SOLO

p. 10

SOLO ROUND 2

p. 12



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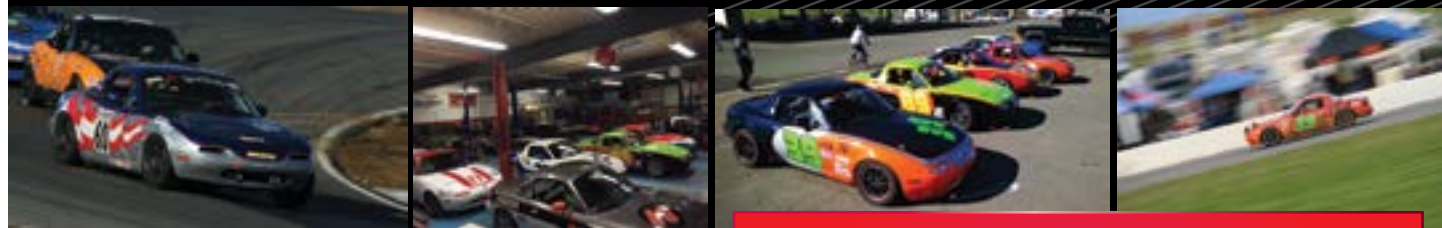
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APRIL 2018

On the Cover: James Chartres #77 in his newly converted SRF gen 3
Above: #36 Randy Mcayear leads #70 Jim Murray. Both Aaron Meyer Photos

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CALENDAR

2018 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

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

Facebook SCCA Fresno: 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 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

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

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

2018 SCCA-SANCTIONED CONCOURS D'ELEGANCE

Sunday July 15
Hillsborough Concours d'Elegance
Crystal Springs Golf Course, Burlingame
www.hillsboroughconcours.org
(650)619-6186

Sunday September 16
Danville Concours d'Elegance
Hartz Avenue, Danville
www.danville-delegance.org
(925)360-7275

Sunday September 9
Ferndale Concours on Main
Main Street, Ferndale
www.ferndaleconcours.org
(707)786-4477

Sunday October 7
Niello Concours at Serrano
Serrano, Eldorado Hills
www.nielloconcoursatserrano.com
(916)635-2445

2018 SFR BAY AREA SOLO SCHEDULE

Any changes will be shown on www.sfrscca.org

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

TRACK NIGHT IN AMERICA

THUNDERHILL DATES FOR 2018

Introduce your friends, family and others to on-track fun by being a part of Track Night in America at Thunderhill Park in 2018. We are the only track in the North State that hosts this program.

APRIL 19
MAY 24
JUNE 14
AUGUST 16
SEPTEMBER 13

The cost is low and the fun is high. Activity starts at 4pm and ends at 8pm so it does not require an arm and leg to get involved.

Get the facts at: www.TrackNightInAmerica.com. See you at Thunderhill for Track Night in America. What a great way to get someone “hooked on-track fun”.

RENO REGION PRESENTS:

“SOUNDS OF THUNDER ON THE WEST COURSE”

2018 schedule

MARCH 11

Track Event /Time Trials
Thunderhill Raceway Park West Course

JUNE 9

Track Event/Time Trials
Thunderhill Raceway Park West Course

AUGUST 18

Track Event/Time Trials
Thunderhill Raceway Park West Course

SEPTEMBER 22

Track Event/Time Trials
Thunderhill Raceway Park West Course

Tech 7:30
Drivers Meeting 8:30
Overnight parking night before event

Contact: Dave Deborde,
d_deborde@charter.net
GO TO:

www.renoscca.motorsportreg.com
for additional information and register

COME FOR THE FUN ~ STAY FOR THE “BENCH RACING” TOO

TRACK EVENT: SCCA Track Event (TE) (formally PDX) is designed to concentrate on driver enjoyment, philosophy, and the application of performance driving techniques. TE provides a constructive learning environment that stresses proper driving techniques in a noncompetitive environment.

TIME TRIALS: SCCA Time Trials (TT) (formally Club Trials & Track Trials) are timed competitive events where the drivers vie for the fastest individual lap time in their class. TT is not wheel-to-wheel racing.

Per the 2018 GCR: Time trials can no longer be used as a race weekend for a Novice Permit.

RE NEWS

BY BARBARA MCCCELLAN

AND THE LIGHTS WENT OUT! Those are words you don't expect to hear in the middle of the afternoon at a race track. But that is exactly what happened March 16 at Laguna Seca. It was the middle of the next to last qualifying session that day when the lights flickered a couple of times in Race Administration, where as Chief Steward for that weekend, I happened to be. And then it went dark—not just in Race Admin but in T&S and Race Control. The computers in T&S were on battery back-up and Race Control had less than 20 minutes remaining on the landline generator. We found out that the race track was not the only place effected—a power line had gone down in Carmel Valley and over 5000 people were effected. And PG&E estimated that it would be around 7 before power was restored.

Group 7 cars were able to complete qualifying for Saturday's race but just as they finished, the decoders for the computers in T&S went out so there was no way for the Group 6 cars to qualify. Drivers were already on the grid and I headed their way. We got all the drivers out of their cars and gathered for a drivers meeting. I explained the problem and the unlikely hood that we would have power until much later. I explained that we have specific sound windows at Laguna and times we have to be off the track. As we were talking, Race Control called me on the radio to say that the generator had about a minute left and they needed to shut down.

The drivers knew that the Saturday schedule had them starting the day at 9 o'clock for their race. So how to grid was the problem. And they came up with the solution. Someone suggested that they have a 15 minute qualifying session starting at 8:30 Saturday and then they would race at 9. Everyone unanimously agreed that was the best solution.

That was a great solution, but there were some problems. Changing the schedule cannot be done with a snap of the fingers. The GCR requires that I ask the Stewards of the Meet to approve a schedule change—and that was easily done. Each worker crew had to be notified that we were starting 30 minutes earlier than the published schedule. And we didn't have a lot of volunteers working the corners plus some folks were scheduled to arrive the next day. We were asking folks who had stood out in the rain and cold on Friday to comes 30 minutes earlier to stand out in more rain and cold.

But talk about the power of social media. We sent out emails and posted on Facebook about the change. Talk about the Region That Knows How, everyone stepped up to the plate. The next morning the computers were rebooted, the course was fully staffed and we were ready to go by 8:30. The 15 minute qualifying worked, T&S used Race Hero to give the grid positions to Grid, drivers came off track, hurried to their paddock spaces to fill up their gas tanks and headed for Grid. Green flag dropped at 9:10 and before the morning was over, Race Control had made up that time and were back on schedule. There are so many folks who went out of their way to make this happen—both drivers and workers. Because the F&C crew was so short handed, people from other crews stepped up and worked a turn. The Emergency Crew had the honor of choosing the Worker of the Weekend and they voted for all the folks who helped staff the course from other crews. There are so many folks who rose to the

occasion and I'd like to name them, but I'm sure I'd leave someone out, so I'll just say thank you, thank you for helping us when we were faced with an unexpected problem.

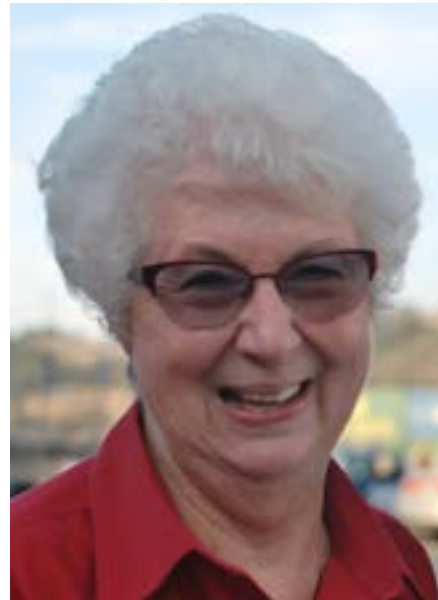
Speaking of problems, entries were way down for the Laguna Double Regional, especially Groups 2 and 4 once again. Drivers don't enjoy not having competition and workers don't enjoy standing out on a turn to watch a couple of cars run around the track for 25 or 30 minutes. I know that we have a lot of open wheel cars entered in the Majors and Board members will be talking with drivers about what we need to do to get the numbers up for our Regional races.

One of the things the BoD talked about in great detail at our last meeting was how do we help make us more of a family. And what better way than SFR SCCA family dinners. When we have 3 and 4 day weekends, dinners have been made available for the workers because we know they are taking days off from work to be there and this will continue. Drivers have always been invited to come to Social at the end of the race day, but they were not invited to join in dinner.

Saturday night at the April 21-22 Double Regional we plan to have dinner for everyone. This obviously effects the Social budget, so these dinners will have to come at a slight cost to the drivers and crew. MotorSportsReg will be modified so when you register for that race there will be a question about dinner and for how many people. That gives us a preliminary count. Then when you register at Race Administration, you will give them \$10/person. Volunteer workers will not be charged for the dinners. We hope this will give us more time to get to know each other.

Remember, your Board of Directors are here for you. Please let us know of your concerns, problems, and solutions.

Til next time, your RE, Barbara



DRIVER & WORKER OF THE WEEKEND REGIONALS 1&2

BY LYNNE HUNTING

DRIVER OF THE WEEKEND

Robert Breton was selected by the Social Crew as the Driver of the Weekend at the Season's Opener Double Regional Honoring Ron Cortez - Presented by AIM TIRES. Robert races the black and white No.51 CSR Performance SRF3 in Group Six. This weekend there were 28 entries in the group, which has its own run group.



It was 35 degrees cold for the first race Sunday morning. Robert started fourth, was running third on the first lap when a spin put him back to fifteenth. Robert worked his way back to the front, lap by lap, and finished eighth. He drove smoothly and well.

WORKER OF THE WEEKEND

The Sound Crew selected the Worker of the Weekend at the Season's Opener Double Regional Honoring Ron Cortez-Presented by AIM TIRES. They chose "ALL THE OUTSIDE WORKERS" - those Volunteers who braved the elements all day each day in bitter cold weather punctuated by wind, clouds and rain on Saturday afternoon - which brought out a beautiful rainbow.

Saturday the weather warmed up to the low forties, but according to TWS, it "felt like 37 degrees." All day. Sunday when the work day started, the thermometer on the Roger Eandi Clubhouse read 35 degrees. The sun came out but with a chilling wind.

Social helped with the Warm-a-Worker theme Saturday night with hot appetizers at Social, and hot meat sandwiches and chowder for lunch on Sunday.

So here's to the Crews of F&C, Grid, Tech, Starters, Emergency and Course Marshals! Well done!

HOW TO WIN AN SCCA CHAMPIONSHIP!

In the world in which we live driving a race car in competition is very rare. Winning is even more special and being a Champion in any racing series is truly an exceptional achievement!

You can be an SCCA CHAMPION. Here is how. This year there will be about twelve races for your class occurring over six race weekends or so. You can count only your ten best race finishes or one less than the total of all races run in your class this year. The point system starts with 25 for a win and drops down to eleven points for tenth place and one point for finishing twentieth.

The final race weekend, August 31-September 2nd, at Thunderhill, counts double, meaning you can win the championship if you are close and have a great final weekend at Thunderhill on what is planned to be the 5-mile course. You must compete in 51% of the races run to be eligible but that is easy enough. Champions and those drivers finishing on the season ending Championship Podium are honored at a special banquet and then recorded into the archives of the Club joining the many great drivers who have achieved similar success over the many years that the SFR SCCA has been in operation.

Want to be a Champion? Run the races, count the points and make it happen. You will be so glad that you did. Your race stories and memories will be your legacy as you race into the status of an SCCA racing leg-

end. Do it now! the thermometer on the Roger Eandi Clubhouse read 35 degrees. The sun came out but with a chilling wind.

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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
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Jack Crone and Courtney

THE SECRET LIFE OF COURTNEY CRONE

WHEELWORKS BY BLAKE TATUM

Let me introduce you to a 17 year old girl who is living two lives. On the outside she looks like your typical high school kid. During the week she is your mild mannered high school student that works real hard to maintain her straight “A” average. But on the weekends she trades in her books and dons a nomex racing suit. She tucks her long strawberry blond hair into a full face SA Snell rated helmet and pilots a formula car at speeds reaching 150 MPH. As her schoolmates pass her in the hallway few have a clue of this “other life”. As her competitors try and pass her on the raceway they are all too aware of her “other life”.

