

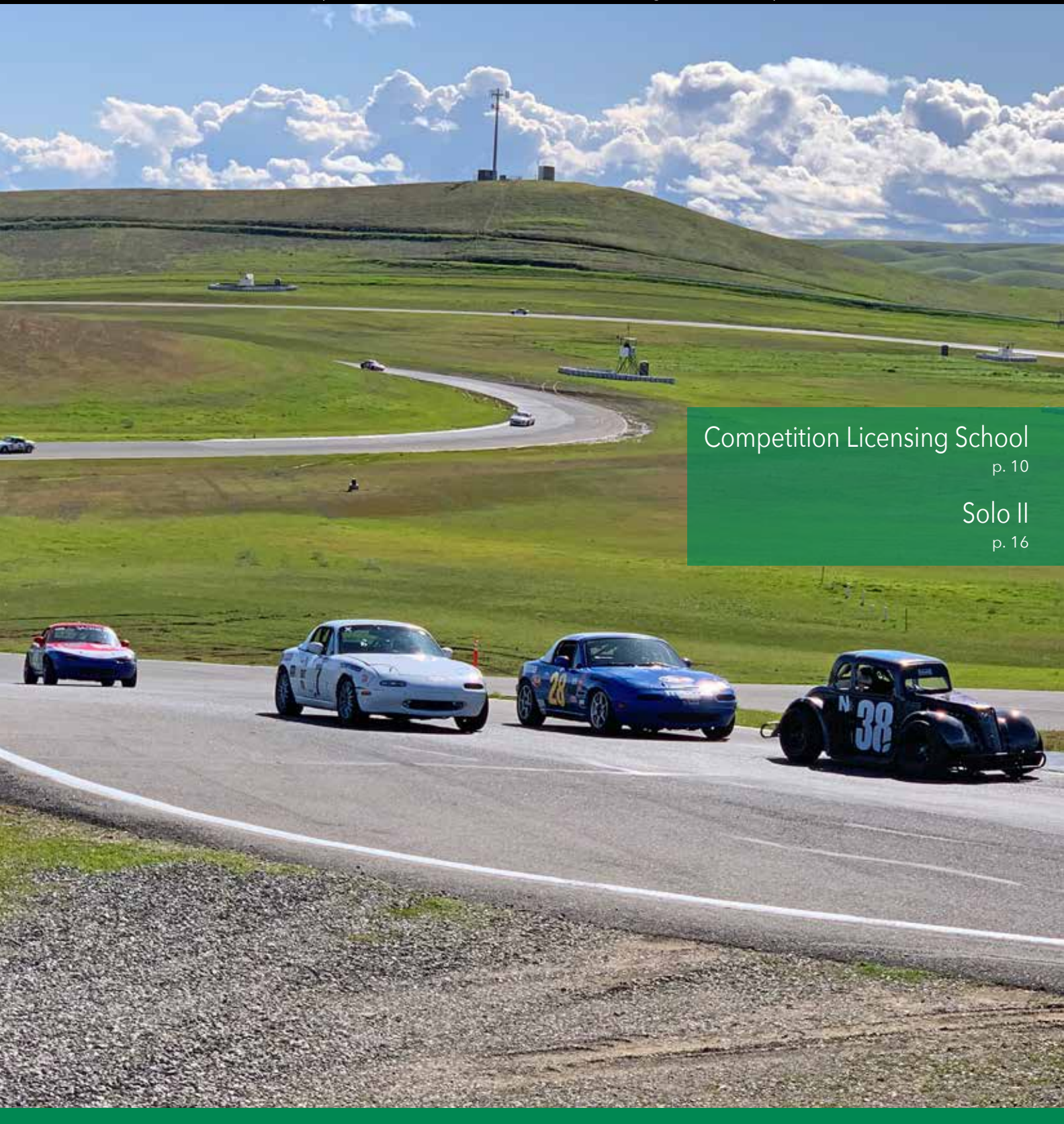


The wheel[®]



VOL. 60 | MARCH 2019

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



Competition Licensing School
p. 10

Solo II
p. 16

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MARCH 2019

2019 Driver's School had it all, Rain, Sleet, Wind, and cold temperatures, it also had 54 students

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

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 shall not be published.

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

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

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CALENDAR

UPDATED 2019 FRESNO CHAPTER SOLO SCHEDULE

Driving School - **March 15***

Event 2 - **March 17***

Event 3 - **April 20***

Event 4 - **April 21***

Event 5 - **May 11***

Event 6 - **May 12***

Event 7 - **June 8***

Event 8 - **June 9***

Event 9 - **July 13***

Event 10 - **July 14***

Event 11 - **November 9***

Event 12 - **November 10***

*Held at Fresno Fairgrounds

**Joint event with SFR at Crows Landing

More dates and locations may be added; check our website for updated calendar: www.FresnoSCCA.com

For more information, visit our website: www.fresnoscca.com

SACRAMENTO SOLO SCHEDULE

March 23 - Round 1

March 24 - Round 2

April 27 - Round 3

April 28 - Round 4

May 18 - Round 5

May 19 - Round 6

June 22 - Round 7

June 23 - Round 8

July 13 - Round 9

July 14 - Round 10

August 17 - Round 11

August 18 - Round 12

September 21 - "Bill Fleig Memorial" Enduro Practice

September 21 - "Bill Fleig Memorial" Enduro

All Races held at Thunderhill Raceway

Sacramento Awards Banquet - Del Web Roseville

SFR SOLO SCHEDULE

March 29-31** - ProSolo (practice/setup on Friday, competition on Sat/Sun)

April 26-28** - Champ Tour / Northern Pacific CAM Challenge (practice/setup on Friday, competition on Sat/Sun)

May 18**

May 19**

June 9*

August 3* - Round 9

October 6* - Round 11

November 2** - Street Survival (not an event, will need a few volunteers to help out, being run by Teresa and Erika McKee)

November 3**

November 16** - Practice / Starting Line

November 17**

**Marina*

***Crows Landing*

2019 SCCA-SANCTIONED CONCOURS D'ELEGANCE

Sunday, June 23

Coyote Creek Concours d'Elegance

Coyote Creek Golf Club
Morgan Hill, CA
(408) 217-8097
www.coyotecreekconcours.com

Sunday, September 8 Ferndale Concours on Main

Main Street
Ferndale
(707) 786-7150
www.ferndaleconcours.org

Sunday, July 21

Hillsborough Concours d'Elegance

Crystal Springs Golf Course
Burlingame
(650) 619-6186
www.hillsboroughconcours.org

Sunday, October 6

Niello Concours at Serrano

Serrano
Eldorado Hills
(916) 635-2445
www.theconcours.net

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Jason Hohmann
Patterson - Central Valley
209-620-0559

RATES

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

2019

2019 SFR/SCCA RACE SCHEDULE

MARCH 16-17

DOUBLE REGIONAL 1-2 – THUNDERHILL

MARCH 27 -30

CALIFORNIA 8. WEATHERTECH RACEWAY
LAGUNA SECA**

APRIL 6-7

DOUBLE REGIONAL 3-4 WEATHERTECH
RACEWAY LAGUNA SECA

APRIL 13-14

TIME TRIALS. THUNDERHILL. (WITH RENO)

MAY 3-5

TRANSAM. WEATHERTECH RACEWAY
LAGUNA SECA**

MAY 9-12

FERRARI CHALLENGE. WEATHERTECH
RACEWAY LAGUNA SECA (LIMITED
SUPPORT)**

MAY 11-12

REGIONAL 5-6. THUNDERHILL

JUNE 1-2

DOUBLE REGIONAL 7-8 WEATHERTECH
RACEWAY LAGUNA SECA

JULY 6-7

DOUBLE REGIONAL 9-10 SONOMA

JULY 25 - 28

HOOSIER SUPER TOUR WEATHERTECH
RACEWAY LAGUNA SECA + TEST DAY

AUGUST 10-11

PRE-REUNION. WEATHERTECH RACEWAY
LAGUNA SECA**

AUGUST 15-18

REUNION. WEATHERTECH RACEWAY
LAGUNA SECA**

AUGUST 31-SEPT 1

DOUBLE REGIONAL 11-12 WEATHERTECH
RACEWAY LAGUNA SECA

SEPTEMBER 12-15

IMSA. WEATHERTECH RACEWAY LAGUNA
SECA**

SEPTEMBER 19- 22

INDY CAR. WEATHERTECH RACEWAY
LAGUNA SECA.**

OCTOBER 25-27

TRIPLE REGIONAL 13-14-15 DOUBLE
POINTS/5 MILE MCCARTHY RACE
THUNDERHILL

** Denotes Pro Race Support for Volunteers

Double points for all three races at Season Finale



You just received the February issue of The Wheel and now it's time for me to be writing my column for the March issue. In fact, I can feel your editor breathing down my neck to get it to him sooner rather than later.

As you probably have heard, we had a very successful Competition Driver Licensing School last month. It was led by Kevin Rogers and the Group Leader Instructors were Jon Becker, Dave Arken and Mike Smith. I'd like to recognize and thank them for an excellent job. Fifty-two students successfully completed the school and more than a dozen have already entered the first Regional event of the year. Talk about lots of smiling faces as signed Novice books were handed back to the students on Sunday. I look forward to greeting them and hope to see more throughout the season. Also, I understand from Gary Meeker, the NorPac Driver Licensing Chief, that 5 of the students have been recommended by their Instructors to go directly to a Competition License. And I'd like to give a shout out to the Race Officials who were out in quite chilly weather that weekend. There was a little rain and, in fact, at one point we had some hail. But everyone did a great job. My thanks to them as well.

March, April and May will be very busy months for the SFR Road Racing Community. There will be a Regional event each month and three pro events at WeatherTech Raceway at Laguna Seca. Thankfully, one of those events requires only limited support from the Region, but it is the same weekend that we have a Regional race at Thunderhill. Our Emergency crew and Course Marshals will be at Laguna and the Region will hire Thunderhill staff to cover our emergency needs for our Regional race. As has been said many times, we are the Region that knows how. But we do get stretched thin.

Speaking of which, we are always on the lookout for folks who would like to become a Race Official. For any of the recent graduates from the Drivers School, if you really want to know how a turn should be driven, come spend a day or two flagging on a turn and watch how the veterans do it. And our pro events always have the need of additional Pit Marshals. So come to a Regional event and learn the ropes and then come to the pro event and enjoy being on a turn or in the pits with the pro racing teams.

As I have mentioned before that San Francisco Region is trying something new in April. And I'm really excited about it. I know I talked

about it in my column last month but just in case you didn't read it, I think it's worth repeating. We're working with the Reno Region and National for a National Time Trial event at Thunderhill on April 13-14. We'll be using the 2-mile West Course. Tony Rodriquez from the Bay Area Solo Chapter has become the Region champion for this program. Our bi-weekly conference calls have been very positive and we're hoping for a great turn out. Maybe some of our new graduates will decide to attend as well since the Time Trials event will count as one of the three events needed to proceed to a competition license.



Another area that you will soon be hearing more about is RallyCross. This is a program that has received very little publicity in our Region but is generating more interest among the younger generation. David Vodden has started working with Sanjay Singh, from the Fresno Solo Chapter, about having RallyCross run at Thunderhill. As we get more information, we will be passing it on.

As many of you know, we are actively looking for a Regional Office Manager. Sherry Grantz has been working from home in the South Bay the last few months but hopes to have her responsibilities finished no later than June 30. We have a job description and hope to identify someone soon. Perhaps even before you read this paragraph. However, just in case, if you know of anyone who might be interested in the position, please have them forward their resume to me. Nan Mendes has done an excellent job in holding down the fort at Thunderhill and she will be continuing in her current role. You can always recognize the lovely blonde woman with the big smile on her face.

I look forward to seeing you at the track soon.

Til next time, your RE. Barbara

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Marjorie competing at the 2018 Runoffs, photo by Aaron Meyer



2 month old Marjorie in her dads arms

Father and Daughter Racing: Marjorie and Laury Lundberg

In SCCA we often times talk about the great bond car racing creates with a father and a son. These relationships have gone on to create a lifetime worth of memories and have been the foundation of SCCA's continued existence. It occurred to me that I have never acknowledged that car racing also can create a great bond between a father and a daughter.

Enter Marjorie Lundberg. She literally grew up at the racetrack. Her father Laury Lundberg is a life long racecar driver having started out in Healeys and Sprites and eventually moving over to Formula Vee. Laury took his wife Barbara and daughter with him to races all over the Northwest and across the country. Growing up at the race track was fun as far as Marjorie was concerned. It worked out well because Marjorie had two other young girls to hang out with. They were the daughters of Dennis and Donna Andrade, Jessica and Laura. Jessica and Laura also grew up at the track with their parents. Together the three girls would play. They were always looking for the next thing to get into, whether it was sliding down hills on cardboard or tee-peeing other competitor's trailers, they kept themselves entertained. Naturally once the race started the three of them were occupied with rooting for their fathers.

As the girls grew older Marjorie and Laura expressed an interest in racing themselves. When the 1998 Driver's school came around Laura and Marjorie enrolled. Both girls used their father's cars and had a great time racing against each other in the school. When the 1998 season got underway the two girls were entered in the regional half of a weekend at Portland International Raceway.

Before the race started they both agreed a layback on the pace lap so they could create a gap between them and the other classes of cars in their group. Their plan was working great. They had the gap they wanted however with all things racing it did not go exactly as planned. When Marjorie saw the green flag she nailed the throttle,

which promptly put her Formula Vee into a spin. Luckily she did not hit anything and the only thing damaged was her ego. She would go on to finish the race and eventually earn her racing license.

When Marjorie started racing she had no idea where it was going to take her. The one thing she did know was that racing was a lot of fun and racing against all the people she considered family made it even more fun. Marjorie has a very unique perspective on racing. She says when she is in the car it is very relaxing. She feels that the rhythm and flow of the racetrack provides a calming feeling yet at the same time she experiences an exhilarating sense of enjoyment.



Marjorie and Laury enjoying an Indy Car weekend

After a few seasons of sharing the car with her father she got her own car. It just so happened that her father won a car in a raffle and shortly after taking possession her father decided that she would drive this car and he would pilot his old car that he had recently bought back. Together Marjorie and her father would prep the car and race. From the very beginning Marjorie was willing to get her hands dirty. She was never been an arrive and drive type of person. Getting the

Wheelworks

BY BLAKE TATUM (continued)



Marjorie with the Andrade girls, Jessica and Laura

car ready for a race or the next session is part of the process, besides it killed time between sessions. She feels that prepping the car and is as equally important as driving the car.

Racing Vees in the Northwest Regions was difficult because the Vees were placed in run groups with all of the other Formula Cars. However the Vee racing in Northern California was quite competitive, so Marjorie became a member of Instinct Racing. She started to compete in the San Francisco Region. When she raced with Instinct Racing the car was kept in Northern California and Marjorie would go to the races without her father or they would meet at the racetrack. Now that both of them live in the Portland area Marjorie and her father drive to the track together. The long hauls to and from the racetrack provide plenty of time to talk. Naturally a lot of the talk centers on racing but scuba diving and the 49ers eat up some of the miles too. According to Laury sharing the racing experience with his daughter has always been a positive experience. He said the thing he admires most about her has been her desire to compete and her ability to keep a positive attitude. She does not give up. If she has a bad practice she knows qualifying could change everything, if qualifying does not go good there is always the race. Looking forward and not relishing on the past has been a strong suit of hers.

It is the racing experiences that keep bringing her back. She fondly looks back on the race with Colin Cross, Jim Petrik, and herself running at the front of the pack at Laguna Seca. This was the first time she was able to compete with the then front-runners in the class. As the race went on she could not help but think about how easy it was and how comfortable she was nose to tail with these guys. She ended up finishing second in the race but the confidence that she gained was more valuable than any victory.

Sometimes your worst events can also be your most memorable. Any kid with a dream of being a racecar driver dreams of winning the Indy 500. Marjorie was no different so when the runoffs were slated for the Indianapolis Motor Speedway she had to go. As she drove onto the track for the first time she could not help but think about the people like Foyt, Mears, and the Unsers that she watched race in the Indy 500. The idea of being in a racecar on that track was definitely a pinch me moment that still resonates with her. Unfortunately the

coolness was diminished when her primary motor blew up and then her back up motor would not run properly. To add insult to injury as the large field tried to funnel itself through turn one there was a large pile up. With no place to go her car was swallowed up in the middle of the carnage and her race was over before even one lap was completed.

Marjorie has a rather positive spin on the experience. She does not relish on the lack of laps or the damaged racecar. She looks back and thinks about the time and experience of Indy. She thinks about being able to walk the racetrack with her father and she recalls fondly the two of them kissing the row of bricks on the front straight.

Marjorie's favorite racetrack is Laguna Seca. She says she really likes the flow and she especially likes going flat out down the hill from the corkscrew. Her infinity towards the track played out well for her during the 2014 Runoffs there. Starting twentieth in a 32 car field everything went her way. Cautions happened at the right time, people spun creating openings, and Marjorie picked off people one by one (myself included), when the race was over she finished a very respectable 5th.

Marjorie also competed in the 2018 Runoffs at Sonoma Raceway. Her father's birthday was during the week of the runoffs. Marjorie decorated her pit stall, ordered up some cupcakes, and gathered the entire FV paddock to come and wish her father a happy birthday. Laury was thrilled to have everyone there and was emotionally moved by Marjorie's thoughtfulness. It was obvious how much they appreciated each other.

Her race did not go as planned, after working her way up to 14th her car let her down and she had to retire. All together Marjorie has been to the runoffs five times (twice at Mid Ohio, once a Laguna Seca, once at Indianapolis, and once at Sonoma Raceway).

The time between races is when Marjorie and Laury's bond is most strengthened. The car is kept at Laury's house in Portland. Like all racecars there is always something that needs to be done. Marjorie will often call her father to discuss the next improvement or bit of maintenance that will be performed. When it is time to get the work done it is father and daughter both hanging out in the garage and working together. She learns mechanical skills while he learns life skills with his daughter.



Selfie, kissing the bricks at Indy, Marjorie and Laury

Marjorie feels very lucky having growing up at the racetrack. As Marjorie looks back at the times with the Andrade girls, as she recalls the trips across country, and as she describes her racing exploits there is one unspoken theme; that is her father. It has been the help, support, and guidance of her father that has made it all so memorable. You can say that racing is the bond but the relationship is glue that will always keep them together.

Hall of Fame

BY GARY HORSTKORTA

STERLING EDWARDS (1916 - 1989)



In an automotive sense, Sterling Edwards was a man ahead of the times. He was an ex-World War II fighter test pilot and then an early member of the San Francisco Region. However, unlike many other early road racers, he did not begin his racing in an MG-TD but in a car he helped design and had built - the Edwards Special.

The idea for his own car came to him during a trip to the 1948 Winter Olympics in Switzerland. Outside his hotel he spotted a Cisitalia Mille Miglia roadster which captivated his imagination and a seed was planted in his mind about building his own car. Upon his return to California and a little over one year later the Edwards Special was introduced in the Fall of 1949. The car was featured on the cover of the December 1950 issue of Road and Track magazine with a feature article inside describing the car. This article brought attention to sports car racing and the SF Region. Edwards entered the Special and won the first Palm Springs races in April 1950, the May race at Buchanan Field and a race at Santa Ana in June. These successes established the Edwards Special as very competitive race car.

However it was his off track activities as a race organizer where Edwards made his biggest contributions to the future success of the SF Region. His most important effort began in the summer of 1949 when Edwards began discussions with a friend of his, Jack Morse, President of Del Monte Properties in Monterey. He proposed holding a race on some of the roads on the Morse's Del Monte property. Morse had a sympathetic ear since two of his Yale classmates had been the Collier Brothers, well known for their racing activities on the East Coast. In February 1950, Edwards wrote a letter to SCCA National

announcing an agreement had been reached with Morse to hold the race later in the year on a course to be determined.

In March 1950, Edwards attended the SCCA road race at Palm Beach Shores in Florida to learn all he could about race organization. He supplemented this information with more observations at the April Palms Springs race and the May Buchanan Field race. With his wealth of race organization information Edwards was named General Chairman for the Pebble Beach races and was part of the team of SF Region officials that surveyed the Del Monte Area and established the now famous race course.

Of course the race was a resounding success for several reasons - it was very well organized, the venue ideal, the course well designed and with the excellent surrounding amenities, it became an instant classic. The event also received national media coverage and its popularity grew year by year. With Pebble Beach in the North and the Palm Springs race in the South, these became the two highlights of the California racing season for the first half of the 1950's.

Besides racing a variety of exotic sports cars over the next six years, Edwards remained an active participant in race planning and organization first as part of the SF Region Executive Committee, through 1951 then as a sought after consultant. The success of Pebble Beach gave a significant boost to sports car racing's popularity and a corresponding increase in club membership, putting the sport on firm ground in a short period of time.

Without Edwards's organizational efforts during those first two years which changed the course of racing for the SF Region, specifically at Pebble Beach, it is very unlikely another significant event would not have happened, the purpose built race course at Laguna Seca.

BY BRUCE BRUNNER

David Arken



Dave Arken began racing in 1970. As he was graduating from Cal Poly Pomona, the University would give money to students to help buy a suit for their first job. Dave applied for the grant, received the money and used it for tuition to race driver's school at Riverside. A lifetime of SCCA racing involvement had begun.

His first car was an H Production Sprite that he bought with a loan and paid a friend for on installments. Dave won many races and in 1975 was the Northern Pacific Divisional Champion in H Production.

Dave switched to a B Production Corvette, winning more races, while setting lap records. He then built a D Sports Racer in 1991 and continued his racing career straight to the Pacific Coast Road Racing (PCRR) Championship. Dave also won the Over class in the SFR Enduro three times and the Under class once.

In addition to his driving involvement, Dave began teaching at the

San Francisco Region Drivers School in 1973. From 1977 until about 2000, he was the Chief Driving Instructor and is still involved to this day. He was elected to the Racing Drivers Club Board where he was instrumental in kick-starting the Driver Observer Program. Dave is and has been a coach and mentor to many SRF drivers.

Not content with just driving and coaching, he became involved in shaping the region itself. He ran for and was elected to the Region Board of Directors in the mid 1970's, and has served as the Race Director, the Competition Director and was the first to expand the points system, and qualifying races as well.

Still not content with giving his time to the region in various ways, Dave has served on the Formula/Sports Racing advisory committee at the national level. He currently serves on the Club Racing Board (CRB) which is the group responsible for rules writing for SCCA.