This girl is one of the latest recipients of the VMB Driver Development Academy scholarship, her name is Courtney Crone. Courtney hails from Corona California and has been racing some type of wheeled vehicle since the age of four. Her father has been involved in racing for over 40 years and has a race prep shop in Corona. So naturally he bought his youngest daughter a go-kart before she was exposed to her first recess in kindergarten.

Steve Brisentine is the man that has the vision of the VMB Driver Development Academy. His vision is to see American racecar drivers achieve success on auto racing biggest stages. He has been providing racing opportunities to up and coming racecar drivers for several years. The most recent graduate was Carter Williams and he has gone on to race formula cars in England. Courtney represents the first girl to win the scholarship.

Courtney has never really thought about her racing as being a battle of the sexes. She just looks at the person in the car next to her as someone she needs to beat. According to Courtney winning is what it is all about and the fact that she is a girl plays no role in her ability to wheel a racecar.

She is not sure when the racing bug bit her but she has known for a long time car racing was something that she has wanted to do. Courtney thinks watching the Indy 500 every year with her dad has had a major influence



Podium at Willow Springs Major

on her. Being around race cars her entire life did not hurt either.

Courtney began racing at age four in Karts, and quickly progressed into Quarter Midgets. Quarter Midgets is the ultimate little league dad sport where parents will stop at nothing to make sure their kids have nothing but the best. Courtney says she does not come from a family with a lot of extra money to throw at her racing career. In fact even though she has her driver’s license she still has to ask her mom if it is okay to borrow the car when she has to go meet the crew for a test day.

So when Courtney won eight quarter midget championship it became obvious that this girl had talent. As Courtney’s success validated her talent there had to be a coming to Jesus moment. Dad was worried that his daughter was racing just because he loved it so much. He was worried that he was living vicariously through his daughter. So he sat Courtney down to find out where she stood with her racing career. Jack told his daughter that she could get hurt racing cars and he did not want her doing it because he wanted her to. Courtney let her dad know in no uncertain terms that she was racing for herself. She loves her father and really appreciates everything that he has done for her but she let him know that she was a racecar driver and her goal was winning the Indy 500. She understands the risk. She knows that she can get hurt, but she also has supreme confidence in her ability and she knows that she can compete against the best.

Jack feels that to be a really accomplished racecar driver you should be exposed to many disciplines. After the ¼ midget stint Courtney was exposed to Speedway motorcycles where she won her share of main events and captured several Youth Speedway Bike Championships. Just three years ago at the age of 14 Courtney drove her first 750 horsepower Sprintcar. At the same time the 105 pound junior tried on a full midget. She went on to win her first feature main race in her rookie year in both types of cars. She competed in both dirt and asphalt races in the midget and Courtney tells me that she really learned a lot about racing close. She said the best thing about racing on the dirt was it taught her car control. She said on those small oval race tracks that the midgets’ race you can never let your guard down. She said the second an opening is there those midget drivers will pounce. She must have been a quick learner because she has the 2016 Perris Auto Speedway Young Guns Championship to show for her efforts in the front engine cars.

Don’t get me wrong it has not been all roses and buttercups in her career. Courtney has had a few mishaps along the way, most notably the six flips in a midget at the Petaluma Speedway. She was able to walk away but a lot of thoughts go through your head as the car seems to flip more



Courtney Crone five years old in her 1/4 Midget

times than a Russian Gymnast practicing her floor routine. That being said Courtney does not rate Petaluma as one of her favorite tracks she reserves that designation for Calistoga Speedway and Laguna Seca. She likes Calistoga because it is a ½ mile dirt track that incorporates part of the horse track and she likes Laguna because it is legendary with a cool vibe. Speaking of favorites Courtney tells me that Alan Kulwicki is her favorite racecar driver because he was the last car owner/driver to win the Nascar championship and her other favorite is A.J. Foyt just because of all the things he has done. I fully expected Courtney to tell me Danica Patrick was her favorite racecar driver but when she did not I was even more convinced that she was a racer through and through. Courtney does say she really respects everything Danica has done for women in motorsports.

Courtney is currently in her second year of the VMB driver development academy and just like all the stops before she has had her share of success. But the thing I noticed the most about Courtney and her father is that they are not bragging about her success. Instead what I gathered from both of them was their passion for racing. Courtney says she will do anything to become a professional racecar driver. She talks about her willingness to learn. She told me about the days of testing. The amount of knowledge she has gained from all the people that have helped her along the way. She talks about the countless phone calls looking for sponsor’s. The one thing she never talked about was the number of championships or feature wins she has had along the way. She was about the present and the next race. She was about learning and perfecting her craft because when she said that winning the Indy 500 was her ultimate goal she realizes that there is still a long road ahead of her and getting wrapped up in the past is nothing but a resume builder.

The VMB driver Development Academy is run through the World Speed Shops based at Sonoma Raceway. Telo Stewart who runs the shop told me that he has known about Courtney since she was twelve years old. So when she showed up for the driver shootout he knew who she was and has seen her you-tube videos. He knew she had great car control but he was interested to see how she would do in the road racing environment. Courtney was faced with a severe disadvantage before she ever rolled on the track because they did not realize how short she is. After a lot of adjusting the boys at World Speed were able to make it so Courtney was able to operate the pedals and shift but it was definitely a compromise. Courtney acquitted herself rather well and considering the cards stacked against her at the end of the day she was chosen as a recipient of one of the VMB scholarships.

When the first season started World Speed saw that she needed some work when it came to road racing. However as the second season is starting Courtney has validated the program World Speed has in place. She is consistently one of the fastest people in her class and is starting to mentor the younger kids in the program. Telo said that Courtney has a lot of talent and even more passion. Telo likes the fact that she does not play the girl card and she does not have an ego. He said as far as Courtney is concerned it is Indy or bust, she has no plan “B”.

The short term goal is to win the Formula Speed Championship. From there she will be invited to the Mazda Shootout, where the winner gets \$200,000 towards the F2000/Pro Mazda Series. If things go according to plan Courtney may have to miss prom because she may already have a date in May and it is nowhere near Corona California.

You can follow Courtney at www.courtneycrone-racing.com

Courtney would like to thank the following sponsors: VMB Driver Development Academy, World Speed Motorsports, Trench Shoring Company, MRC, The Morgan Group, Women’s Sports Foundation, Cement Cutting Inc., Sammy Tanner/Arai, Stand 21, Troy Lee Designs and Team Swolen.



Leon Bennett takes a hard left in the BS Focus RS

FRESNO CHAPTER EVENTS 2 AND 3

BY PAUL NEWTON, PHOTOS BY RIC QUINONEZ

Fresno SCCA jumped back into autocross action with consecutive Saturday/Sunday events March 10 and 11 at the Big Fresno Fairgrounds. Ric Quinonez and Kurt Wong chaired two thrilling and successful events to get Fresno autocross back in the swing of things.

Saturday's event 2 kicked off the weekend of autocross for the Central Valley club. Threatening skies may have hampered attendance but neither the enthusiasm, nor the track were dampened for the drivers who showed up to battle between the cones. Event chairs and chiefs should be credited for an efficient job enabling 44 drivers to hit the track for five runs apiece quickly enough to avoid impending showers.

Action was tight for Saturday's running as a relatively short course meant time gaps between the top competitors were razor thin. Ken Vaughn in his STR NB Miata came out with the top time of the day, a 32.380, just nipping Ric Quinonez in the Snowflake FRS by just over .25 seconds. Less than a second covered the top six drivers, with Steven Bradford's STS NA Miata coming in third, followed by Paul Newton in the Elise, William Marlow's CRX, and Gary McDaniel's C5 Corvette in 6th.

Ryan Zelinski in the Integra finished 7th followed by Michael Gardner's Mustang GT350, Moua Yang in a Civic, and Brandon Griggs with the Camaro rounding out the raw time top 10. Honorable mention to James

West and his El Camino in 11th place for having the top time for a truck and the top time for an automatic.

Vaughn's top time was not enough to overcome his PAX index however, as Quinonez took top honors there. Bradford snuck between the two for second, with Marlow and Newton rounding out the top five.

A-Street went to Paul Newton with Audrey Tan finishing second in the same car. BS was a tight race with Leon Bennett's Focus RS nicking Jake Harris in the STI by .3 seconds. Ron Branam's NC Miata won unopposed in CS, while Josh Cadiente won the battle of the Miatas in ES over Gary Lieb and Dennis Feasel. Gary Fazekas took top honors in FS over Corky Schroeder, both in Mustangs.

Ric Quinonez and Kurt Wong finished 1-2 codriving in SSC. Jerry Kell took STH in the WRX wagon; Ken Vaughn won in STR; Steven Bradford took STS over his co-driver James Barrett. And Casey Horn and his WRX took awards for both STU and loudest car imaginable.

CAM saw competition in three divisions with Michael Gardner taking

CAMC over Leon Weinroth's V6 Mustang. CAMS went to Gary McDaniel over Brandon Griggs, with Roger Oaks finishing third in his C6 Corvette. James West won CAMT, followed by Tyler Oaks and Steven Schiedel in 1992 and 1967 Camaros, respectively.

Justin Roberto's WRX took ASP; Eric Gillis led a 3-way fight in CSP over Ming Tang and Ben Jacobsen, all in Miatas; Mas Vang took FSP in his Sentra SE-R. Ryan Zelinski won SMF, followed by Moua Yang, Richard Jensen in a Mini, Adam Dominguez in a Civic, and Gi Vang in an Integra.

William Marlow won unopposed in Index class as did Pam Schroeder and the yellow Mustang in Ladies. Steve Carlson took Prepared class in his street Z ahead of Kenny Lim's 1974 Celica and Larry Anderson's Challenger SRT8. Novice saw four competitors with Joshua Stevens and his STX Civic taking the win over Kevin Mak (NA Miata), Tom Do (ND), and Wallace Hughes (Boxster S).

Sunday's event 3 closed the weekend with a slight boost in attendance, with the threat of rain having diminished for the remainder of the weekend. Reversing the previous day's course made it even quicker than before and times remained tight.

Fifty-one drivers tripped the timing lights on day 2 with Paul Newton finding the handle on the little Lotus, clocking in with top time at 32.104 seconds. Ric Quinonez ran hot on his heels with a 32.363 and the rest of the top seven finished within a second of the winner. Michael Gardner took third, followed by Ryan Zelinski, Jake Harris and Myron Ybarra codriving a Focus RS, with Saturday's winner Ken Vaughn finishing seventh. Larry Kirilin in a Boxster, Gary McDaniel and Kurt Wong rounded out the top ten with Audrey Tan making an impressive jump up to 11th.

For the second day in a row, the top time winner couldn't hold off Ric Quinonez on PAX as Ric looks to be the early favorite for the PAX championship. Newton, Gardner, Harris and Ybarra rounded out the top five PAX finishers.

As for Sunday's class winners, AS class went again to Paul Newton and Audrey Tan. BS was a four-way battle with Jake Harris coming out on top this time, ahead of Myron Ybarra, Larry Kirilin, and Leon Bennett. CS saw an



Gary McDaniel's Corvette sprouted a spoiler in the offseason

extra competitor with Andrew Seals in the 350z finishing runner up to Ron Branam. DS went to Jonathan Barahona's WRX followed by Jamie Elias in a Challenger. Gary Lieb took ES and Corky Schroeder bested Nathan James and his Challenger Hellcat in FS. GS and HS saw one competitor each with Mike Garrett (GTI) and Ulysses Chavez (Civic Si) taking their respective classes.

Ric Quinonez and Kurt Wong codrove to another SSC 1-2. Jerry Kell took STH again. Jeffery Jantz and his Mustang GT took STP with Ken Vaughn taking STR. Kenny Lim switched to STS for Sunday with his 1987 MR2 taking the class over Jamison Deuninck in a Focus. Casey Horn took STU over competitors John Airola and Juan Mejia-Lua, both in STIs. Jose Ojeda took STX in a Mini.

Michael Gardner again took CAMC over Leon Weinroth. Gary McDaniel won CAMS again over Roger Oaks. And Tyler Oaks scared off the competition, winning CAMT unopposed. ASP went to Justin Roberto again, followed by Jayman Topalian in an STI and Cristian Orozco in an Evo. Mas Vang won FSP again.