It is an understatement to say that Dave has given a tremendous amount of his time and efforts not just for the enjoyment of driving a race car, but to the sport itself and the San Francisco Region.

SFR Competition LICENSING SCHOOL-2019



The SFR Driver's School had a new name for 2019 - Competition Licensing School, better reflective of its goals and purpose. It was held February 15-17, 2019 at Thunderhill Raceway Park. While the weather was mostly dry, save for the freaky hit-and-run hail storm Sunday afternoon, it was miserably cold and windy. Seeing all the snow on the distant peaks added to the chill. The Thursday before school, the rain was so bad it closed portions of I-5, stranding and/or detouring arriving students, instructors and volunteer race officials and workers. Those traveling Friday were greeted by clear roads, bright sunshine, flowering orchards and electric green hills and vales. A new wrinkle manifested this time - scarcity of nearby lodging. Due to the recent wildfires in the area, some of the available motel space has been taken up by displaced victims and workers who are now in the area to rebuild and remediate. It'd be wise to plan ahead for TRP race weekends.

This year's class was nearly as large as last year, with 54 students divided into the traditional three groups - Closed Wheel I, for the less experienced students; Closed Wheel II for those with more experience and/or 'refreshers'; and Open Wheel students. The students, as always, mostly came from SFR, but this year's class also included students from Colorado, Nevada, San Diego, Texas, and Washington.



Dave Arkin instructing Drivers School Students

The school has long been run by veteran Leaders and Instructors and 2019 was no exception. The familiar faces of Jon Becker and Dave Arken greeted the Closed Wheel students. In the Open Wheel group, Mike Smith has taken over as Leader, with Jeff Lederman as his Co-Leader.

Prior to the on track weekend, the students were required to watch an online Ground School.

Over the years Arken and Becker have seen a change in the demographics of the students attending SFR's School. Between the two of them, over the years they have taught and worked with several

thousand students. Now the vast majority of SFR students have track day experience, and of those, many have extensive such experience. Becker teaches the newer students, while Arken works with the more experienced students. He said this change in demographics has significantly changed the SFR curriculum and content, which has increased the difficulty of instruction, and in many cases, elevated instruction to coaching.

Like track day experiences, SFR's school has Safety and Control as the first priority. But then, as Arken says, SFR departs from track day experiences by encouraging and extending the boundaries and advanced race craft skills necessary to race in a highly competitive competition. Basically, other organizations teach driving, while SFR teaches racing.

One driver who passed the 2018 School and was recommended straight-away for a Competition License was Joe Kou. He had such a great time, he said, that he came back this year with nine of his friends to run the School.



Joe Kou, graduated driver's school last year, this year he brought nine of his friends

The race cars reflected the growing trend towards smaller, more affordable vehicles with the majority again being Mazda Miatas. There were a sprinkling of other marques including BMW, Camaro, Honda CRX & Acura, Legends, Mazda RX7, Mustang, and Toyota MR2. In the Open Wheel group, there was one lone Swift FF, and the rest were SRFs.

Becker's Group One had 23 students, and the most diverse. He had 11 Instructors and two Instructors-in-Training. Five of the six women in this year's class were in his group, including two volunteer Workers: the SFR Scholarship Winner, Helga Brunner, Co-Chief of Sound Control; and Teresa Daly of Race Admin. The other women were Kaitlyn Lydell, Tracy Schulz, and Danielle Prah. Another Worker was in the group - David Hutchings of Emergency. There were three teenagers, William Ferguson-14-the youngest student; Brenden Ruzbarsky-15-who drove the most unusual car this year, a Chevrolet Legends car with a Yamaha engine; and Gunnar Hebert-17, son of FF/Vintage racer, Art Hebert. There was also young Nick Wactor, who ran the school so he could race with his Dad. Three of the students were from Cal Club. Five of the students were recommended for Competition Licenses.

Photos by Lynne Huntting and Nikhil Peter



Becker believes that the best instruction happens between students and instructors in small group discussions, where the instructors can tailor the conversation to the needs of the individual students. He actively seeks out women racers, and is looking to make his group younger. The Group One students were put through various scenarios,

real-time situations, so they could be prepared for when they are on track in real time. These included all the various kinds of flag situations, i.e. Black Flags, Red Flags, Yellow Flags-Standing-Waving & Double Yellow. There were Safety Car situations, practice starts, warm-ups, and then three races on Sunday.

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SFR Competition LICENSING SCHOOL-2019 *(continued)*



Arken had 11 instructors and two interns for Group Two's 23 students, which included three from other regions - Cal Club, Reno and Texas. He had one woman, Kristi Booton, who is also a veteran corner worker, and built her own race car - 2008 Honda CRX, over a period of several years. She will be racing it in GT3 at the first Regional. Several 'students' were licensed drivers getting 'refreshed.'

Arken uses videos in his group, and this year had two new ones from SFR driver, Ardie Oji, which Arken felt were very useful. One was of a rain session at Road America, and the other was one a heel & toe video Oji made himself. Group Two also got put through their paces with different scenarios, including Black Flags-open, furred, and all; Yellow Flags, Red Flag, and some created Yellow Flag situations to work on awareness.



Group Three was the Open Wheel students, with new Group Leader Michael Smith and co-leader, Jeff Lederman. They had five instructors. Bruce Sevier passed the Group Leader Mantle, working with Mike and Jeff the previous three months. The group had the benefit of Seviere's lesson plans and some video. The group had ten students, three from out of region - Colorado and San Diego. All but one of the students drove a SRF car. Gregg Cavan, a former driver refreshing his skills, drove a Swift DB6 FF, while his wife worked in Timing & Scoring. Cavan

followed the school just like one of the new students, and he did well. The rest of the students listened and followed directions well, took input, and acted upon it. The Group Leaders didn't recommend any of the Novices for a Competition license, as they felt it's valuable to go through the Novice process. They felt it gives them a chance to meet the Stewards and merge into the racing community.



Jim Devenport shares some of his National Championship wisdom with the driver's school students

Friday night all the students and Instructors were invited to their Social at the new Thunderhill Showroom, which included a presentation by two of SFR's 2018 National SCCA Champions - Jim Devenport-P1, and Kip Olson-T1.

The Saturday night Social included all the students, their crews and families, along with the Workers and Race Officials for a Spaghetti Dinner in the Club House.

They were also treated to a presentation by all the Worker Chiefs and how Drivers could earn credit towards a Test Day or Race Entry by being part of the DRAFT program.

Sunday, all three groups had a fifteen-minute Warmup, and then ran three races. Two races were before lunch, with the last after lunch. The School was over early afternoon, so that the students could have their Graduation.

All three Group One races were won by two lads not old enough to have a CDL, but good enough to receive "14-15 Year Old Novice Permits." They each finished high enough to be on the podium all three



National Champion Kip Olsen shares his racing experiences with the class

Photos by Lynne Huntting and Nikhil Peter

times and turn the fastest race lap. Fourteen-year old William Ferguson won two races in No.28 Miata and finished second in the other, and turned two fastest race laps. Brendan Ruzbarsky won the third race in No.38 Chevrolet Legends Yamaha, and finished second and third in the other two. He also turned the fastest race lap in his first race.

Group One's first race was memorable, nay record-breaking. According to Group Leader Becker, it had been 40 years since a group had run an entire race without a single deviation. Well done, students!

They were almost as good in their second race, with only one spin; and only a couple of spins in the third race, which included the unexpected, quick but fierce hail storm.

Group Two was a bit more rambunctious, with lots of good racing, with a field of 23. Cory Newton won the first and third races, driving No.9 BMW 33 and turned the fastest lap in the second race and finished second to James Thibodaux in No.52 Ford Mustang. Chris Lee turned the other two fast laps in No.86 Miata, while finishing second and third.

In the first Group Two race, four cars were over-eager on the first lap and went off in Turn Two. The second race ended early when several cars went off in Turns Six-Seven, getting themselves and the course dirty. There were some spins in the third race.

Group Three experienced an Alert situation in its first race. A driver broke a wheel, spun off and hit the tire wall on the front strait. Cue the Safety Car. No one was injured. There were several spins in the second race, and a car hit the tires, needing an immediate tow. And again in the third race, a car hit the tire wall, necessitating another tow. No one was hurt. All three races were won by Greg Cavan in his FF, and he also turned the fastest race lap in all three races. There was such a speed differential between Cavan and the SRF field, that the corner workers got to practice their Blue Flagging skills.

Graduation was held in the Club House, where the students received their Novice Permits. Several from each group have already entered Regional 1 & 2 at Thunderhill, the weekend of St. Patrick's Day. We look forward to seeing them again.



Class of 2019

WORKER OF THE WEEKEND - School



JOHN SCHRADER, F&C

"The Starters had the challenge of choosing a Worker of the Weekend. The choice wasn't easy as so many did so much to make the event a success. After reviewing the nominations and much deliberation, the Crew chose John Schrader of the Flagging & Communications Crew.

On Friday John was responsible for monitoring Turns 8 & 15 and he did it all with expert style. On Saturday John received a reprieve by only having to focus on Turn 15; yet, even with less territory to monitor, he never missed a beat. For all John's great work, the Start Crew has chosen him Worker of the Weekend."

Congratulations, John!

DRIVER OF THE WEEKEND - School

William Ferguson

William Ferguson, 14-year old student in SFR's 2019 Competition Licensing School, received his 14-15 year old Novice Permit, and ... Driver of the Weekend, as selected by the Flagging & Communications Crew. Ferguson drove #28 Mazda Miata in Group One. The instructors gridded him twelfth in each race. He won his first and second races and finished runner-up in the third; and had the fastest race lap in his second and third races. The F&C Crew commended Ferguson for his neat and great passing and car control, especially in the hail storm.



SFR SCCA Driver's School 2019

BY HELGA BRUNNER SFR SCCA SOUND CO-CHIEF AND NOVICE RACE CAR DRIVER

Go Granny Go!



Helga Brunner poses with her group instructor Jon Becker

To my surprise, I was awarded the 2019 SFR RDC Scholarship for Volunteers to attend this year's Competition Licensing School at Thunderhill Raceway Park in Willows, CA.

Oh Crap! What have I gotten myself into? OK...take a breath. And...another one. I did after all write a

compelling letter expressing an interest to do this. I DO want to know what it's like. I DO think it will help me be a better volunteer.

So what's the next step? I immediately heard from Mary Crawford, Dave Allen and Larry Oka. Marcy outlined the steps for me. Dave graciously offered a driver's suit for me to borrow. And Larry was awesome in getting me set up with a car, shoes, Hans and Frank Emmet's newest helmet! I purchased my own socks and gloves. I'm ready! Thank you all for your help!

Next came the dreaded physical exam. Oh joy. Happily that went better than I expected. Looks like this old lady is ready to race!

Not so fast...I then heard from Nan Mendes (SFR office) with a bunch of forms and on-line classes to take, including an open-book test. Soon a packet came from National including my own copy of the GCR, which I was supposed to read in its entirety. REALLY?!!

Suddenly, it's the night before the first day of Driver's School. It's a wild ride to Willows because of the stormy weather. We get settled in the room and anxiety sets in. Remember when you were a kid starting a new school year the next day? Yeah...THOSE feelings. Tossed and turned quite a bit.

First day of class: I have all my gear and paperwork and I did my homework. (Breathe!) I go to registration and get some great support from the wonderful (they really are!) Race Administration ladies. Then it's off to get my car and gear blessed by the awesome Tech crew. These folks are wonderful too! I have to say that I have a bit of an advantage on most of my fellow students because I know most of the great volunteers that are helping us this weekend.

Anyway, it's back to the clubhouse for a bit of orientation, ground rules, introductions and instructor assignments as directed by Jon Becker. I am placed with veteran Miata driver Tupper Hull and I meet my fellow classmates: Kaitlyn Lydell, Andrew Wozencroft, Robert Clark and Kurt Wolf. We basically have a brief meet and greet and some quick instructions. Tupper takes us all on some laps around the 1.9 mile course to show us the "line". Then we're sent off to get in our designated cars and proceed to Grid.

With the help of Larry Oka's awesome crew, I am suited up and squeezed into a race car for the first time in my life. OMG! I can't see

much and (gasp) there's no power steering! I hear Bernie's voice in my head saying, "Breathe! Breathe! I can do this. I can do this". I get to Grid and am put in a place. Belts and straps are checked by my friends there. I have a bit of time to think...What am I doing?? Am I crazy? I'm a grandma! I am SO glad I rented a 1990 Miata last weekend to practice!

There's the whistle for 1 minute to go...ok...what the heck...here goes nothing! I get the signal...I hit the gas and get out onto pit lane. My husband Bruce is in the Starter's stand...quick wave...Hi, honey! Then I'm on the track. I follow the others and I think, I CAN do this! Passing is restricted to the front stretch for this first session and soon a bunch of cars zoom by me. Sheesh! They're flying! No way are they novices! Well I'm not gonna worry about them. I will concentrate on learning my 41 black Miata, the line on the track, and how we can all work together to go fast. This is making me hear Enzo (the dog in Garth Stein's "The Art of Racing in the Rain") in my head saying, "Faster! Faster!" as he got his ride at Thunderhill!

On my 2nd session (or was it the 3rd?) I manage to spin out in Turn 3 and end up perpendicular on the track. The cars behind me all managed to make awesome evasive moves and not hit me (thanks, guys!). Whew! I assess, and find that I have 1 foot on the clutch and 1 on the brake and I did not "go agricultural"! Cool! I restart the car, put it in gear and take off in the right direction as if nothing happened. I successfully executed a "spun and continued"! I'm kind of proud of that and Turn 3 flagger Alan Mertens sure got a kick out of it!

At the end of the day, we've completed three 25 minute sessions on the track, with a general meeting with chief instructor Jon and then the individual instructors to discuss what they observed. Tupper gives each of us some valuable pointers and much praise and encouragement for all of us. By now I am totally exhausted, both physically and mentally. Next is some food, a bath, and I'm dead to the world.

We make our way to the track early on Saturday, Day 2. I'm still sleepy and my wrists, arms and shoulders are sore. Who said driving race cars wasn't a physical sport? We all have 4 track sessions today. My group goes out first and the track is cold and damp so I take it easy. There's a little slipping and sliding. As the day progresses, I get more comfortable behind the wheel.

We have practice starts and start seeing different flags and learn to drive with emergency vehicles on a hot track. There's a bit more spinning (not me) but the sessions are pretty good. Group 2 has more spins than Group 1! The day flies by and we all feel pretty good. I learned, practiced, and practiced some more. I'm sure we all improved our lap times. I feel better at the end of this day...not as exhausted



Helga with the crew from Larry Oka racing



Helga's group of students and her instructor

as yesterday, probably because I'm feeling accomplished! SFR and Thunderhill throw a spaghetti feed for everyone and our little group continues to get to know each other and talk about the day. A good time was had by all!

Sunday arrives, Geez...I'm sorer than

I was yesterday! At the track, there's a buzz of energy and excitement in the air...it's Race Day! We have 1 practice session and 3 races scheduled, followed by Graduation. Practice is on a cold damp track again but it still feels good and mind and muscles remember most of what we learned the last 2 days.

It's time to queue up at Grid for the 1st race. I'm in the back of the pack, and I'm comfortable with that. Wow...my first race! We're released from Grid and line up behind the pace car, 2 by 2. AND...we're off! We follow the pace car, scrubbing tires like the pros. The pace car pulls off as we go 2 by 2 again, sort of (pretty raggedy formation I hear), and we get the green! The race feels different from the practices...more serious but much smoother. I'm not getting lapped as much and I get my fastest lap in this race. I finish last, but I feel great! (Ed Note: Not one single course deviation by any driver during the entire race - a new record!)

The next 2 races feel really good too, and on the last one I actually gain a position! After the last race, our little group of 5 students and 1 instructor meet behind Tech/Impound to celebrate and for photos. We all climb out of our cars and jump and yell and hug like we won at

Monte Carlo! We did it! We're race car drivers! Andrew, Kurt, Kaitlyn, Robert and Tupper, I will never forget this very special moment.

As we gather in the clubhouse for graduation, I see the same glow on all the other students' faces. Yup...race junkies! Jon Becker praises our accomplishments and states that yes, the seasoned instructors would be comfortable on track with this group of rookies! We all get our certificates accompanied by cheers and clapping of support.

There were 3 other SFR volunteers attending the school this year, Krysti Booton from F&C, Dave Hutchings from Emergency, and Teresa Daly from Race Administration (whom I don't know yet). Krysti and Dave had done the school some years before and wanted to refresh their skills before racing their own cars this 2019 season. Can't wait to see you on track!

I must give kudos to Larry Oka Racing for taking care of the little #41 black Miata for me. What these guys do behind the scenes is nothing short of amazing. It's controlled chaos with all the cars they take care of, but nothing was overlooked. They work so hard...thanks again, guys!

Although I will not be racing in the future, I will be much more interested in the races, as opposed to just watching cars go by my Sound Shack. Thank you, my fellow volunteers, for supporting and rooting for me every step of the way...You really helped me to believe in myself and check off another "bucket list" item!



Helga standing next to her little black #41 Miata

Set a Lap Record at Thunderhill...

New System allows you to compete for a lap record using YouTube postings.

Drivers and riders who circle the courses at Thunderhill Park will now be able to claim the best lap time in a number of ways by posting their results with Thunderhill on YouTube.

The new system will offer a "Records Page" year-round, where drivers post their video and lap metrics documenting the record performance as well as showing the line and other variables that led to the outstanding performance. This can be done on any track at Thunderhill using any configuration. For example, drivers and riders post their results stating they have just completed the fastest lap on the three-mile course "going clock-wise, over the bypass or in a Porsche 911". There are many options.

For all riders and racers, the mission is to post the result. This is done best by competing in an event where lap times are documented via some form of timing and scoring.

All postings will start as a challenge for others to beat. The process continues as long as other drivers/riders can post better times for the same classifications or unique criteria.

The Thunderhill administrative team will have final say if a posting qualifies as an eligible track record performance. The goal of the program is the encourage multitudes of track users to create an ever-increasing drama involving a litany of lap record attempts. AKA- fun!

SFR Solo II CLOSES YEAR AT MARINA

Photos by Paul Tibbals

The last event for 2018 was held on November 11 at Marina Airport. The course was designed by Arvind G. and was chaired by Carole Z. and Alex K. One-hundred and one drivers competed at this event.



David Peterson took third in CS in a 2016 Miata

Karlton Lew led the AS class in a 2008 Chevrolet Corvette Z06. Lew was followed by Shelly Monfort in a '07 Corvette Z06 for second place. Eric Lam rounded out the top three in a '18 Camaro. Kim Jennings took the top spot in ASL in a '18 Ford Mustang,

while Colleen McHugh took second in a '05 Corvette.

Nick Caiello, in a '18 Audi RS3, took the top spot in BS. Robert Taylor finished second in a '99 FRC Corvette.

The all-Miata MX-5 podium in CS class was led by Dhiraj Jadhav. He was followed by Arvind Govindaraj in a '16 model, while David Peterson took third, also in a '16 model.

Jeff Eikenberry bested co-driver Damian Huertas for the top spot in DS. Both were driving a '18 turbo Camaro. Akash Nohanan rounded out third in a '15 Subaru WRX.

Alex Kang led the ES class in a '03 Toyota MR-S. He was followed by Vernon Head, also in a '03 MR-S. Eric Nielsen finished third in a '99 Miata. Gabrielle Adelman ran uncontested in ESL in a '93 Miata.

The FS class was led by Gary Fazekas in a '18 Ford Mustang. Close behind in second was Vincent Pizzo in a '14 Cadillac CTS V-Sport, while Fazekas' co-driver Alan Hamilton took the last podium spot.

Yongzhe Wen took first place in the battle of the hot hatches in GS class in a '13 Ford Focus ST. Al Anderson took second in a '16 VW GTI, while Matthew Falcone finished third, also in a '16 VW GTI.



Glen Cortez took fourth in T2 in a 1987 Corolla

Ovidiu Predescu came in second in a '16 Porsche Cayman GT4. Clyde Hoffman was a distant third in a '16 Corvette Z06.

Dusty Perryman ran uncontested in Classic American Muscle in a '08 Saturn Sky (CAM-S).

Ed Runnion, in a '16 Scion FRS, took the top spot in SSC over Bill Charron in a '15 Subaru BRZ.

Richard Rozporka led from the first lap and never looked back in STH in his '02 Imprez WRX. Jack Hirsch came in second in a '17 Fiesta ST.

Glenn Bennett finished in first place in STP in a '16 Mustang GT. Tyson McPherson came in second in a '14 Mustang GT. Colleen Echter ran uncontested in STPL in a '16 Mustang GT.

Praneil Prasad led the drop-top STR class in a '16 Mazda Miata. Nipping at his heels was Aaron Topal in a '07 Honda S2000, while James Laeno, in a MX-5 GT, came in a close third. Rena Cruz ran uncontested in STRL in a '16 MX-5.

Steven Goldine, in a '90 Miata, took the top spot in STS while Eileen Blando came in second, also in a '90 Miata.



Matt Ales took first place in STU in a 2003 M3

Matt Ales set his fastest time on his third run to nail down first place in STU in a '03 BMW M3. Jimmy Au-Yeung, in a '06 Lancer Evolution, needed his fifth run to take second place over Paul Tibbals in a '06 Subaru Sti. Carole Zepeda ran uncontested in STUL in a '17 Focus ST.

Brothers Mack and Justin Tsang finished 1-2 in STX in their '13 Subaru BRZ. Glen Anderson took the last podium spot in a '14 BRZ.

Gary Ratliff, in a VW Dune buggy (E-), took the top spot in M category. Arnold Escano came in second in a '05 Lancer Evolution (E-), while David Rocha took third in a VW Dune buggy (E-). Greg McNair took fourth in a '72 Crossle Super V (B-).

Dustin Hatcher took the top spot in NS in a '18 WRX (DS). Jorge Molina was a distant second in a '18 Dodge Challenger Scat Pac (FS), while Dale Chengta Lei took third in a '13 FRS (DS). Jesse Ikawa came in fourth in a '91 Miata (ES), while Michael Skinkle finished sixth in a '72 Chevrolet K5 Blazer (AS).