SM was taken by Jesus Olvera in a 2001 Mustang GT, followed by Jack Cox in a wild 350z. SMF grew to become the largest class of the weekend with Ryan Zelinski winning over Adam Dominguez and Richard Jensen. Chevy Cobalt drivers Angel Terriquez in the SS and Dosston Neary in the non-SS finished 4th and 5th with Gi Vang rounding out the field.

Larry Anderson, William Marlow and Pam Schroeder took Prepared, Index and Ladies classes. Novice again saw a good crowd with Joshua Stevens again capturing the win, followed by Christian Mesina (Evo 8), Sayphong Moua (S2000), and Wallace Hughes (Boxster S).



Tyler Oaks brought his Camaro all the way from California City



Leon Weinroth wheels his CAM-C Mustang through the cones

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STANDING



Andre Marconett took sixth place in CAM in a 2000 Dodge Viper (-S).

ROUND 2 OF SFR AUTOX BRINGS OUT 120 COMPETITORS

BY RYAN PANLILIO

One-hundred twenty drivers participated in round two of the SFR SCCA's Solo II competition at Crows Landing on March 11, 2018.

Tony Rodriguez led an all-Toyobaru class in SSC in a 2015 Scion FR-S. He was followed by Jonathan Stroud in a '13 FR-S. Bill Charron took third in a '15 Subaru BRZ.

Jayne Hargrave took first place in STH in a '15 Mazda 3. He was fol-

lowed by David Dinh in a '16 Ford Fiesta ST.

An all-Mustang STP class was led by Carl Sing in a '14 model. John Fabela was a close second in a '15 model, while Tyson McPherson finished in third in a '14 model. Angee Kane ran uncontested in STPL in a '15 Mustang.

Praneil Prasad led a trio of Mazda MX-5s in STR. Prasad was in a '16 model. James Laeno came in second, while Mark Lewis took third in a '16 model. Soyun Lee ran uncontested in STRL in a '07 Porsche Cayman.

David Chau outdrove co-driver Cliff Fong for first place in STS. Chau



Gary Fazekas finished in first place in FS in a 2012 Mustang.



Carole Zepeda finished 2nd in STUL in a 2017 Focus RS.



and Fong split time in a '89 Honda CRX Si. Edison Ong came in third in a '96 Mazda Miata.

Jimmy Au-Yeung also outdrove his co-driver Rob Luis for first place in STU. They split seat time in a 2006 Lancer Evolution. Scott Garriss rounded out third in a '00 Chevrolet Corvette. Katherine Flater took first place in STUL over Carole Zepeda. Flater was in a '06 Lancer Evo, Zepeda in a '17 Ford Focus RS.

The Tsang brothers continued their hold at the top of STX. Mack took first place while Justin took second in their '13 BRZ. Erick Acks finished third in his '13 BRZ.

Andrew Perla, in a '17 Focus ST (SMF), took first place in N-class. He was followed by Robert and Corrine Skidmore, who finished second and third, respectively. They were driving a '16 Hyundai Veloster (SMF).

Daniel Marien took the top spot in NS in a '17 Subaru WRX (STX). James Hoffmann finished second in a '91 Toyota MR2 (FS), while Guy Patrick Johnson took third in a '69 Datsun 1600 (HS). Jake Hecla finished in fourth place in a '03 Mercedes Benz SL55 AMG (BS).

Tom Exley ran uncontested in P-class in a RX-7 (XP).

Isaac Acks led in SM in his '06 Lancer Evo (SM). He was followed by Donald Lewis in second in a '13 Fiat Abarth (SMF), while Paul Pluguez took third in a '94 Nissan Sentra (SMF).

Vince Russell took first place in SP in a '90 Miata (CSP). Tom Kubo followed in second in a '91 Miata (CSP), while Dan Pellow finished third in a '65 Factory Five Cobra (OSP). Darrell Moskowitz finished fifth in a '94 Honda Prelude (DSP), while Daniel Stalcup took sixth in a '15 Cadillac CTS Vsport (ESP). Sean Chapman finished seventh in a '15 Subaru WRX (ASP). Renee Russell ran uncontested in SPL in a '90 Miata (CSP).

T2 saw Jason Rodriguez take first place in a '03 Lancer Evo (SM) over Brian Loer, who was in a '12 Corvette (SSP).

Kevin Bui took the top spot in X class in a '14 BRZ (DS). He was followed by Hung-Jen Hung in a '14 Skyline GT-R (SM). Dennis Quilantang



Dan Pellow took third in SP in a 1965 Factory Five Cobra (OSP).

took third in a '14 BRZ (DS), while Howard Wolf finished fourth in a '82 Starlet (DP).

Manny Pretti, in a '66 Corvette, took the top spot in BSPV. Pretti was followed by Jim Barnes, also in a Corvette.

Karlton Lew led the CAM category in a '03 Corvette (-S). He was followed by Kenneth Allan Mitchell for second in a '89 Corvette (-S). Eric Lam took third in a '03 Corvette (-S). Chris Cox took fifth in a '16 Ford GT350R (-C).

An all-Corvette AS class was led by Donald Lew in a '08 Z06. Steven Smith, in a '02 Z06, finished second, while Craig Boyle rounded out the top three in a '04 Z06.

Justin Moore took first place in BS class in a '06 Cayman S. He was followed by Hugo Diaz in a '17 WRX Sti, while James Moss finished third in a '16 Focus RS.

Arvind Govindaraj led a trio of MX-5s in CS class in his '16 model. David Peterson, also in a '16 model, came in second and April Thompson rounded out the top three, also in a '16 model.

Lloyd Feaver, in a '97 BMW M3, finished in first place in DS. He was followed by Mike Bajer in a '05 Dodge Neon SRT, while Eric Ramirez finished third in a '13 FR5.

It was an all-drop top affair in ES, with Alex Kang taking first place in a '03 Toyota MR-S. He was followed by Ryan Cirillo, also in a '03 MR-S, while his co-driver Youmna Zalzal finished third.

Gary Fazekas took first place in FS in a '12 Mustang. Nipping at his heels in second place was Clyde Hoffman in a '14 Chevrolet SS sedan. Morgan Crouch rounded out third in a '08 Lexus ISF.

Hot hatches ruled in GS, with Justin Bowen finishing first in a '15 Focus ST. Christopher Smith, also in a '13 Focus ST, finished second, while Al Andersen took third in a '15 VW GTI-S.

Alex Sternberg ran uncontested in HS in a '14 BMW i3. Ellen Schneider was another uncontested driver in HSL in a '13 Fiat 500 Abarth.

Monty Pack led the SS category in a '18 Porsche GT3. Alan Patterson took second in a '17 SRT Viper and Joe Weinstein rounded out third in a '16 Cayman GT4.



Isaac Acks led in SM in a 2006 Lancer Evo.

NOTES

from the Archive

MOFFETT FIELD

BY GARY HORSTKORTA

August 16, 1953 was the date for the inaugural road races at Moffett Field, the former World War II Naval Base for Lighter-Than-Air blimps in Mountain View, CA. With the huge blimp hangers as a backdrop, a rectangular course with rounded corners utilized the fields runways and taxiways. It didn't take an experienced race spectator to know this layout would obviously give the advantage to cars with high horsepower.

One such car entered was the new Mercury V-8 powered Kurtis Sports Car built by Frank Kurtis and driven by Bill Stroppe. Coming into the Moffett race, the Kurtis had won five consecutive events including the previous week's race in Seattle, where Stroppe had reached 120 mph on one stretch of the 2.1 mile airport course. The Kurtis car design closely followed the general chassis and suspension layout of the Indianapolis car that Bill Vukovich used to almost win the previous years 500 mile event. The Kurtis Sports Car used a combination of tubes and flat sheet metal sections to form a stiff and low profile chassis. Solid axles, front and rear, with each suspended by trailing arms and torsion bars... simple but very effective at putting the V-8 power to the ground. Six cars had been built, ten were in production and twenty more were planned. There was even talk of entering the Kurtis in the Le Mans 24 hour race in 1954.

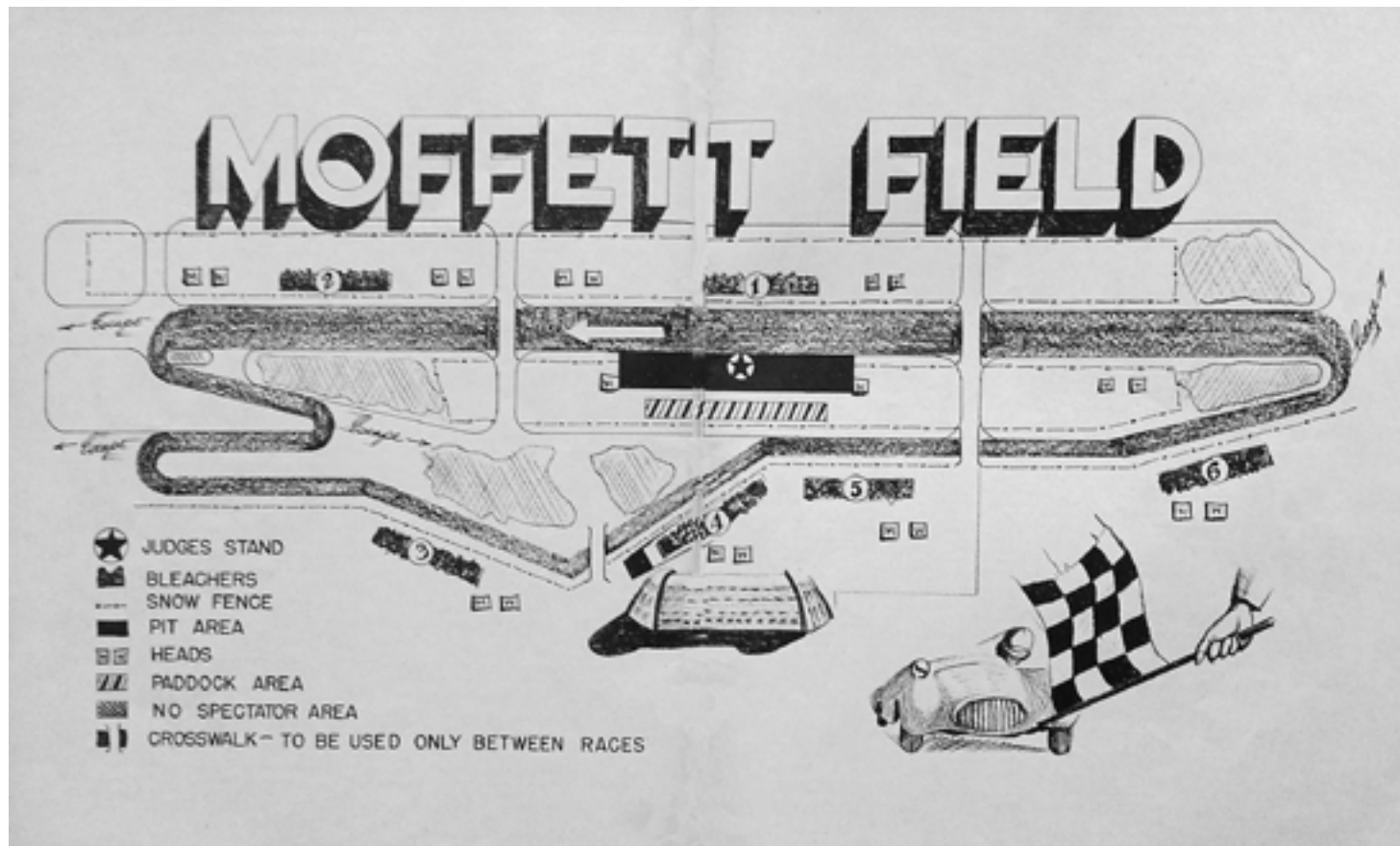
With the demand for purpose built race cars growing, Frank Kurtis wanted to tap this market by offering several "kit" versions of his sports car. Selling for a planned \$3,000.00, the kit would

offer a complete frame, front & rear suspension, radiator, steering and complete body. Drop in your V-8 and transmission of choice, add brakes, axles, instruments, throw on some tires and go challenge the "big boys".

Below: Two of the three Arnolt Bristol Team at Sebring 1956



Race Programs cover with blimp hangers in background.



Moffett Field track map of 2.1 mile long course

Pre-race attention centered on the likely duel between Phil Hill in his new 3 liter Ferrari and Stroppe in the Mercury Kurtis. With the promise of a close and exciting race, 50,000 spectators lined the course to see what the results would be. Three races were on the program, the Captains Cup for 1500cc and Under cars; the Novice Race and the Moffett Handicap open to all senior entrants. The Novice Race was won by Robert Cardwell in a Chrysler/Allard with an average speed of 77 mph followed by John Barnum in a Cad/Allard and in third, driving a Frazer-Nash, a driver who would eventually race the vaunted Scarabs, Chuck Daigh.

The Captains Cup of 77 miles was to have been a four way duel between Jack McAfee's Porsche, Ken Miles MG Special, Al Coppel's OSCA and Chick Leson's Simca Special. Unfortunately both Miles and Coppel dropped out with mechanical troubles which left McAfee to control the race with Leson coming in second. This was a rare defeat for Miles who had been dominating races in his MG Special, the R-1.



Ken Miles MG Special chases Bill David's OSCA.

All eyes were now focused on the grid as the main event, the 2 1/4 hour long, Moffett Handicap, was awaiting the green flag.

An interesting mix of cars were in the field - a GMC powered Aston Martin; a Morgan Plus Four; a Sunbeam Alpine; a Jaguar XK-120M; several Allards; a Siata Spyder; several MGs and a Simca Special. Miles had repaired his R-1 in which he hoped to give both Phil Hill and Stroppe a run for their money despite having an engine half their size. The anticipated duel



A Le Mans start was used for the feature race.



Al Coppel in his OSCA races to a 2nd place finish

between Hill and Stroppe ended as the flag fell. After a LeMans start, Hill's race lasted exactly three feet as his rear axle snapped and he could do nothing but sit and watch the other cars race away. With Hill now sidelined, Stroppe slipped into the lead and progressively moved away from the rest of the field and won easily. To those watching the race it was evident the Kurtis/Mercury was handling beautifully. After the race, Stroppe said "it never feels like its slipping and doesn't heel on the corners. The rear suspension tends to spot the chassis into the rear end and the car simply squats on acceleration". Following Stroppe home in second was the Aston Martin/GMC and amazingly, Ken Miles in his 1500cc MG/R-1.

Almost as impressive as the performance of the Kurtis was the efficiency of Stroppe's pit crew. The speed and organization of most pit crews had to this point in sports car racing been pretty amateurish. Stroppe's crew was not your usual assemblage of mechanics or friends, rather they were an experienced group that had handled the duties for Vukovich's 1953 Indy 500 winning car and for Chuck Daigh in the previous years Mexican road race. With fifteen minutes left in the main event, Stroppe came in for a pit stop. Six crewmen sprang into action and in less than 50 seconds, fuel was added and two new rear tires were changed before he accelerated back onto the course. The elapsed time compared favorably with an Indianapolis pit stop and had this race been closer, Stroppe's pit crew could very well have made a difference.



Kurtis similar to the one Bill Stroppe raced in to victory.



Ignacio Lozano Jaguar leads a group down towards turn 6

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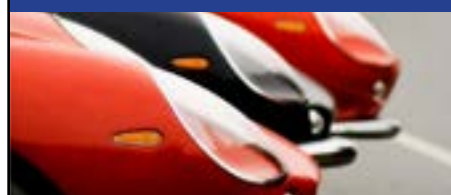
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Ferrari '91 Testarossa	Genie '65 Mk.10
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Maserati '49 A6/1500 Coupe	Lotus '74 Europa Special
Mercedes-Benz 2005 McLaren SLR	Maserati '74 Bora
Mercedes-Benz '70 280SL	Mercedes-Benz '71 280SE 3.5 Cabriolet
Mercedes-Benz 2005 McLaren SLR	Mercedes-Benz 2013 AMG E63 Wagon
Porsche '79 930 Turbo	Porsche '70 914-6 Hot Rod
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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)



In my last article I presented the concept of how our brains work when driving a race car. Essentially, it can be summed up by Input-Process-Output. If you recall, information from your senses go into your brain/computer, where it is processed by your software/programming and you then get some form of output – your performance or skill.

Looking at this model of how we perform the act of driving, it becomes clear that if we can improve the quality and/or quantity of sensory information going into our brain/computer, the output should be better. Of course, that's assuming the quality of your programming is up to the task, but that's what my last article was all about.

The better the quality, and the more quantity of sensory information you put into your brain/computer, the better you will drive. Simple as that. Well, simple as that to explain. And actually, it's not hard to improve the quality and quantity of that sensory input, either. It's all a matter of focus – of intentionality. In fact, that is what most drivers are doing when they are getting seat time, without even knowing it. But, if you consciously focus on taking in more visual, kinesthetic and auditory information for a short period of time, you will then automatically (subconsciously) take in more all the time you're driving.

Speaking of conscious versus subconscious, at what level do you think it is best to drive your race car? In other words, should you be trying to consciously think about every move, every skill, every technique it takes to drive the car? Or, should you just drive the car, trusting your subconscious mind to drive the car, relying on your mental programming to drive? Put that way, it's easy to see that you need to drive at the subconscious level, right? I know you know that – you've probably tried to drive the car as fast as it can go as some point, and actually went slower. That's what happens when

you try to drive at the conscious level. The problem, of course, is that your mind cannot think fast enough at the conscious level to keep up with the speed of a race car.

Researchers have shown that a human brain can process approximately 2,000 bits of information per second at the conscious level. That sounds fast until you discover how fast your subconscious mind is. In fact, it can process 4 billion bits of information per second! That's why you need to rely on your subconscious programming to drive the car.

Does that mean you can shut your conscious mind off completely? Not if you want to improve your driving. The goal should be to drive the car with your subconscious, as if on auto-pilot, while your conscious mind is used for being aware of things you could do better. It's like your conscious mind is an in-car camera, looking over your shoulder, taking in all sorts of information, considering what could be done differently to make you go faster. If you've ever felt like you've done that, you've been in that magic state that athletes, among other people, call "the zone."

So, how do you get there, into that zone? For starters, use your conscious mind to be aware – use it to take in more sensory information. Again, the more sensory information you take in and give to your brain/computer to work with, the better you will drive.

To stress this point one more time, do you think Lewis Hamilton makes fewer errors than you? While I may have never seen you drive, I suspect you don't make any more errors than he does. I base this on the fact that all of the drivers I've coached through the years don't really make any more than World Champions. Does Hamilton make smaller errors, or correct them sooner and with less fuss? You bet. The reason? More sensory input.

When you first began to race, you probably had less than half a dozen reference points for each turn: your turn-in, apex and exit points being the three most important. When you turned into a corner too early, for example, you were almost at the apex before realizing you were off-line. The correction required at that point was pretty major. When Hamilton, on the other hand, turns in too early (and he does – if you watch very closely you can see them), he recognizes his error almost immediately as he

has thousands of reference points in each corner. The reason he has so many is he is better at taking in sensory information.

The next time someone says, "suck it up," maybe he's referring to the sucking up all the sensory information around you while driving. And that's a good thing.

Perhaps the most effective coaching tool I've ever used with drivers is something I call "Sensory Input Sessions." The reason? It works. You need to make them part of your practice – if you want to improve your driving.

How do this work? Simple. Head onto the track with the sole objective for ten laps or so of taking in more sensory information with your vision. Focus on everything you can see. Next, do a kinesthetic ten lap session, where your only objective is to take in more information through your sense of touch, feel, balance, and sensing of g-forces. Finally, use ten laps or so to focus solely on what you can hear.

Ideally, you should stop after each sensory session and "debrief" with yourself or a coach. By doing that, you become more aware of what you've soaked up.

Interestingly, a large percentage of drivers turn their fastest laps ever while doing Sensory Input Sessions. There are two reasons for this. First, while doing them, you're giving your brain/computer more quality information to work with. And second, while doing these, it's almost impossible to drive in the conscious mode – in the "try" mode. When you're completely focused on just taking in more quality sensory information, you cannot help but drive with your subconscious mind.

Ross Bentley

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



Start of the Sunday Group Six race, #57 Bill Booth leads the group into turn one.

SFR SEASON OPENER DOUBLE REGIONAL HONORING RON CORTEZ PRESENTED BY AIM TIRES

BY LYNNE HUNTING PHOTOS BY AARON MEYER

It certainly was a different way to start SFR's racing season - cold and sometimes wet. And that is what broke out at Thunderhill Raceway Park for the SFR Double Regional Honoring Ron Cortez - Presented by AIM TIRES. It was the coldest SFR race weekend anyone could remember, and the last time it rained on a race was so long ago no one could remember when. The past two Drivers Schools were dry. Fortunately, the rain only impacted the last two race groups on Saturday afternoon of the two-day weekend. But the cold pervaded throughout. It never warmed up. Each day started at 35 degrees and warmed up to mid-forties. The wind chill factor negated any temperature rise.

The Worker of the Weekend award was selected by Sound, and it went to All The Outside Workers for braving the elements.

The entry was disappointingly low to begin with, and then weather and cars not ready lowered the count further. As usual, Group Six SRFs and Group Seven Miatas were of sufficient size, but the other groups were smaller. The open-wheel groups were even smaller than usual, with Group

Four for FF, CF, FV, F5, FST and FC having five entries but only two FC drivers running. And one of those had mechanical issues.

The schedule called for Practice and Qualifying Saturday morning, with more Qualifying and four races Saturday afternoon. Sunday started out with two races, then qualifying for all groups. Sunday afternoon were six races.



#30 Michele Abbate takes group 3 into turn one



#30 Mitch Marvosh driving T1 Corvette



#01 Tom Wickersham in his 2007 BMW Z-4

RACE GROUP 2A

The class had 11 entries, with five of the eight classes represented in the Group. Making its debut was the new SCCA Class, F4, driven by Ryan McElwee of San Diego Region in No.26 Honda Ligier JS F4. He was the weekend's youngest driver at age 14. The weather was cold, cloudy and threatening ... but remained dry.

Pole sitter Jeff Lederman/No.55 P1 Stohr led every lap to win overall and in class. His Margin of Victory was 39.950, and he drove the fastest race lap of 98.502 mph. By the half-way mark of the 25-minute race, Lederman had started to lap the field. During the 14-lap race, there were a few spins and pushing limits, including Lederman who went wide in Turn Five. John Yeatman/No.8 Van Diemen FE and Jim Devenport/No.23 Enterprises FE had contact in Turn Two and Yeatman spun out on Turn Three. Both continued, but FE pole sitter Yeatman had to play catchup. A second spin late in the race in Turn 15 brought him into the pits where he retired. Graham Rankin/No.21 FA Swift qualified on the front row; but a spin in Turn Five and a quick pit stop to check put him back to sixth.

By virtue of driving a new class race car, McElwee set a New Track Record of 1:50.236. He was also a Novice Driver, which earned him a Novice Award for his class.

RACE 7A

As often is the case, this Group with three Miata classes was the largest with 35 entries, four of whom were Novices and one was from Cal Club. Thirty-three started the race. The weather was still cold, windy but dry. Due to technical difficulties, there was no Qualifying data for this group.

At the start of the race, it was Phillip Holifield/No.44 SM and Tommy McCarthy/No.23 SM who were dicing it out. Behind them a couple of cars were spinning out - Brandon Sloan/No.32 SM in Turn 1 and Ron Patrick/No.60 SM in Turn 6. Then McCarthy spun in Turn 15. By Lap Three, Justin

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#58 Tim Sullivan in the maiden debut of the SSC5 class



#10 Scott Yarbrough and #77 James Chartres



#22 John Macintyre and #17 John Black



#28 Kanishk Parashar and #72 Tao Takaoka

Casey/No.85 was the new leader. Later on Tyler Lee/No.54 SMT spun out in Turn 15 and Joan Linehan/No.96 SMT pitted. The race was relatively benign for this usually spirited group of drivers.

Cole Gibson/No.53 SM won overall and in class, with a MOV of 2.575, followed by Holifield and McCarthy - who set the fastest race lap time of 80.713 mph in the 12-lap race.