Arnold Escano finished second in M class in a 2005 Lancer Evolution

David Chau finished in first place in SM in a '89 Honda Civic (SMF). Nipping at his heels was Hung-Jen Hung in a '14 Nissan GTR (SM), while Julian Zatorski took third in a '05 Lancer Evo MR (SM). Paul Pluguez came in fourth in a '94 Nissan Sentra (SMF) and Alan Sammut took fifth in a '06 Cayman S (SSM).

Danial Stalcup took first place in SP in a '15 Cadillac CTS V-Sport (E-). Alden Rush took second in a '93 Mazda RX7 (A-).

Cliff Fong, in a '93 Civic, finished in first place in T2 (SMF). He was followed by Mert Solis in a '03 WRX (SM), while Jourdan Risoen took the last podium spot in a '02 WRX (ASP). Glen Cortez took finished fourth in a '87 Corolla (SMF).

The next event is tentatively scheduled for Feb. 23 (practice/starting line) and Feb. 24, 2019, at Crows Landing.

New SFR Solo II chief

MARINA OPENS 2019 SEASON

Photos by Paul Tibbals



Chad Root took fifth in STM in a 2003 Porsche

The SCCA SF region kicks off 2019 with Ed Runnion taking over as the new Solo II chair. The new season brings new changes, with some classes getting combined into "PAX" classes and some index



Ali Rafie finished fourth in STM in a 2005 BMW M3

classes removed, among others. The sfroutox.com web site also gets a redesign.

Ninety-six drivers came out to the first event of the season at Marina Airport on Feb. 9, 2019, despite the threat of rain.

Monty Pack led the Street 1 (S1) class in his 2018 Porsche GT3 (SS), with Joe Weinstein taking second in a 2016 Porsche Cayman GT4 (SS). Mary Pozzi took third in a 2004 Corvette Z06 (AS).

Street 2 (S2) class was led by Justin Moore in a '06 Cayman S (BS). Eric Lam came in second in a '17 Camaro (BS), while Glenn Austin taking third in a '05 Nissan 350Z (DS). Vincent Pizzo finished fourth in a '14 Cadillac CTS Vsport (FS).



Magan Anderson took seventh in STX in a 2006 Mazda RX8

Alex Kang led a trio of Toyota MRSEs (ES) in Street 3 (S3). Kang was followed by co-driver Ryan Cirillo in second, while Vernon Head took the last podium spot. Arvind Govindaraj took fourth place in a '16 Mazda MX-5 (CS).

Yongzhe Wen, in a '13 Ford Focus ST (GS), took the top spot in Street 4. Al Anderson was a close second in a '16 VW GTI (GS), with

Robert Zabala a distant third in a '17 VW GTI (GS).

Isaac Acks led the SMP class in a '06 Lancer Evo (SM). Justin Tang finished in second place in a 1986 Nissan 300ZX (ESP), while Hung-Jen Hung took third in a '14 Nissan GT-R (SSP).

The SSC class was led by Dhiraj Jadhav in a Subaru BRZ. Ed Runnion, the new Solo Chair, came in second in a '16 Scion FR-S, while Bill Charron rounded out third in a '15 Subaru BRZ.

David Peterson led the Street Touring 1 class in a '16 Mazda MX-5 (STR). Jimmy Au-Yeung, in a '06 Lancer Evo (STU), came in second, while Aaron Topal rounded out third in a '07 Honda S2000 (STR).

Rena Cruz ran uncontested in Street Touring 1-Ladies in a '07 Honda S2000 (STR).

Mark Ouellette, in a '90 Miata (STS), took the top spot in Street Touring 2. He was followed by Richard Rozporka in a '02 Subaru WRX (STH). Matthew Huang finished in third place in a '16 VW GTI (STH).

STM saw Larry Sharp take the top spot in a '16 Focus RS (ASP). Daniel Maren finished in second in a '17 Subaru WRX (ASP), while Jourdan Risoen rounded out the top three in a '11 Subaru WRX (SM). Ali Rafie finished in fourth place in a '05 BMW M3 (SSM).

Mack and Justin Tsang finished 1-2 in STX in their '13 Subaru BRZ. Brian Stanaway took third in a '13 Scion FR-S. Monica Tsang ran uncontested in STX-L in a '13 Subaru BRZ.



Justin Tang took second in SMP in a 1986 Nissan 300ZX

Manuel Ruiz took the top spot in Classic American Muscle over co-driver Damian Huertas-Ruiz. They shared seat time in a 1970 Camaro (CAM-T). Troy Jennings finished in third place in a '18 Ford Mustang GT (CAM-C).

Top time of day went to Jake Obniski, who led the M-PAX class in a '17 Exocet (EM). He was followed by Gary Ratliff in a VW Dune Buggy (EM), while Obniski's co-driver Kelly Prior took third. Greg McNair finished in fourth place in a VW Dune Buggy (DM).

The next event will be at Crows Landing for the ProSolo on March 30 and 31, with a practice/set up on March 29.



Jake Obniski finished first in M class in a 2017 Exocet

SFR SOLO Banquet

BY PAUL TIBBALS



April Thompson and David Peterson

The San Francisco SCCA region held its celebration of the Solo season in January at the annual awards banquet. This is where we show our appreciation to each other for our contributions and accomplishments. Just as a quick review, anyone is welcome to attend the awards banquet. There was a raffle for a variety of interesting prizes including multiple free entries to future events and automotive hardware and service prizes. This also included a peaceful transition of power from our past executive, Megan Anderson, to the incoming responsible party, Ed Runnion. The master of ceremonies for the event was Alex Kang, who handled introductions, the raffle, and various other aspects of the festivities. The awards banquet happens most years and has been held at a variety of locations around the Bay Area,



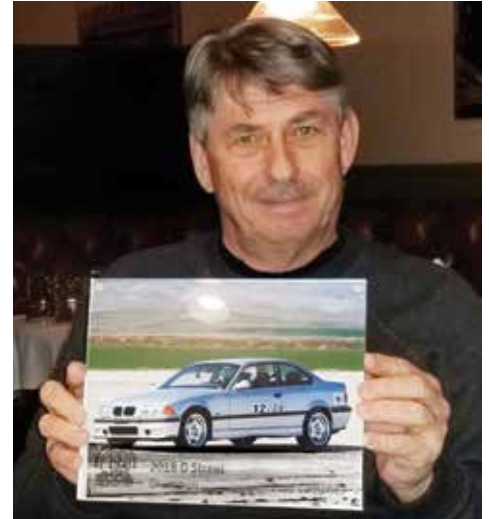
Ed Runnion, Megan Anderson, Alex Kang

this year at The Drying Shed restaurant in San Jose. The grub was good, the bar was nearby, and the only negative was the other large party at the other end of the room that had its own DJ.

The other major occurrence at the banquet was the announcement of and presentation of the trophies for the past Championship Season. The points awarded for each of the classes and events is totaled up, the lowest four readings for each participant are dropped, and one class trophy is awarded for each multiple of three participants in the season average (rounded up). So if your racing class averages up to three participants, there is a single trophy, but if there are 10 to 12 participants average over the entire Season then there are four trophy awards as occurred in the STX and CAM classes! Oh, and another item: you must have participated in one half or more of the events for the year in a single class to be eligible for the trophy in that class. This year that meant eight or more events.

If you're the top finisher of your racing class, you were awarded your choice of a valuable consideration, this year's choices being a personalized Championship jacket, a photo trophy engraved with your placing, or an entry to a future event. The remaining trophy winners receive photo trophies.

My contribution here wouldn't be complete without some analysis of the results of course. There were 22 Season trophies awarded this year to participants in 46 different classes. There were 58 people who attended the minimum number of events to be eligible for a trophy. There were 747 unique "name+class participants" (you would count twice here if you ran in two different classes). And in one of the more unusual quirks, there was a class, H Street, which had 10 individuals who each ran only once but nobody who ran for points more than once!! It is possible that some of these folks purchased Fun Runs on some other day or changed their names during the season.... So if you ran in that class, or to be honest a few of the other lightly attended classes, and just showed up for at least eight events you would've been guaranteed a trophy. That also means that most of the H Street people who only showed up once, won their class that day. I have to wonder why wouldn't you come back? "Just too easy I guess. I have nothing to learn here." Not!!! I am much more of the school of enjoying the journey, though I suppose a trophy on the wall is a nice way point to mark where you have been.



Fred Campbell D Street

By the time this article comes out the 2019 Championship Season will have begun and there are a few changes being made in the event daily schedules, a slight price increase, and in how some of the classes are grouped together into Index classes. Be sure to check online, ask your friends, attend a Steering

Committee meeting, and say hi at an event!



Isaac Acks

5 Teen Driving Programs

SCHEDULED FOR 2019 AT THUNDERHILL

HELPING SAVE YOUNG LIVES IS A MISSION OF THUNDERHILL...

For a great many years, the team at Thunderhill, in cooperation with other organizations, has been presenting a one-day program designed to scare young drivers into believing that the car they drive is not a toy and certainly a lot more than a means to get to a friend's house. FACT: ninety percent of our young drivers are sent out onto the highway with little or no understanding of what is involved in managing a car in motion on four small, rubber patches. They are led to believe that driving is easy and safe and all you have to do is start the car, step on the gas and hope nothing goes wrong.

But things do go wrong! Automobile accidents are the number one cause of injury and death to our kids, ages 16 to 22. The statistics presented by our local Highway Patrol partners are staggering. With all the attention paid to other social causes no where do we see the same effort being made to educate and prevent young drivers from dying in automobile accidents. Enter Thunderhill Park.

Each year our team entices up to two-hundred and fifty young drivers to our driving experience with the intent to demonstrate what threshold braking feels like and what to do when actuating the pulsing pedal. We cause them to experience the sensations that come through

the steering wheel when they put two wheels off the pavement on a country road. We tell them what NOT to do when this happens. We let them feel their car load up with kinetic-energy on tight corners, at speed and under less than ideal conditions and we expose them to the California Highway Patrols "Red Asphalt"-reality - so that they leave knowing that the car they drive, anytime, anywhere, requires their full respect and attention.

In 2019 there will be five Teen Car Control Clinics at the track with the last one scheduled for the Friday after Thanksgiving. To be fair, we do these events with a host of volunteers, people like you, who believe in the program and the desperate need to let as many of our young drivers know and feel what happens when, the car they are driving, is not doing what they expect. We also address what to do when your young driver is on the receiving end of another driver's mistakes. If you have a young-new, drivers in your world or have friends who have drivers of any age who need car control training, contact the track office or access www.thunderhill.com. You can help save young people from the perils of driving accidents by coming out to help at the classes and also by getting your people signed up. The life you save will be young and precious.

Season Opener March 16-17

AT THUNDERHILL WILL START FIGHT FOR CHAMPIONSHIPS IN 2019

The quest for the top spot in each class Championship will begin in earnest in March on the 16th and 17th at Thunderhill Park. The two-day race weekend will follow a test day on Friday for all comers on the three-mile, fifteen-turn course.

The race weekend should be fun and fierce as the new season allows drivers to shake-off a winter of planning and thinking about what the first race of the season would be like. Top classes, including Spec Racer Fords and Spec Miatas expect full fields as do the Spec Mustang and IT classes. "This is real racing," noted veteran driver David Vodden. "Not many people get to do this stuff and even fewer find victory lane and earn the #1 ranking at year end."