First through third in SMT were Mike LaBouff/No.40, who finished seventh overall; Glen Cherry/No.81; and Steve Holifield/No.74.

Ross Lindell/No.27 was the top SSM, finishing eleventh overall. Second and third in class were Rob Fuller/No.2 and Douglas Alvis/No.3.

The Novices and their finishing positions were: Ryan Gutile/No.60 SM, fourteenth in class; Ron Patrick/No.60 SM, fifteenth in class;

Mike Reynolds/No.33 SMT, tenth in class; and Thomas Dockery/No.31 SSM, fifth in class.

RACE 4A

There were only two cars for this group, both in the FC Class. The three FF entries weren't at the track. The rain had started, but it didn't lend much to the excitement factor.

Scott Vreeland/No.51 Van Diemen FC had the pole and led every lap. He outdistanced Paul Rodler/No.88 Van Diemen FC early on. Rodler had mechanical problems and was only able to make four of the eight laps in the 'race.' Vreeland won with a four-lap Margin of Victory. He also set the fastest lap of 95.869 mph.

RACE 3A

This was the last race of the day, and due to SCCA GCR constraints, the race was unable to start earlier than the scheduled time of 4:35 pm. This meant there was extra time available before the start. The Chief Steward declared it a 'wet race' which gave the drivers a fifteen-minute window to change to rain tires. There was a scramble as most drivers hadn't used their rain tires for two years. At least one driver left the grid to change tires and parked it instead.

Fourteen of nineteen entries qualified, although Taz Harvey/No.88 GT3 RX-7 had his times disallowed due to sound violation.

Thirteen drivers started the race, with not all on rain tires. With the iffy weather conditions - some rain and wind, no one was taking outrageous chances. There was some slipping and sliding, but no open throttle go-for-it moves. By the end of the race, those still running were either avoiding the puddles or driving through them to cool tires.

Harvey again ran afoul of the sound meter, even though he claimed he had been promised by the former owner of his new race car that it would be silent enough to pass muster. He and his crew went back to his shop in Dublin to get remediating car parts and equipment for Sunday's race.

Pole sitter, Lars Mapstead/No.69 GT2 Porsche shared the front row with



#64 Rudy Peters leads #5 David Allen

Tom Wickersham/No.01 T2 BMW. And that's where they finished. It wasn't long before they lapped the field in the 11-lap race.

Mapstead won overall and GT2 Class with a MOV of 40.930, and turned the fastest race lap of 77.446 mph. Wickersham took T2 Class. Behind them, Clark Nunes/No.79 Mustang and Ken Pedersen/No.39 Mustang GT finished third and fourth overall, and second and third in T2 Class. Tim Auger/No.7 in T4 rounded out the top five finishers, winning his class.

James Fulton/No.55 Miata won ITE, David Allen/No.5 RX-8 won T3, and Harvey won GT3.

There were no Novices in this race.

RACE 6A

This race was first thing Sunday morning, when the temperature was still 35 degrees. But it was dry. There had been 28 entries, with 24 on-site drivers qualifying. Twenty started the race - 16 in SRF3 class, and four in SRF class. The race had a split start. There were four Novices, three Oregon Region drivers, and one from Reno.

Pole Sitter, John Black/No.17 SRF3 didn't start the race. So they lined up with Mike Smith/No.64 SRF3 and Bill Booth/No.57 SRF3 on the front row. Booth got by Smith at the start and led for four laps. Meanwhile Robert Breton/No.51 SRF3, gridded fourth and started third. He and Scott Yarbrough/No.10 hit it off, literally, in Turns One and Two. They both recovered, and continued ... Yarbrough to the pits, and Breton falling back to fifteenth.

There were several more spins, offs and body contacts before the half-way mark. Novice Aaron Devenport/No.23 SRF3 spun in turn Two, losing several positions. Randy McAyeal/No.36 SRF3 spun out and then had body contact with Gregory Hoff/No.14 SRF3, so Hoff spun off. McAyeal recovered nicely and charged back from eighth place to fifth.

Smith was leading at the half-way mark, followed by Booth, Jim Murray/No.70 SRF3, Jerry Alass/No.70 SRF3, and McAyeal.

The competition didn't wane. There were more spins, with McAyeal, Yehia Eissa/No.16 SRF, Bruce Richardson/No.4 SRF, Rick Wright/No.72 SRF3. They were all going for it to the very end, with two more off-course excursions by Andy Hettrick/No.1 SRF3 and Steven Grandin/No.40 SRF3.

At the end it was Smith as winner, with a MOV of 0.501. He also turned the fastest race lap, at 86.113 ph. Booth was runner-up. Third through fifth were Murray, Brandon Lewis/No.66 SRF3 and McAyeal. The first 15 finishers were SRF3 cars. John McIntyre/No.22 was the top Novice, placing thirteenth.

Winning SRF was Novice Hank Raymond/No.12, followed by Bruce Richardson/No.4, Eissa, and Novice Kevin O'Connor.

The Social Crew was designated to select the Driver of the Weekend, and on Sunday afternoon they selected Breton, for his Saturday SRF race. He started third, fell back to fifteenth after his spin, and worked his way



Novice Driver #17 Ismael Basso is followed by #69 Mike Kouri



#09 Ron Randolph



#71 Jerry Alass and #66 Brandon Lewis



Group 3 battling through turn one.



#36 Randy McAyeal, #70 Jim Murray, and #4 Bruce Richardson



#5 Rob Fuller leads #24 Jeff Page.



#07 Tim Auger, #23 Tommy McCarthy, and #85 Justin Casey

back to the front, lap by lap, to finish eighth.

RACE 5A

It was still bitter cold for the early-morning start of this race. So cold that one poor driver spun out on the Pace Lap. It was a nice field, of mostly SFR drivers with one Cal Club entry. The Group is made up of sixteen classes, although only half were represented. One new SFR Regional-only class made its debut - SSC5 - the new Spec Corvette class.

Twenty-four of the 29 entries qualified and 26 ran the race. Two drivers started at the back due to no qualifying time - Roger Eagleton/No.1 SMG Mustang and Tim Auger/No.7 STL Acura. Auger started last and pitted on the second lap to retire.

Clark Nunes/No.79 SMG Mustang had the pole position, with Ken Pedersen/No.39 SMG Mustang on the front row. Eagleton was in the back. By the end of the first lap Eagleton was moving from eighteenth to fifth, and it was like a hot knife through butter as he wove his way forward, lap by lap. By Lap Three he was P4, then he ran fifth for three laps. Lap Eight Eagleton took second and on Lap Nine he took the lead and went on to win. His MOV was 0.590 and not surprisingly, he turned the fastest lap of 86.397 mph.



#55 Jeff Lederman leads the formula car group into turn one

Meanwhile, other racing was going on. Pedersen got by Nunes at the start and led until overtaken by Eagleton.

Jeff Wilcox/No.26 ITS Miata rear-ended Ross Lindell/No.27 ITX Miata in Turn One, but no harm, no foul.

Igor Gandzjuk/No.29 SMG Mustang slowed and pulled off in Turn Eight. He was able to make it to the pits and retire. He was followed by Lawrence Murdter/No.94 ITA Miata.

Brendan Hermalyn/No.90 ITX took a wild ride around Turn Two, and startled oncoming traffic with his eager track re-entry.

Soon after the halfway mark lapping started. Then Eagleton took the lead.

The top three finishers were SMG's - Eagleton, Pedersen and Nunes. Coming in fourth overall and first in GTL was Taz Harvey/No.8 MX-5 - the second of two cars he ran during the weekend. He set a New Track Record for GTL of 2:01.199. For running his/the new class, Tim Sullivan/No. 58 Corvette set a New Track Record of 2:08.334 in SSC5.

STL winners were Bob Bradfield/No.60 RX-7, fifth overall, with Wilson



Group 7 down the straightaway.

Powell/No.77 Miata and Cameron Wagner/No.09 Miata in second and third.

ITS was won by Tao Takaoka/No.72 Miata.

Hermalyn won ITX, with second and third honors going to Rob Coneybeer/No.78 Miata and Lindell. Glen Cherry/No.81RX-7 won ITA, followed by Jeff Page/No.24 Miata and Ron Bond/No.59 Miata.

The top Novice was Mike Kouri/No.69 ITX Miata, who finished fourth in class.

RACE 2B

This was the first race Sunday afternoon. The outdoor Volunteer Workers and Race Officials were back on station after warming up in the Club House for lunch, with hot home-made chowder to go along with their lunch.

The Qualifying session Sunday morning had its share of drama. Graham Rankin/No.21 FA Swift was hit by Bruce Carpenter/No.92 FM who had spun out and TBoned Rankin when he re-entered the track. It was an "Alert" situation which brought a pause to Qualifying. There were no injuries, but the cars weren't up for the race.

Kevin Rogers/No.16 FM broke his left rear end, but was able to get repaired in time for the race.

The race had eight drivers. Pole Sitter Jeff Lederman/No.55 P1 Stohr repeated his race performance from Saturday, winning from the pole position. His Margin of Victory was 1:00.814, and he set the fastest lap of 100.920 mph - the fastest race lap of the weekend. The racing went on behind him. Graham Yeatman/No.8 Van Diemen FE started on the front row when Rankin was unable to start. He and Jim Devenport/No.23 Enterprises FE duelled for several laps before being joined by Bruce Brown/No.62 P1 Stohr. Brown started at the back as he had not qualified. They took turns running second, with Yeatman prevailing, after Brown pitted and retired.

Ryan McElwee/No.26 F4 set another New Track Race Record of 1:50.055 in his new class car.

RACE 7B

Group Seven often has the largest fields and this weekend was no exception. Thirty-six entries, thirty-four qualifiers and thirty-two raced. Cal Club driver Roy Fulmer IV/No.86 SM had the pole position, with local teenager, Tommy McCarthy/No.23 SM beside him on the front row. All the Miatas are super competitive, none more so than the SM class, which had thirteen drivers.

Fulmer was passed at the start by Justin Casey/No.85 SM, leaving McCarthy and Cole Gibson/No.53 SM and Fulmer to dice for positions second through fourth. For five laps McCarthy ran second until the halfway mark when he was lost oil pressure and retired.

Behind them were more close packs of three to five cars racing hot and closely, with a lot of

spirited driving.

Jeff Wilcox/No.26 SMT, Phillip Holifield/No.44 SM, Brandon Sloan/No.32 SM, Novice Ismael Basso/No.17 SMT, Dave Vodden/No.28 SM, Bradley Oneto/No.95 SM, Tyler Lee/No.54 SMT were among the drivers testing their limits in various corners. All survived.

At the end of the busy 12-lap race, Casey won, with a MOV of 14.139 ahead of Holifield. Third was Gibson. The fastest race lap of 80.514 mph was set by McCarthy.

One driver exceeded his limits. Fulmer finished fifth overall and in class, but the Stewards penalized him twice. He was "penalized for avoidable body contact; loss of position; moved to last in class" - thirteenth in SM, 32nd overall. He was also "penalized for refusing to cooperate with SOM for unsportsmanlike conduct. Suspended for five months upon surrendering competition license."

The top Novices were Ryan Gutile/No.16, tenth in SM; Tomas Dockery/No.31, fifth in SSM; and Ismael Basso/No.17, tenth in SMT.



#44 Bryan MacMillan from Benicia in a 93 Mustang



#77 Wilson Powell

RACE 4B

Only one car qualified for this race - Scott Vreeland/No.51 P1 Stohr. His only other competitor, Paul Rodler, was still dealing with alternator issues from Saturday. He added two batteries to the car for the race, with the goal of reaching the half-way mark.

Both cars ran the race, with Vreeland winning by a 12.235 MOV. Rodler turned the fastest race lap of 95.819 mph and ran the full 14 laps with the extra weight.

The small open wheel fields generated conversations on what to do. Combining all open wheel into one group, as done in other regions, is not a popular idea among the competitors and reportedly has already driven away FV's who don't want to race with FC's. The SFR FV's run Majors, but not SFR Regionals. Stay tuned.

RACE 3B

Group Three is the big bore, thumper cars, with 16 classes, of which only seven were represented. The lone Cal Club driver in the 13-car field had the pole. Michele Abbate qualified No.1 GT1 Chevrolet SS nearly four seconds faster than the nearest competitor, Lars Mapstead/No.69 GT2 Porsche.