The two-day format is expected to generate more entries as teams save time and money with the more efficient race schedules. The weekend offers Regional Races # 1 and 2. There are 15 total regional races that offer championship points ending with double points for the last three included in the three-day season championship final set for October 25th through the 27th. Thirteen of the fifteen regional sanctioned races count towards the title point accumulation. Drivers can drop two races if they contend in all fifteen.



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10 Tips for the Racing Off-Season

HERE ARE OUR 10 TIPS FOR MAKING THE MOST OF THE RACING OFF SEASON:

1. Have Fun with Friends and Family

If you are like most amateur racers you have probably spent quite a few weekends at the track away from family and missed one or two of your friends events. Now is a good time to catch up and spend time with them before the busy race season starts.

2. Car Rebuild

Rebuilding the racecar comes in many forms, a complete tear down and overhaul or just fixing large sections of the car. At a minimum you should go through the usual wear and tear items. Drive train and suspension components often need attention and rebuilds. It is a good idea to do a nut and bolt check, throw out and replace any hardware that might be suspect. You don't want an inexpensive part to cause you to miss an on track session or worse fail and end your a race weekend.

3. Annual Maintenance



Halfshaft servicing reassemble with fresh grease

The off-season is the perfect time to take care of some of the annual maintenance items. Depending on what series and vehicle you race there is likely a list of items that need some attention. Common candidates are transmission rebuilds, wheel bearing replacements, worn out rod ends or even simple fluid changes. For the Spec Racer Ford Gen3 you can see our list of suggested annual maintenance items on our Maintenance and Checklists page.

4. Racecar Upgrades

Do you plan any upgrades for your car? With a few months between races, now might be a good time to upgrade the car and use a test day to see if the improvements worked. If you are running in a specification class with limited modifications allowed, you might look into minor improvements to help your performance provided they are within the rules. Read up on the latest rule set. Perhaps some new parts became available or you can make minor adjustments to your seating position or control layouts to make yourself more comfortable in the car. A test and tune day might be a great way to improve your car setup.

5. Safety Upgrades

Check all your safety gear and make sure it is great working condition. Check the fire bottle is charged. Inspect all items for wear and tear and make sure you can rely on them if you need them in an emergency. There are also several items that have date codes such as belts and helmets, make sure they do not need to be replaced.



Gen3 frame and suspension upgrade

6. Driver Upgrades

Driver upgrades can come in many forms and are probably better bang for the buck than any car upgrades. These can include:

Physical Training:

Getting fit and losing some weight is a great way to reduce those lap times. Exercising and eating healthy has all sorts of benefits that apply to motorsports. There are various schools of thought on the type of exercises that are beneficial. A quick search online can help you build your next exercise routine.

Mental Training

Ross Bentley of Speed Secrets has great materials on how to improve your mental game and driving performance. He has books, articles and even webinars that should help you shave a few tenths off those lap times.

Simulator Training

There are a variety of different simulators out there from a simple wheel mounted to a desk; a home built wooden frame or even one of the high-end full motion rigs. Each of these setups has their benefit and price. But all of them can help your driving. If there is a skill or technique you are trying to master you can practice it on the simulator over and over again until you master it. The great thing is that the cost can be much cheaper than a test day and can occur in the cozy comfort of your own home.



Simulator Rig

7. Race Schedule

Whether you are an amateur racer or professional most sit down at the end of the season to work out their race calendar for the next year. Organizations tend to release their schedules in November, if not earlier, so you can plan your year ahead. Maybe there are a few key tracks you want to visit this race season.

8. Budget Review

Motorsports is not the cheapest hobby but it doesn't have to be ultra expensive and bankrupt you either. Have a look at your costs from the last year or the past few years. Were there any unexpected costs? Are there places for potential savings in the coming year. Make a budget as you work on your race schedule that way you can understand the expected costs and plan for them in advance. The budget will give you an idea of how many events you can really afford, new sets of tires add up quickly so plan ahead. If you have some extra budget you might look into doing a special event, such as the SCCA Runoffs or 25 Hours of Thunderhill.



Thank you picture frames for Sponsors and Partners

9. Thank Your Sponsors & Partners

At the end of the season you should thank your Sponsors and Partners, send a summary of your activities and results. It is also nice idea to send along a gift or special token; a signed picture or memento from the race season. Not only does it help them evaluate their sponsorship but it reinforces the benefits they are getting from their partnership.

10. Promotions for Next Season

Once the race schedule and budget is known, the off-season becomes a great time for planning out the promotions and content for the year. While promotions and content will change depending on circumstance and what happens during the racing, setting a basic overview helps guide activities for the coming year. Do you want to do more video content? What races can you plan hospitality events for? We like to use this time to get promotion materials like Race Schedules, Event Flyers, Social Media Banners and other graphics ready for the new season.

Have any thing you like to do in the off-season? We would love to hear what you do.

James Chartres, Kanga Motorsports

ApexPro: The Magic Light Box

The traditional data system records what the car is doing and can display lap times, segment times, speed, rpm, water temperature, oil pressure and other car variables. You can use the data system to show how your current predictive lap time compares to your fastest lap, useful for providing +/- times to see if you are faster or slower in various places on the track.

After the on track session you can then download the data and compare against yourself or fellow racers that share their data with you. This can help you determine areas for improvement on the various data channels such as the amount of throttle or brake pressure. The downside to this post session review is that it is often hard to determine in the moment on track how to improve and there is definitely a learning curve to understanding and interpreting the data.

The ApexPro was designed to give the driver instantaneous, easy to understand, real-time feedback.



Apex/Pro unit off with mount

How Does the ApexPro Work?

The unit uses a 9-axis inertia measurement unit (IMU) including accelerometers, gyroscopes and magnetometer sensors combined with a 10-Hertz GPS to determine your position, speed and acceleration among other things. The unit uses machine learning as you drive, taking into account car performance and track conditions to determine the current and maximum possible performance of the car on track.

It also re-learns each time you take the track even if the track conditions have changed from the last session, for example foggy damp morning to dry sunshine or even rain. It filters the thousand and thousands of measurements it takes to extrapolate out the various corners. So if you are right on the limit in the fast left hander it can convert that and the other data to the slow right hand hairpin even with different track camber or elevation. Thus determining your instantaneous maximum grip at any point on the track.



Apex unit with mount

Instant Feedback

To provide instant feedback the ApexPro uses a set of 12 user configurable lights. The default lights are Green and Red but can be changed to Blue and Red (beneficial for people that are Red/Green colorblind). The lights represent the grip level of the car. The more lights the more grip available. Red (default) the maximum possible grip. Green (default) the current grip level you are using.

If you are familiar with the traction circle you can think of the Red lights as the maximum vector on the traction circle at that moment of time. The Green light shows the current traction amount you are using. The more Red lights you see the further you are away from the maximum level of grip. If you see all Green lights then you are at or very close to the maximum limit of the car at that point of the corner.

Mounting the ApexPro

You want to place the unit in your field of vision on the track so you can clearly see the lights. Your eyes are very sensitive to bright lights and motion in your peripheral vision. This can be achieved by mounting the magnetic base plate to the car dash or using a suction mount on the windshield. For our open cockpit Spec Racer Ford Gen3 we used a roll bar mount to connect the mounting plate and then added a zip tie for good measure to make sure it stays in place, incase of an on track incident.



ApexPro mounted in cockpit using a zip tie for safe measure.

How Does it Make me Faster?

With the unit in your field of vision you can see the changing lights and their motion as you drive around the track. If you are not full Green all the way around the track then you are not at the maximum limit of the car and tires.



For instance if under braking you see mostly Green lights but there are a few Red lights that means there is more traction and you can brake harder.



One Red light under braking going into Turn 5 indicates I can brake just a bit harder.

If during the middle of a corner near the apex you see a few Red lights you have more cornering grip available. Most likely meaning you can carry more mid-corner speed or get to the throttle earlier.

Insert Kanga Motorsports ApexPro Spec Racer Ford Gen3 Red Lights Cornering

Caption: ApexPro shows Red lights mid-corner indicating I can carry more entry speed.

As you start to use the device you will realize there are some corners on the track you are at or near the limit and there are other corners you are not using all the cars capability. This will help you identify which corners to work on.

For momentum cars such as the Spec Miata or Spec Racer Ford you will likely see Green lights with a few Red lights going down the straights. You might be planted foot to the floor with full throttle but

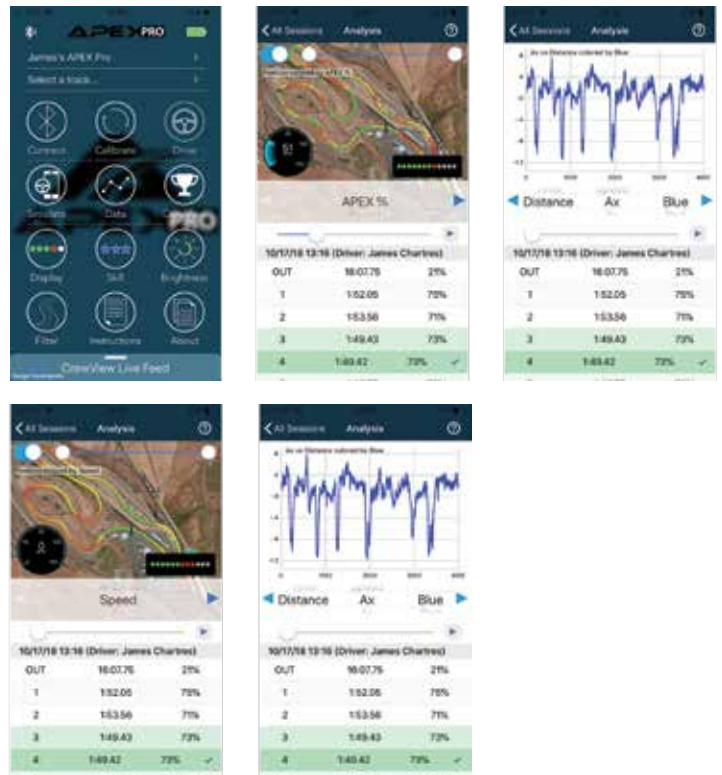
you will still see some Red lights. This is because the cars do not have enough acceleration to reach the maximum forward traction capability of the car/tires. Higher horsepower cars that can easily spin the tires might see more Green lights on the straights.



Down the front straight you can see Red lights in momentum cars.

Other Benefits

The device can be paired (via Bluetooth) with either your iOS or Android device. This allows you to record the data from the ApexPro and review after the on track session. You can replay the laps back on your phone with the changing lights overlaid on the track map. You can also look at various other bits of data such as lap times, accelerations, speed traces and many more common to other data systems.



Data review screens

ApexPro: The Magic Light Box *(continued)*

An internal lithium-ion battery powers the ApexPro. It should last the length of a normal track day (2-3 hours of track time), as long as you turn it off between sessions. When it is first powered up, the ApexPro



Green Light Start up

will flash Green lights for fully charged, Yellow when the charge is getting low but you should have enough charge for another session, and Red when the battery is about to die.

Connecting to your device also allows you to calibrate the ApexPro for the specific mounting position in the car taking into account any angle it might have to the road. Simply place your car on level ground, insert the ApexPro in the mounting plate, turn it on, connect to your device and select calibrate.



Red lights start up

You can also use the wireless capability of your iOS or Android device to transmit your data using "Crew View". It allows your friends, crew or racing buddies to follow along in real time while you are out on track.