The race start almost got waved off because the cars weren't lined up. Abbate was a car length ahead before the Green Flag.

She led every lap, finishing 2.240 seconds ahead of Taz Harvey/No.8 GT3 RX-7, and turned the fastest race lap of 90.134 mph. Harvey had started last ... again ... due to his qualifying times being disallowed for sound violation. He was fifth by the end of the first lap, moving up to second by Lap Five, where he remained for the rest of the 11-lap race. Mapstead and Ken Pedersen/No.39 T2 Mustang gave him a good run early on.

Dave Allen/No.5 T3 RX-8 gave everyone a scare. He started spinning off and driving off course on Lap Seven, and finally stalled in Turn Ten. An "Alert" situation was called and the Safety Car deployed along with the ambulance and all the E Crew. He was treated and released from the Medical Center and later came to the Club House to thank everyone. He was credited with a first place finish in T3.

The Checkered Flag was thrown early.

Class winners were: GT1-Abbate.

GT2-Mapstead; Bryan MacMillan/No.44 Mustang; Rudy Peters/No.64 Chevrolet GTA. Peters incurred a "3 position penalty in class - pass under double standing yellow.

GT3-Harvey.

T1-Mitch Marvosh/No.29 Corvette; Tim Sullivan/No.58 Corvette.

T2-Pedersen; Tom Wickersham/No.01 BMW; and Clark Nunes/No.79 Mustang.

EP-Wilson Powell/No.77 Miata.

RACE 6B

The field started out one driver more than the A race, despite the



Tim Sullivan tries the Vette out on the esses



#88 Taz Harvey in his Dublin Mazda sponsored RX7

absence of the morning's race winner, Mike Smith, who was only entered for the A Race. Twenty-two cars qualified, in a frisky, spirited session.

Again the field had a split start, with 21 starters. The racing didn't last long. The pole sitter, Nei Ng/No.5 SRF3 spun in Turn One and several other cars were caught up in the aftermath, including Robert Breton/No.51 SRF3, Brandon Lewis/No.66 SRF3, Robert Sachs/No.9 SRF3. Breton was hazardous, so the Safety Car was put out and Breton lifted and towed to safety. Sachs also was towed and retired.

Also having problems at the start were Jerry Aplant/No.71 SRF3 and Scott Yarbrough/No.10 SRF3, causing Novice Aaron Devenport/No.16 SRF3 to run off evasive. They all continued.

At the half-way mark, it was Booth, Aplant, Jim Murray/No.70 SRF3, James Chartres in his upgraded No.77 SRF3 and Andy Hettrick/No.1 SRF3.

The fun continued. There were a few more testing limits. At the end of 11 laps, the winner was Booth, followed by Aplant, Hettrick Murray and Chartres. The MOV was 0.478, the closest finish of the weekend. Robert Sachs/No.9 turned the fastest race lap of 85.729 mph.

Winning SRF was Hank Raymond/No.12, follow by Bruce Richardson/No.4, Yehia Eissa/No.16 and Kevin O'Connor/No.91 - the top Novice in class.

John Black/No.17 SRF3, who qualified on the front row, did not race.

RACE 5B

This was the last race of a long, cold weekend. Twenty-three of the 33 entries qualified, and twenty-two raced. Up front, the top three - all SMG Mustangs - ran where they started for the 13-lap race. Roger Eagleton/No.98, Ken Pedersen/No.39, and Clark Nunes/No.79.

The exciting racing was in the second pack, fourth through eighth.

Taz Harvey/No.8 GTL MX5 gridded fourth, followed by Bob Bradfield/No.60 STL RX-7, Wilson Powell/No.77 STL Miata; and Mike Lowe/No.10



#23 Tommy McCarthy and #85 Justin Casey

SmG Mustang. Harvey ran fourth until the car gave up half-way through the 13-lap race. He retired in a cloud of oily smoke.

Lowe moved into fourth, with Bradfield into fifth and Powell into sixth. Despite a last lap spin, Bradfield held onto fifth place.

Meanwhile, GTL Novice Ismael Basso/No.17 ITA Miata was hit by Brendan Hermalyn/No.90 ITX Miata, spinning him out. Both recovered and continued. Basso had two more excursions afterwards.

Tim Sullivan/No.58 was able to showcase his new SSC5 Corvette.

Eagleton won his second race of the weekend, with a MOV of 18.919. He also turned the fastest race lap of 85.952 mph.

THE CLASS WINNERS WERE:

SMG: Eagleton, Pedersen, and Nunes.

STL Bradfield & Powell.

SSC5 - Tim Sullivan.

ITS - Tao Takaoka/No.72 Miata

ITA - Glen Cherry/No.81 Miata; Kanishk Parashar/No.28 Miata; and Jeff Page/No.24 Miata.

ITX - Hermalyn; Ross Lindell/No.27 Miata; and Mike Kouri/No.69 Miata.

GTL - Taz Harvey.

The top Novices were Kanishk Parashar/No.28 Miata, second in ITA and Mike Kouri/No.69 Miata, third in ITX.

The next race will be Regionals 3&R Honoring Paul Einhorn at Mazda Raceway Laguna Seca. See you there!



#98 Roger Eagleton and #39 Ken Pedersen dual for SMG honors



#51 Scott Vreeland

LETTER TO THE EDITOR

Blake, I read Bob Hall's letter in last month's Wheel regarding SFR's Worker Appreciation Program, its unfortunate lack of funding, and rightful recognition for driver donations. This is the first time I've been moved to write this letter. For those unfamiliar with WAP it may be used to subsidize some of the expenses volunteer workers face in the decision of whether to attend or not attend an event. More than once I traveled 250-450 miles to an event and slept more than once in my car. A note to all drivers, don't think for one instant that your generosity is not appreciated. It most certainly is. I understand that donations can be made at Registration.

We simply don't know whom to recognize. A simple thank you would go a long way to encourage donations. Next time you register toss a donation of any level into the WAP kitty.

I recently saw a plea for corner workers just one week before an event saying that the event itself was in danger of being cancelled. In the past corners included flaggers, communicators, and, occasionally, a driver observer. Presently it's not infrequent that corner workers perform two or three jobs at the same time. Corner workers are there for one thing and one thing only - driver safety. They serve as the eyes, ears, and voice for race central. And, I don't mean to be patting myself on the back. Far from it.

Unfortunately some corners are not staffed because there are simply not enough workers to go around. Those that are staffed may be staffed by just one worker who flags, communicates, and acts as a recording secretary for deviations whether a simple off and on or a more serious alert situation. Alert situations and possible alert situations are called when there may be the potential for driver injury.

It's not only a matter of assistance with travel expenses, but also it's additional human resources. We need to recruit more new volunteers in all specialties. Embrace SCCA's President Mike Cobb's "One for One" Program. Personally I enthusiastically "pitch" joining SFR/SCCA and becoming a volunteer at every opportunity.

For the record, Bob, I for one thank you for your much needed support.

Sincerely,

Ted Thomson (F&C)



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FULL BODY CONTACT

BY BRUCE RICHARDSON

SpecRacer Enterprises & CSR News

NEW BRAKES – The new Wilwood brakes are in production and are currently shipping. A limited quantity of the new brakes are available, so put your order in ASAP for your new set of Wilwood brakes.

NEW KEVLAR SPRUNG HUB CLUTCH DISC – The following is the latest from SCCA-E “New Kevlar SRF3 Sprung Hub Clutch Disc is still in process. No firm delivery date has been set.” So, don’t plan on them being available for at least a month or two.

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. Prototypes of the Bead Seat are in testing and the final design is close to getting into production. Don’t plan on them being available for at least one to two months.

NEW STRAIGHT CUT GEARS – New straight cut gears are in full production and are available as a set or individually.

CUSTOM RADIO STEERING WHEEL BRACKET

AccelRaceTek has designed and had fabricated a custom bracket for your radio button for your SpecRacer Ford. This was designed because we saw so many steering wheels that had the spoke drilled for the button break. The bracket is designed so it is easy to reach with the thumb. The bracket is designed to be universal and work with fixed or removable steering wheels.

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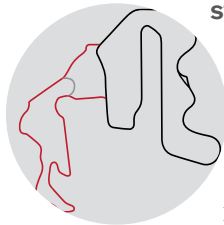
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THUNDERHILL REPORT

BY DAVID VODDEN

As we race through the 25th year of Thunderhill Park it is interesting to recall the strange ways that we got stuff to make the track what it is today. The stories of driving unlicensed old SCCA vehicles from Sears Point to Thunderhill are epic.



There was the time we got this old tow truck and were towing a paddock vehicle, with Bob Maybell following in another SCCA paddock

Nissan. These were Art Perry's old paddock cars. On highway 505 the tow truck suffers a blown head-gasket, so we unload the paddock Nissan from the hook and Bob and I drive to Thunderhill and Bob Maybell goes back to get the tow truck. We pulled the old SCCA equipment trailer, a former Pepsi delivery unit, all the way to Thunderhill from Sears with a chain. Then there were the telephone poles that we gathered up at some place in San Jose that wanted them gone. There were too many for the strange open trailer that Albert Betisfandier let me use but we got them all on. Once on the freeway this was more than a hand full to drive. I am sure that we bent the trailer. We got steel light poles for free from the Pleasanton Fairgrounds. They stand today on the 3-mile track. The final two poles from that scavenger hunt are just now standing tall and illuminating the West track along the hot-pit lane there. The Pro Shop was donated to the track by David Smith of Design Mobile Systems in Patterson. It was a school room before and came to the track in three pieces. At first it was the track office and then it became the retail store. The ground under this store is unpaved. John Thompson is responsible for the eucalyptus trees on the property. He gave us a truck-load of trees, but we did not plant them all, in part because some do-gooders said that they dropped branches and were messy. I am so glad we planted what we did! Our first order of furniture came free from Steve and Kathy Barber courtesy of Longs Drug Stores. Our bridges came to us for free from Sears Point Raceway courtesy of Jerry Stark and Steve Page. Of the bridges we received, the start finish-line bridge from Sears now stands across our back-straightaway still showing the signage of "Eandi

Metal Works" on the I-beams. We turned the other two bridges into cash when steel recycling prices were at an all-time high. The massive number of flat-crash walls and wheel fences came to us from the San Jose Grand Prix after that Indy Car promotion failed. We got them off Craig's List for \$25,000. Just what we sold to other tracks after they arrived at Thunderhill via the most convoluted trucking operation ever devised, paid all the costs and transportation many times over. The Race Drivers Club [RDC] built our communication shack and provided the earliest public-address equipment. Those amplifiers have been replaced more than once since then but RDC made the start up happen. Help from the Shelby Club, Northern California Karter's, Golden Gate Porsche Club and many others are part of the legacy of Thunderhill. I have said, on many occasions, that one of the most rewarding aspects of carrying Thunderhill Park from Tom McCarthy's idea of a club-owned track to what it is today, has been working with the many generous helpers who stepped up along the way. If you were one of those people or companies or groups who did something like what I have shared above, write me a letter and tell me who, what, when and why and I will see that your story gets into the archives for those that come along far from now to see and appreciate.

One of the benefits of having helpers and being a scavenger is that Thunderhill Raceway has no debt service of any kind. We just don't buy things because we can! This is a big deal with race tracks, especially when dealing with unstopable rising costs and a state that treats business as just a source of financing.

One more point about the business of Thunderhill Park. Many Club members and most outsiders, who truly don't care, do not understand that relationship between Thunderhill and the Club. The Club says on its social media and in other places that "Thunderhill is owned and operated by the San Francisco Region of the SCCA". This is not true. Never has been. Why?

Because the Club does not operate Thunderhill. It does own the outstanding shares of common stock which clearly makes the Club, a 501 C-4 California not-for profit corporation, the owner of Thunderhill Park. That part is right. It is not a problem that the Club is the owner and has the stock and shows that stock value on its balance sheet. This only becomes an issue

when someone demands that the track must do this or that "because we own it." It doesn't work that way and cannot work that way under the law. You may have stock in Starbucks and that is good for you, but you cannot use your position as a stock holder to tell Starbucks how much to charge for your favorite brew nor can you tell them who to hire, what hours to be open and insist that you can park here or there in the Starbucks lots. This just came up again, hence this missive. I know that this is largely out of sight, out of mind for 98% of those reading this. Now you know how this works and you know that it is the right set up. I hope you know that it will work for a very long time. Did I say "50 Years of Thunderhill?"

By the time you are reading this Thunderhill will only have one more race on the Club's 2018 Regional Road Racing schedule. That event is August 31 through September 2nd. It is the season finale. It does offer double points to all who compete, and it will be a salute to Tom McCarthy, the official Club celebration of the 25th Anniversary of this track and the celebration of the 70th anniversary of the Club depending on what date one uses as the start. As you can see the weekend of August 31- September 2 will be a big one. Plan now to attend and enjoy the many festivities! Tell your friends. We have well over 200 entries here next weekend to race at Thunderhill under the SCCA banner. I think we need well over 200 entries for the season final at Thunderhill as well!

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OPEN WHEEL AND SPORTS RACERS

SRF3 #865: Built 2009, Converted by Cerini Motorsports Jan 2017. Gearbox rebuilt Jan 2017, Butler Seat & new style Butler "HALO", AIM MXL Pro 05 Dash, New Style UCAs, New Style Toe Adjusters, 2 Sets New Style Wheels, Laguna Muffler, AMB Transponder, Thermal coated headers, PBS Quick Jack, MSR Alignment Bars. SPARES: Nose, Uprights, Hubs, LCAs, Steering Arms & Box, Spare Half Shafts, & much more \$35,000 415-298-3917



Race ready Formula Renault 1600. Pristine Italian carbon fiber chassis. Sealed fuel injected engine w/computer management system, electronic dash panel, data logger, automatic lap counter & radio system. Inboard suspension, adjustable wings, rear diffuser, fire extinguisher system & 8 alloy OZ wheels. Many spares plus trailer! \$18,000 in California, call 707-449-8304.



P2/DSR for sale. 1986 Mariha S2000 converted to DSR in 2007. Full cage, GSXR 1000, Wilwood brakes, AIM dash, Chase cam & Gopro, 2 sets of used tires mounted and a set of stickers. New belts, fire system many spares and tools. \$12,000. Kenn (503) 879-5519



2004 Pro Mazda For Sale - \$28,900 Quick Car! Excellent condition!! Professionally maintained by Auto Spa. Recent motor rebuild. 100% race ready Expansive Spare Package Available - \$2,900. Spare Tub Available - \$3,900.

Inclusive, steering Column, Master Cylinder, Pedal Assembly, Wiring Loom, Switches/Cables TAKE IT ALL FOR \$34,500!! **STREET TRADES CONSIDERED** Edd Ozard 925.200.7509 eozard@pacwestsolutions.com



Superlite Coupe Endurance Race Car - \$115000. Car has been completely rebuilt and ready to be raced!! Enter the 2017 25hrs of Thunderhill and win it!! Car comes with two bodies and three splitters and three sets of wheels. Fuel rack included. Many Many spares. Darrell Anderson (510) 928-2423

Vintage Crusader Formula Project 1965 Crusader Formula Vee, needs to be assembled. Everything is there for a complete restoration. Own a part of history and have fun driving it at Vintage events. Call Blake Tatum to discuss, 209-403-2452



SRF Gen 3 #066 (2nd Place car SF Region 2015.) \$32,000 OBO. Well maintained by owner and CSR. 14 Weekends on Engine. 1 race on Clutch 1 yr. on Rebuilt Shocks, Heims and Ball Joints. Analog Gages Warning Lights for Water Oil Pressures Alternator. All Current Upgrades 2 Sets of Hoosier slicks. 1 new unmounted set. Rains on Weld Wheels Bodywork good condition. Traqmate data acquisition with video sync for GoPro (included). Both softwares included. Call: Bob @916 489 7182.

GT1 Rolling Chassis. Loflin/Philips GT1 tube frame, raced mid-80's Trans Am Series. No engine, trans, body, fuel cell, has exhaust system, stock products quick change, full fire system, NASCAR Modine radiator and oil cooler, 16x12.5 on 5 hubs, Durlite alloy rims, 4 fronts 2 rears, Lockheed front brakes, Hurst airheart rears. All gauges, seat, pedals, dry sump tank and hoses. Documented Trans Am history. Car located Hayward, CA. Make offer. Contact Don at 510-531-6632



For Sale: FC/F2000 Engine. Ivey. Ex Joe Riley/Robert Armington. Last raced in 2014. \$2000. Includes engine stands and header. Want SF Region people to have first shot at this before listing on Apex Speed. David Simerly. 415-383-0960



Super competitive SRF Gen 2. Top 10 in Runoffs past 2 years. Fresh national motor+ quality regional motor. 3 sets of wheels with tires including new rains. Brakes and rotors have one race session. Re-built transmission last year. \$15,500. Open trailer available for \$1000. Call/text Dan @ 443.742.7702



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

FENDERED RACE CARS

1990 Spec Miata. Race motor by Haag Performance, in 2016. Four weekends on motor. In Feb. 2017, complete suspension set up by TFB Performance, at cost of \$2,195: new Bilstein shocks front and rear, new Fat cat kit and 99 top hats; attach sway bars with no pre-load, four wheel alignment (TFB worksheet available). Tech inspection in 2017. GPS track data. Trailer, ramps, and straps go with car. \$7000. John Myers 916-342-2141. jmyers@pacific.edu



Chuck McKinney's 2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX "Wonderbread" Car Square tube chassis, Lotus link, flat floor, driver's side exhaust, Rebello 2015 Spec KA24 3-Valve motor, 32mm SIR, built NEW for the 2014 Runoffs on a virgin block and crank (all new parts with the absolute latest trick internals, engine and chassis dyno tuned). Completely sorted, 3rd Place finisher at the 2014 Runoffs, 2014 NORPAC Division GT-3 Championship & 1997 NASPORT Championship. Fastest GT-3 trap speeds at the 2014 SCCA Runoffs at Laguna. This car could position you to win the 2018 Runoffs. This is a very safe, well-maintained car designed and engineered to be managed by one person. My services are available for the West Coast tracks & the Runoffs. \$35,000.00 - Includes 2 motors, 3 sets of wheels, extra carbonfiber body parts, 24' Haulmark enclosed trailer and my complete inventory of spares With 23 years of continuous development and more than \$125,000 invested, this is a winning car! (510) 812-1140 chuck@amtmetals.com



For Sale: Weaver chassis TransAm/GT-1 Corvette. Retiring - everything must go. Prettiest rig & car at the track: show quality Kenworth, "Cup" motor by pme; numerous track records; prepped & race-ready; numerous spares; \$200,000/OBO (707)765-0153 brempfer@sonic.net



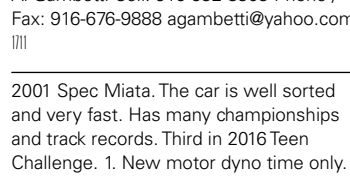
1969 BMW 2002 ITB race car. Raced with the San Francisco Region SCCA from 1994 to 2014. Numerous ITB Championships and dozens of class victories. Lap records at Laguna, Sonoma and Thunderhill. Spare block, head, differential, and 3 extra sets of wheels and tires. Other misc parts included. Terry Tinney motor. Licensed in California and currently under non-op. Excellent condition though out. Extra nice cosmetically with a very straight body and always well maintained. \$19.5K Jeff 559-307-5878 jeff@thespeedjournal.com



For Sale: 1974 Jensen Healey. Chassis and suspension preparation by Race Tech Engineering. Prepared for E Production. 2.0 Litre Jensen Healey Lotus 907E (Mark II). Engine prepared for SCCA E Production specs. Tilton Aluminum Flywheel with Tilton dual disc clutch. Dry sump oil system with 3 stage pump. Getrag 5 Speed. Carburetors are Weber DCOE 45 with 34 mm chokes (venturis) as specified by SCCA for EP \$19,000 Don Wollesen 831-685-2545 wollesen@ieee.org



Brand new chassis. Victory circle with Port City front clip. Car has never seen the race track. Have items to add to build such as fuel cell, headers, rear end, shocks. Message more info. \$2000 for chassis, \$7000 for everything. Willing to split items. 916-425-6251



2001 Spec Miata. The car is well sorted and very fast. Has many championships and track records. Third in 2016 Teen Challenge. 1. New motor dyno time only. 2. New shocks. 3. New Clutch. 4. Rebuilt

trans, no race time. 5. New wheels this year. 6. New wiring loom. 7. New Coil packs. 8. New Belts. Many extras; Receipts available. (949) 413-2220; noah-greyracing@gmail.com



For Sale, 1980 RX7 Race car Annual tech has been done for class ITA. Recently ran in the regional's 8 -9 at Laguna Seca. The car is race ready. Engine is stock 12b with a Nikki 4 barrel carb, Stainless headers, new aluminum radiator w/ shroud and electric fans. The Kirkey aluminum seat is adjustable for easy driver fit, new G force belts, and a new window net. It has Panasport style wheels with Falken Azenis tires. The roll cage was build by Doug Chase. The car was originally built, or should I say over built, as a 24hr of LeMons car called Laramie. It's great colorful markings were to mimic the M1 BMW racecar of the 1980 Le Mans period. The great front spoiler and high rear wing, though removed for ITA are with the car. Call to make offer or for more info or pictures. Contact: Al Bourdet 510-414-9202 or al@altechconsulting.com

Fresh 383 Stroker LT1 Engine, Rebuilt Borg Warner T56 6 Speed Transmission with aluminum flywheel and new Stage 3 clutch, re-engineered suspension including UMI Road Race K Member, 6 point professional built roll cage in a rare full hard top, never wrecked. \$12,500.00 B/O 916 716-7304

1970 GT1/BP Corvette roadster. Has vin, pink and two log books. Roll bar numbers match log book numbers. About 20 races total. Engine is an all iron 355 except for the intake manifold and Muncie four speed. Flares are wide enough for 12 inch rims. Tires are currently rollers only. Runs, drives, and stops well. 559-645-2988. \$22,500.



1999 Spec Miata. Well sorted car, super reliable and many podium finishes in SCCA Calclub. ACT Clutch, Koyo radiator, Torson diff, SS brake lines, Racetech

seat with head restraint, manual steering rack, Momo steering wheel with quick release. AIM MXL data system. 2 sets of Team Dynamic wheels. Come with spare parts. Current SCCA log book. E-mail me for more pictures and video of races. fhu@performancecomposites.com \$15,550 OBO. 310-927-4368

1971 Datsun 510 4 Door. SCCA ITC Racer GRP 5. Car won 2015 ITC Champ. Ready to race, good first car. L1600 Robello Engine 40 over. Additional Pictures 4x4xfar88@gmail.com Text 209-613-4813. With spares \$6500



1978 Porsche 911 Turbo (930) race car, \$50,000. Guard red color; RS 3.8 body style. Fiberglass body except tub; 2300 lbs, 500 hp. 2 hours on GD Racing rebuilt motor, 3.4 L; Rebuilt turbo. GT1R class car with PCA Racing log book. Thunderhill 1:56 using Good Year Bias ply R430 non radial. Rear tires 25x13; front 23.5x10.5



Turnkey, race-ready HP Honda CRX Car has 4 SCCA National Championships with 4 different drivers; third at Laguna Runoffs with 5th driver. 138 MPH trap speed at Daytona Runoffs. No possible effort left undone. Car comes with - Jongbloed wheels; Houseman, 5 racing gears trans; custom air dam/splitter; Tran-X limited slip; highly developed, "bagged" SS header; water-to-oil heat exchanger; custom water radiator; Comptech prepared engine; AEM Infinity ECU; data collection sensors; and "owner's manual" with track session/setup data. Comprehensive spares package available. Contact hussey.steve@gmail.com or 650-823-9927, \$27,500



Spitfire Roller For Sale. MUST SELL - Please Make Offer. Ex-Tom McCarthy Car. Tom Ran at Atlanta, Then sat one season, I bought it. I made numerous improvements, used it for my Driver's School at Sears Point, got my two races in. And then divorced. Stored indoors since. Complete EXCEPT NO engines,

transmissions. Has very rare Positraction, McCarthy axles, full gauges, three sets of wheels Spare Spring Towers, Used Super Trap Muffler. rrhostler@gmail.com