You can also use the wireless capability of your iOS or Android device to transmit your data using "Crew View". It allows your friends, crew or racing buddies to follow along in real time while you are out on track.

How I use the ApexPro

With the limitations of the Spec Racer Ford being a momentum car it is hard to gauge based on the lights how I am doing down the straights and places like fast left/right switchback corners or chicanes as I am not able to max out the forward acceleration so will always see a few Red lights.

Where the ApexPro really comes into its own is being an amazing tool for the driver to improve their corner entry. Keeping the car on the very limit during braking and corner entry is what separates the fastest drivers from the rest. The ApexPro provides real-time feedback letting you know if you can brake harder, carry more entry speed or are really using the maximum turning capability of the tires, especially in the difficult elevated or off camber turns. Seeing those Red lights during corner entry tells you straight away where to focus your testing.



Braking into Turn 2 the ApexPro shows Red lights indicating I can brake even harder.

With so much going on in the cockpit it is not always easy to spend mental energy on just watching the lights, especially as you are braking, downshifting, looking through the turn and trying to get back to full throttle, all while being aware of the competitors around you. The ApexPro is a great in car tool for providing instant feedback, especially useful in tricky corners like Turn 2 and 9 at WeatherTech Raceway Laguna Seca. I find the ApexPro extremely useful in watching video playback of my in car video. I seem to do Mid-corner and exit really well in most places. It is corner entry where I struggle and listening to the remaining lap time. Watching the ApexPro with my video and listening to the engine sound, I can quickly tell when I am not at the limit of braking, downshifting poorly, need to slow my hands down or could carry just a little more speed heading into the Apex.



All Green lights at the top of the Corkscrew, WeatherTech Raceway Laguna Seca.

Big thank you to ApexPro who sent us a unit to try out on the track. The setup is easy and I quickly got the hang of the unit. It is really different than other data systems I have used, it provides instant easily recognizable feedback. The bright visual lights quickly tell you where you are losing time unlike other systems. On traditional systems you have to poke at the data traces after the fact to see where you can be smoother, faster and save time. I found using both our normal AIM data system in combination with the ApexPro was very useful. The ApexPro lights keyed me into places on the track where I could improve and when I had more time then I could sit down and study the more in-depth AIM data.

Verdict

The ApexPro is a great tool for the amateur racer or track day enthusiast. If you are looking for ways to start with data simply or just want some feedback but can't afford the cost of a coach, this is a fantastic tool. There are real benefits for people new to data, you don't need to fuss with complicated user interfaces and learn how to read and interpret the squiggly data traces, instead you can just drive and try to get rid of all those Red lights. Combine it with an in car video and you can really learn a lot about your driving and areas to improve. If you want to know if you are threshold braking and carrying the most entry speed possible this is the perfect tool.

I would recommend trying it. Have fun and #TrustTheLights.

James Chartres, Kanga Motorsports

Windmills and Solar Panels

AT THUNDERHILL



After a not so brief down-time due to safety, the wind generators are scheduled to spin again at Thunderhill Park as part of the track's ongoing commitment to environmental responsibility and green-incentives.

The three wind generators at the track suffered directional malfunctions that could have resulted in high spinning blade failure. As a result, the units were shut down pending repairs and an incredibly complicated process to get them up and running again.

Once spinning, the power they generate will be added to that created by the 788 solar panels on site including the 88 panels being added to the west side this year. "We are serious about being a good corporate citizen," said track President and CEO David Vodden. "What we do and how we do it within our community speaks volumes to people who have no interest in racing or track days be they motorcycle or cars." Creating positive impressions with these people can have a major impact on our future,' Vodden added.

Alternative Energy Systems has been our Solar company of choice for Thunderhill. They are based in Chico, California and have proven to be excellent in every respect. The wind generators will be revived by Prevailing Wind Power out of Redondo Beach, CA.

LUCY McCARTHY

ADDED TO THUNDERHILL BOARD OF DIRECTORS

Lucy McCarthy, life-long spouse of the late founder of Thunderhill Park, Tom McCarthy, was appointed to the track board of Directors in the capacity of Director Emeritus at the Annual Shareholders meeting in January.

Tom McCarthy, who passed last February due to medical causes, is regarded as the inspiration and force behind the creation of Thunderhill Park. In his later years he held an Emeritus position on the track board. "We are honored to have Lucy on our Board continuing the legacy of the McCarthy name as the track moves forward," noted President and CEO David Vodden. "Both Tom and Lucy were instrumental, as a team, in much of the energy that made our track happen. It will be a pleasure and an honor to have Lucy participate on our leadership team in the years ahead," Vodden added.

The track Board of Directors serves San Francisco Region Properties, Inc., the wholly-owned subsidiary of the San Francisco Region of the Sports Car Club of America. The track is a for profit corporation while the parent company is a 501 C-4 non-profit corporation. The two entities are separate and distinct and maintain the required arms-length relationship dictated by law and all tax codes.

Lucy McCarthy will join Vodden, Steven Archer, Gary Pitts, Brian Ghidinelli, Jon Norman, Stuart Seitz, Clint de Witt, R. J. Gordy, Gary Meeker, Richard Siri and Barbara McClellan as Directors.

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NOTES from the ARCHIVE - Aston Martin DB35

BY GARY HORSTKORTA



Carveth at Pebble Beach 1956

In 1953, Aston Martin introduced the successor to the not so successful DB3. The new car had a sleeker body; a new Twin Cam, straight six cylinder engine with more horsepower, improved suspension and differential plus it was lighter in overall weight. The car performed well in Europe with many podium finishes and eventually the DB35 made its way to the SF Region in 1956 where the cars were raced by Jack Graham, Bob Oker and Rod Carveth.

Graham received the keys to his new DB35 in a rather unusual way at a dinner in honor of the visit to America by David Brown, head of the company that owned Aston Martin. The dinner was held at the St. Francis Hotel in San Francisco in February 1956 and Mr. Brown personally presented Graham with the keys to his new DB35. Graham would go on to race his Aston Martin through the 1959 season all over Northern and Southern California.



Graham at Pebble Beach 1956

Bob Oker was from Southern California and raced a DB35 for owner Joe Lubin. Oker regularly drove with Bob Drake and the two of them co-drove to an overall victory at the 1957 Cotati 6-hour race. They also raced the car at several other Northern California events 1956 as well.



Carveth leads Barneson at Palm Springs

Another local racer, Rod Carveth and owner of a sports car related business, also acquired his DB35 in time for the 1956 season opener at Stockton and followed that race with a full schedule for the balance of the year. Carveth raced up and down the west coast and as far east as Bridgehampton with stops at Road America, Thompson, Watkins Glen and Harwood Acres (Canada). Throughout the year he rarely finished outside the top three in his class and was usually in the top ten overall in combined class races.

Carveth kept up his busy schedule in 1957 but increased his travel schedule with an early seasons race in Hawaii, the normal west coast events then another set of races in the mid-west and east coast where he competed in more events

than on the west coast. Stops at Road America, Thompsom, Watkins Glen, Marlboro, Lime Rock, Bridgehampton with a final set of races at the Nassau Speed Week. In addition, he acquired a second DB35 for use in selected races and driven by a number of well known "guest drivers" including Lou Brero Sr, Carroll Shelby

Certainly, Carveth had compiled one of the busiest schedules of any amateur racer and put many racing miles on his DB35. In fact, a fellow Aston Martin owner and good friend, Norm Milne asked

Carveth to compile his race statistics so he could send them to the Aston Martin HQ in the UK as a candidate for the Avon Trophy. This award was presented to the most successful Aston Martin racer in the U.S. each year. Unfortunately Carveth did not receive the award which went instead to Joe Lubin of Southern California whose had also compiled an excellent record for the year.

A look at Carveth's statistics reveals how ambitious his racing schedule was for 1956 and 1957:

The two DB35s finished 49 out of 52 races entered including 40 consecutive races. 14 1st in class, 13 2nd in class, 7 3rd in class, 12 outside the top three

1 first overall, 4 2nd overall

Wore out 46 race tires

Wore out 27 car and trailer tires used on three station wagons for towing

Miles towed to events:
63000 plus 6000 on boats to
Hawaii and Bahamas

Cost of car per race
averaged \$53.10 including
tires and all components

I don't know about you
but I'm exhausted just
looking Carveth's race
schedule, miles towed
plus hours on the track!

For the 1958 season,
Carveth continued racing
his DB3S but also ran a
few events in a Triumph
TR3. His schedule was
again a busy one within
the SFR plus he ran events
in Southern California, the
Midwest, the East Coast
and the Nassau Speed
Week. 1959 brought

about a reduced schedule of west coast races but he ran the Sebring 12 Hours, the Le Mans 24 Hours and the Nurburgring 1000 all in 1959 in a Ferrari TR250. Over the last four years he raced his trusty DB3S but also drove a Lotus 19, Lotus Elite, and a Formula Junior no doubt since he was a Lotus dealer during that period.



Carveth leads a pack at Stockton 1957

Unlike the statistics Carveth kept during 1956-57 seasons, he did not keep totals for his career which would have been something to see considering his trips to Sebring, Le Mans, the Nurburgring and the Bahamas. It must have been quite a sight for the Europeans to watch and amateur American driver on their home soil as Carveth helped put some Yankee flavor on the starting grid.



Drake at Arcata 1957

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THUNDERHILL REPORT

BY DAVID VODDEN

Rain, rain, go away, and, oh yes, and don't bother coming back anytime soon, please. We are truly rain-weary at Thunderhill Park. The rainy season, which goes from July to the end of June, has been well above normal with four months to go. The annual local rain fall average, which varies for location to location, has been about fourteen inches. We are now close to twenty-four inches as this is being written. To be fair we get a bit less rain at Thunderhill because of the rolling hills and other sub-service realities that surround us. More importantly, we have had day after day of rain and showers, all of which impacts our customers who rent the track. Rain outs are not the responsibility of the track. They can't be, because, if they were, we would be the promoter and risk taker. We can't do that and be successful. An event promoter has to gamble on weather, including all kinds of situations from rain to wind to heat to who knows what. When impacted by bad weather the promoter loses, hopefully, not a lot. The other side of this comes when the promoter hits a big home run and leaves with substantial rewards for taking the risk. In this formula if the track is the risk taker, we would expect to share in the proceeds of a big home run. Not going to happen. This is why we rent the track, rain or shine, and why we hope for a sunny day for all of our customers on all of our tracks and surfaces. The good news is the rainy weather will go away and we will see warm, very warm, sunny weather again someday. Think July.

As of March 1, the track has booked 239 days on the three-mile, 135 days on the two-mile and 103 days on the skid pads. It is true that the booking window for the year is now but there is also an ongoing need for tracks and skid pads that produce rentals, at a slower pace, all year long. At 374 bookings as of March 11, we will have to secure another 134 rental days on the tracks to meet last years result of 508 days. We will need 211 new rental days to match our all-time high of 585 rental days on the race tracks in 2016. Not so sure we will make this? The market is always changing as consumer wants and needs shift. This is why we constantly seek new ways to use the property including the dirt area out front and the possibility of a recreational drag strip, if the ducks all line up.

Our February billing report showed a \$21,468 drop compared to the same month last year and two fewer rental-days on the two-mile and one less day on the three-mile.