For sale: 2006 Winning Blue MX5. Full STR prep. I drove this to second in pax at last SSSCC event of the season by 0.1 seconds. Two sets of wheels with good rubber. RE71R'S and R1R's. \$13000 obo Will deliver with a deposit up to 1000 miles from 99338 for \$0.75/mile. Trophied at the Packwood Tour in 2013 (Rex), 2014 (Mark, Lynn and Dennis Healy), 2015 (Mark & Lynn) and 2016 (Lynn). 2006 Mazda MX5 GT with 74XXX miles Winning Blue, 60,000 when we bought it in 2012. We are the second owners and can put you in touch with the original owner if needed. All in decent condition (for an autocross car, not a show queen) with minor road chips on hood and at rocker panels. 6 speed with stock Mazda LSD. (Only mod it does not have is the OS Giken) PPE Engineering LT Header and midpipe put on in 2014 and much more. Contact me for details. roadracex@gmail.com 509-551-2681

FOR SALE, 1967 FORD CORTINA, \$1500.00 OBO. In excellent condition 4 door Ford Cortina. I am selling this for my race partner John True. He bought the car from a gentleman on a business trip many years ago and had it shipped here in Reno. I put a better intake manifold with a Weber carburetor on it and it runs great. It has the 1500 cc engine with a 4 speed. The car is really clean and straight. No title, but I know there are ways of getting it. It is clean title as we know. The White with white/blue interior; very clean and straight. Great little car and fun to drive. I will text pictures if you ask. Paul Gilbert, 775-762-4431, paulracer152@sbglobal.net

SPEC MIATA



1999 SM for sale/TPD Trailer combo Race winning car. Refreshed for 2014 Runoff's. Top 10 at the Runoff's. Stored

since. Great spares. 3 sets of wheels. Drago motor. Will part with 24ft fully load 2012 TPD with every option as package. 18K for car + spares. 35K for both. Email for build sheet for trailer or more info on car. Located in Pleasanton. Barretttilley@hotmail.com 1711



Two BMW E36 IT-prepared rollers for sale, one with some front end damage. Complete race-ready drivetrain for ITS 2.5l and complete drivetrain for ITA 1.8l available, prepped to IT limits and chipped. Aggressive limited slips for each. Fully built suspensions. 2002 ITA 3rd place SFR region championship car. Make offer. banta@racer.net, 650-472-1486 www.fizzball.com/bmw01 1711

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1968 one of a kind autocross hillclimb bug. Hold records all 7 NHA ,lots of TTOD SF region OSP, 2nd 1st G Force challenge, 2332cc, tube frame, coil over, tilt body, 19mm master cyc, chassis dump 298,1675lbs,chrom rear hubs, heavyduty parts that wear, extra set wheels,4 wheel disc breaks, to much to list, spare engine also 86x94. Call for details. 209-241-9666

STREET CARS



Steel bodied right hand drive home built low-boy with chevy ls engine. Non running car with lots of parts needs assembly and interior. Rebuilt z06 engine with special lehman front timing cover and cross drive unit with a joe hunt distributor Rebuilt muncie t10 four speed with hurst shifter and light weight bell housing, quartermaster 5.5 Inch clutch and button flywheel. 1956 Chevy bel aire rear end Edelbrock carburetor and intake with new headers, muffler and exhaust parts Two sets of wheels and tires 15 inch as shown and solid 16 inch with baby moon hubcaps and dunlop ls tires. Also have holden hubcaps and badge \$18,000 Sharon Gilbert, Westley CA 209-894-3949 bsgil99@hughes.Net 1711

1999 Ford Econoline 150 Conversion Van With Dome Top, \$8,500. Low mileage: 87,987. Runs perfectly. Serviced regularly

(have all receipts). Has A/C, radio, stereo system with head phones, TV, CD, tape player, power inverter, refrigerator, microwave, sink, electrically operated couch/dinette flattens into a bed, wood-grained cabinets overhead and below (houses a porta potty). In excellent shape except dome paint on one side is eroding. Never been in an accident. Ann: 530-335-6010 1712

TRAILER/TOW

44' Featherlite Gooseneck (1989); dual 7500 lb axles, Low Profile, Hydraulic Ram Lift, Diamond Plate floors, Insulated Interior, \$11,500 415-298-3917 1713



Car trailer with electric winch and tongue jack and removable rock shield. Winch is rated for 6000 Lbs. Includes remote control for the winch. Has large under deck storage area. Tires have excellent tread depth. Perfect trailer for low clearance cars as approach angle is 10 degrees. Includes good battery in locked onboard box for operating winch and jack. I have used it for cars over 4000 Lbs with no difficulties. Gary 925-743-0673 1714

1999 Ford Econoline 150 Conversion Van With Dome Top. \$8,500 Low mileage: 87,987 Runs perfectly. Serviced regularly (have all receipts). Has A/C, radio, stereo system with head phones, TV, CD, tape player, power inverter, refrigerator, microwave, sink, electrically operated couch/ dinette flattens into a bed, wood-grained cabinets overhead and below (houses a porta potty). In excellent shape except dome paint on one side is eroding. Never been in an accident. Ann: 530-335-6010 1711

2002 24' carson toy / race car hauler. if you are a racer this toy hauler is perfect for you!! bought this trailer new and was ordered to my specs. the reason is that i have a vintage race car and needed more garage space then you can get with off the rack style toy haulers. there are so many upgrades and maintenance items that were done that i have a long list. this is no doubt the best older trailer you can buy. needs nothing!! *comes with a yamaha generator that is about 3yrs old. *speaker with disco light bluetooth at front door *new wheel bearing in and out and brakes *all white outside trim new *new tires and 2 spares **Much More \$12,500.00 negotiable much more call phil at (602)376-8631 1711

2006 Haulmark 20' enclosed trailer with alum workbench, built in toolboxes, lots of pit-pal equip. Lots of storage and race equip including quad , 20' easy-up. \$6,000. Kenn (503) 879-5519. both \$16,000. call for details 1712

For Sale: 1992 Boulder RV, 33 foot, side aisle, pass through bottom storage. 82,440 miles. Only driven on week-ends. Asking \$15,000.00. Contact Bob or Rhonda at (209) 986-9652 or email rmsracer@gmail.com. 1716



2007 Pace Shadow Ramp Stacker, Bumper, Pull 3 Dexter 6k axels, all wheel brakes, 25 ft box, 5 ft tongue, Double side doors 58" w x 80" total, 20 ft awning, needs new cover, floor to ceiling 105", 81" between wheel wells, rear ramp 98" + 18" extension, 4" beavertail, includes new 5500w Generac portable generator.\$12,500.00 obo. Larry 707-462-9088 1715

TOOLS/ EQUIPMENT /MISC FOR SALE

All race gear must go! HANS, race suits, Nomex, gloves, cool shirt, gear bags, shoes, radios, camcorders, etc. Frank (916) 919-5750 1714

Business Opportunity: Office space with conference room, show room, bathrooms and showers available starting in June of 2018. Ideal for Driving School, marquee-club or specialty vehicle dealership and more. Be in the growth curve of the sport and the industry at prices well below the competition. All or part available with full access to all activities at Thunderhill Park. E-mail dvodden@thunderhill.com to learn more and arrange a lease. 1713



House in Foresthill. Frank Lloyd Wright design. 2 bedrooms, 1 office, 1 bath, 5 car garage, 4 carports. Design heats and cools itself. Seven acres at end of private road. \$700,000 OBO. Call 916-663-1641 between 5-7 pm 1711



SAVE YOUR BACK,Electric Side Lift, Last used for Van Diemen Formula Continental. Great for Formula Ford,

Formula V, etc. Quick battery connect. \$375 (does not included Battery cannot ship, pickup only). Chuck Raggio (916) 698-0172, cragg@comcast.net 1711

Set of four Hoosier cantilever slicks, 20x9.5-13 R35A compound.They are mounted on 13x7 steel wheels. (The wheels come with the tires for free.) Barely scrubbed in. They are virtually brand new. Cost me over \$1000, asking \$500. Contact Rich at con-erunner@yahoo.com 1711



AIM G-Dash and EVO4 Data Logger. Both new and still with the original packaging, wiring and software. I'm staying analog. Pegasus sells the G-Dash for \$419.99. I'll sell it for \$300. Pegasus lists the EVO4 for \$1,199.00. I'll sell it for \$900. David Simerly. Cell is 415-317-2353. The e-mail deal is dsimerly@icloud.com. 1711

Sports Racer1979 zink-14 P-1 car project. Retiring from SCCA. fresh Kawasaki ZX-14R engine, new chain, new quaffe LSD, new rear wing, good tires(slicks) Two sets of jongblood wheels and all the parts to put it back on track. Needs to have the nose fit and paint. Jay. (805) 459-0229. abarhwest@hotmail.com \$6500 1713

Coast Muffler, 2" Inlet/Outlet \$175.00 includes UPS. Tri-pod greaser, includes 2/3 tube of GKN Lube, \$75.00. Both prices include UPS ground to lower 48. cragg@comcast.net 1713

HP full race engine. All the good stuff. Email me for a complete description. No reasonable offer refused. Ray Hiett. 11HPrrhiett@gmail.com 1713

WANTED: Fun-loving SFR members to participate in a wild and crazy party Saturday at Thunderhill Raceway Park at days end of the Season's Finale Regional Race 28 October 2017. Come One! Come All! The Party Posse Wants You!! 1713

Snow Tires on new aluminum rims, both less than 300 miles. Bridgestone Blizzak studless tires, 225-60/16, set of 4. Practically new, Fits 2002 Honda Odyssey van. \$600.00. Arthur Muncheryan rose1art@earthlink.net 1713

Large collection of historic autocross photos looking for a new home. Contact NorPac Archivist Gary Horstkorta if interested: norpacarchivist@comcast.net 1712

SHOP/STORAGE SPACE

SHOP SPACE in Santa Clara, 2600 sqft of available space with 2 lifts. Perfect to keep and work on your race or track cars. Suitable for small to medium size teams as well. Trailer storage also available. Bathroom and small office. Lots of storage racks.lzzy 650.279.7252 or izzysanchez78@yahoo.com. 1713

CAR STORAGE in Santa Clara Secure shop, 24hr access, 2 lifts, bathroom and small office. Lots of storage racks also available for your extra car parts extra wheels etc. lzzy Sanchez 650.279.7252 izzysanchez78@yahoo.com 1713

Garage Space Available at Thunderhill starting in June of 2018. 1,400 sq. feet. Large bay door. Bathroom stall available. Rental fee \$1,000 per month. Only eight spaces available. Located on three mile track area near new Solo Pad and SCCA office. E-mail dvodden@thunderhill.com to put your name down on a waiting list. First come, first serve. Great deal!! 1713

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

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

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

SERVICES



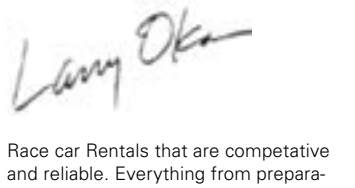
All-Weather Storage Lockers – Now @ Thunderhill Park! Finally a solution to having to deal with all your race equipment! Don't bother lugging your gear around or leaving it out in the cold. Rent a 4' X4' X8' Thunderhill locker daily, weekly, monthly, or even yearly to make sure you always have a place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

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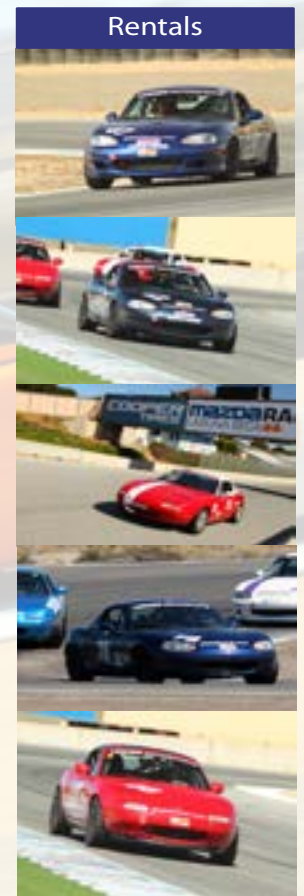
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