Hopefully, this will all be made up when out comes the sun the sun and dries up all the rain, this according to an itsy-bitsy spider. I should point out that February 2018 had three-days of Light Festival events on the books which was a true home-run for the track. Not so in 2019. Shannon Ell, the track General Manager, is reaching out to the Light Festival promoters to see if they will come back in the winter of this year, 2019, and make us whole, financially, when comparing to 2018.

Thunderhill is looking for part-time, temporary, on-call employees who would like to make money working at a race track on their own schedule. The needs vary so if you are able and willing to drive to the track and report to work at a prescribed time, call now - 530-934-5588 Ext. 101, 103 or 105. You can also send a FAX to 530-934-8794 and tell us your availability. All jobs are well paid, offer limited benefits and are hella-fun! Call now!

The schedule for the key-SCCA events at Thunderhill Park that you might not know about are as follows: **Track Night in America** - March 21, April 18, May 23, June 13, August 15 and September 12. **Sacramento Auto Cross** - March 23-24, April 27-28, May 18-19, June 22-23, July 13-14, August 17-18, and September 21-22. **Teen Car Control Clinics** - March 30, June 23, August 24, November 29, and December 21.

By the time you are reading this you may be reading the new, annual Thunderhill Park publication. It is 68 pages long, full of photos and a stories and lots of ads. The annual Thunderhill Park yearbook will be mailed to all Wheel subscribers, one per household, soon and available at the track, in the Northern California market, at hotels and distributed in the Valley Mirror. This book has proven to be a great way to document the history of the track and to increase awareness about the track ten-fold, even more actually. Enjoy.

Don't forget you can rent any of the tracks and pads at Thunderhill by simply calling the track- GM, Shannon Ell - 530-934-5588 Ext. 103. The prices vary depending on the size of your event and the services you want. Bottom line: you can enjoy a private day or your own event day and make money in the process. If it were not possible to rent the track and make money, we would not have over 500 track-day rentals for people, just like you, each year. Call now. See you at Thunderhill.

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www.loneoaklodge.com

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Trasko.usa.com

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www.aracing.org
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alangulo530@gmail.com

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925-862-0172
cel: 925-890-3555

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LesharMotorSports.com
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SERVICES

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Carbahnautoworks.com

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HSE Racing
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2015 Formula Speed 2.0
Easy to drive, easy to maintain. Low miles on a stock Mazda 2.0 MZR engine. Years of life left on this engine. 6 Speed No-Lift Sequential gear box. Rated for much more powerful engine. Aim Data system, two sets of rims and new rain tires.
Too many extras to list here. All information and Specs on this car can be found at Worldspeed.com. \$45,000 taotak@comcast.net

Gen 3 SRF. Chassis #76, three owner car, all log books since new, continuously maintained by Ric Heer CSR Performance last 12 seasons. Low hour conversion w/ approx. 35 hrs. on motor. Butler seat, 3 sets of wheels, AIM Solo data on Momo wheel, current belts, etc. Was SF Region #20. Fresh paint prep, Ric Heer will paint it your color, you choose your number. Car is at CSR Performance. To a good home for \$30,000. Contact tony@atarchitects.com 1812



Royale RP 18A Formula Suprvee, 1972. Former Robert Bosch Gold Cup car 1972-74. Eligible CSRG, VARA, HMSA etc. Tub monocoque/rear drivetrain tubing frame. Wing set up not mounted has sports car configuration. New bottom end rebuild, line bore, less than 30 minutes, new Avons, spare Avon roll around/practice days, new belts. Some spares, extensive history file/pictures, three log books. Extremely clean! Run with twin cams for VW pushrod money! Hewland geared for Laguna, one additional gear set. \$14000 obo. Call 831-917-5952 1810

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 1803



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. \$9,000. Kenn (503) 879-5519 1712



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 1707

GT1 Rolling Chassis. Loffin/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 1704



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 1702



Spec Racer FordGen2- 2004 Ready to race! Professionally maintained and very well sorted. Chassis completely rebuilt in 2012: new fuel cell, new clutch, new complete belly pans, frame painted with Rust Bullet, shocks rebuilt, all new heims and suspension bushings. 2012 Complete chassis reset- paint, heims, bushings- cleanest SRF on the planet! Includes tons of spares: 3 sets wheels and tires, quick jack, complete bolt on string bars for alignments, quick disconnect steering wheel, hot lap timing set, Butler racing seat upgrade, fire system, 2 sets brake pads, suspension spares, dynamic number system, oil filter, fuel filter, and spark plugs/plug wire set. Please email for extensive photo package. \$13,500 OBO, James "Cotch" Cotcher cell: 530-545-1765 home: 530-573-0505 james-cotcher22@gmail.com 1612

FENDERED RACE CARS



1991 Spec Miata. Recently completed 1991 Spec Miata. NASA and SCCA log-books. New or rebuilt parts throughout. 2 races since build. Never damaged or wrecked. Motor is low mileage JDM motor with professionally done head, balanced injectors, new ignition wires, exhaust header cleanup done. GREAT dyno numbers! (sheets available). New Koyo radiator, all new hoses, all new or only lightly used suspension bushings shocks, links. Torsen 4.30 diff. New racing clutch, T/O brg, pressure plate. SMI OP/WT- gauges, AFR gauge. Brand new Shroth harness. Very light. No expense spared during the build. Perfect NA car for SMT (SCCA) or SM (NASA). Comes with extra set of wheels/tires & other extras. More pix available. \$11000. Al Gjedsted alongj@comcast.net 1812



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 1707



For Sale 1987 Porsche 944 Track Car. Orange/Blue Gulf livery. Built to SPEC 944 specifications. 2.5 liter 4 cylinder engine. Upgraded suspension. Hawk Blue pads with steel braided brake lines. Auto Power roll cage and seat brace. Kirkey race seats with cam lock harness. Toyo Proxy RR 225/50R/15 with 15x7 phone dial wheels. Magnaflow muffler and resonator. IO Port and Simpson nets. All interior parts included. \$8,500.00 Tim @ 530-512-5020 tdrayan1970@gmail.com 1810



1990 Spec Miata. Very well-sorted 1990 Spec Miata. 2017 SFRSCCA SSM Championship car. Great dyno numbers (no longer sealed) - dyno sheets available. SCCA Logbook. Comes with many extras, including extra set of wheels/Toyo RR's and more. Al Gjedsted alangj@comcast.net 415-694-8519 1810



'08 Spec Mustang SMG / American Sedan A/S: Car is 100% ready to race and compete for top podium finish. Too many spares to list, such as extra wheels / tires, much more. Car performs flawlessly and with seasoned driver in 1.58s at TH. Always maintained to perfection. Two first places this year at Sonoma. Contact: Don Van Nortwick or Darrell @ AV8 Supercars at 408-813-9755. Reduced to \$35k / OBO.



Porsche 944 Racecar + custom built enclosed trailer: \$25,000. Car: 2.8 Four Cyl., Fully re-built transaxle with <25 miles, New front brake pads, rotors in good condition, Stainless brake lines front/rea, 2 Spare Hankook Ventus tires and 4 BRAND NEW Forgeline wheels (\$1500), Miscellaneous recent upgrades and spare parts. Trailer : 18 ft long (not including tongue), 80 inches usable width inside. Contact: Scott - 415 656 7816 1806

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. \$7,000. John Myers 916-342-2141. jmyers@pacific.edu 1804

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; noahgrey racing@gmail.com 1710

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 1707



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. roadracerex@gmail.com 509-551-2681 1703



Built to current SCCA FP specs this 1962 P1800 is the winningist Volvo in the U.S. Several west coast track records held, 2nd place finish in the 2018 SCCA Runoffs , this car is built to be driven fast or proudly shown in Vintage events. Race ready now and comes with a number of spares. The car is located at Sonoma Raceway in California. For inspection and details contact Bruce Ackerman @ backerman@sbcglobal.net or 510.549.9330

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 more info. \$2000 for chassis, \$7000 for everything. Willing to split items. 916-425-6251 1709

1971 Datsun 510 4 Door. SCCA ITC Racer GRP 5. Car won 2015 ITC Champ. Ready to race, good first car. L1600 Roberlo Engine 40 over. Additional Pictures 4x4xfar88@gmail.com Text 209-613-4813. With spares \$6500 1704



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. Agressive 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 1701

TRAILER AND CAR



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

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

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. \$4,000. Kenn (503) 879-5519. both \$16,000. call for details 1712

44' Featherlite Gooseneck (1989); dual 7500 lb axles, Low Profile, Hydraulic Ram Lift, Diamond Plate floors, Insulated Interior, \$11,500 415-298-3917 1803

18 ft Enclosed Carson Trailer, 6ft tall, two tires racks for ten tires, Cabinet across the top front, enough space to haul a SRF, two Craftman tool boxes, 4- 5 gal jugs of fuel, two generators, misc. parts, and supply bins, jacks stands, and alignment bars. Built in 2006, replaced brakes in 2013 and tires in 2015. Total weight 5000 lbs., tows easily behind my Tundra and Motorhome. Call Bob 2 916-489-7182

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Pre-listing purchase opportunity: 8579 Mortenson Lane, Fair Oaks, California Location, location, location! Beautiful 4,000 sf executive home, pool, spa, 3 car 780 sf attached garage with 10 ft. ceiling, 400 sf detached garage/shop both fully insulated. Home sits on 1/2 acre, quiet 4 lot cul-de-sac in Fair Oaks. Features (2) RV access (east and west). Lots of natural lighting, high ceilings, stunning entry, spiral staircase, oak throughout, 4 bedroom, 3.5 bath, large kitchen, nook, 2 second floor decks, exercise/office/ multipurpose room, loft, dining, living, family rooms.

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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. abarthwest@hotmail.com \$6500 1709

HP full race engine. All the good stuff. Email me for a complete description. No reasonable offer refused. Ray Hiett. 11HPrrhiett@gmail.com 1708



(4) Brand new Ford Performance wheels and Pirelli P-Zero asymmetric tread tires. Not used - Take offs from New FP350S. Size: 275/40 ZR19 Priced to sell @ \$800 less than half the value. A real bargain for someone. Tires in San Jose, can deliver in a reasonable distance. Don Van Nortwick 408-813-9755.

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

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TRACK DAYS AND SKID PAD DAYS AVAILABLE: You can rent Thunderhill Park's 3-mile, 5-mile and 2-mile track for a pittance on most weekdays throughout 2019. WE can make your day a turn-key operation where all you do is secure your friends and customers and have fun. Days available now. Call 530-934-5588 Ext. 101 and get started in the fun and profitable business of putting on your very own track days. [NOTE: All weekend days are booked on all three road tracks for 2019]

DRIVE ON DIRT: When you are at Thunderhill Park sign up to slip and slide around our new dirt track and oval for fun and thrills. \$5.00 per lap or \$100 for your vehicle for the day. Call in advance to make sure that the dirt playground at Thunderhill Park is available. 530-934-5588 Ext. 103. Ask for Shannon Ell or Ext 105 and ask for Geoff Pitts.

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Haag Performance of Sacramento, a leading West Coast Spec Miata engine and drive train builder, has a limited number of spots available for racers needing storage, engine and drive train services, race prep, transportation and/or track support. Contact Mike@haag-performance.com or call(925) 783-9409. 1808



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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P2 Track Record Chuck Bona

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