



The wheel



VOL. 60 | JANUARY 2020

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



Advice for a
New Racer
p. 8

Our SFR
Volunteer Crews
p. 10

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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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CALENDAR

2020 FRESNO CHAPTER SOLO SCHEDULE

Driving School - **Jan 25***

Event 1 - **Jan 26***

Event 2 - **Feb 29***

Event 3 - **March 1***

Event 4 - **March 28***

Event 5 - **March 29***

Event 6 - **May 23****

Event 7 - **May 24****

Event 8 - **June 13***

Event 9 - **June 14***

Event 10 - **July 25***

Event 11 - **Aug 29***

Event 12 - **TBD Oct*****

Event 13 - **Nov 14***

Event 14 - **Nov 15***

*Held at Fresno Fairgrounds

**Crows Landing

***Buttonwillow Kart Track

www.FresnoSCCA.com

SFR SOLO SCHEDULE

March 7 - Starting Line School & SFR Test & Tune

March 8 - SFR Regional Event

April 17-18 - SCCA National Pro Solo, Cro1. Boondoggle WEEKEND (Yes, TWO days)

April 25-26 - SFR Regional Events

May 23-24 - SFR/Fresno/Sac Joint Regional Events

June 20-21 - SFR Regional Events

July 25-26 - SFR Regional Events

October 3 - SFR Test & Tune OR Regional Event (TBD), Starting Line School

November 7-8 - SFR Regional Events

Note: All of our currently planned events are at Crows Landing. The rumors are true, Marina is effectively closed for autocross effective immediately as a drone company has obtained a use permit that involves putting a building up on the tarmac.

SACRAMENTO SOLO SCHEDULE

Round 1 - **March 28***

Round 2 - **March 29***

Round 3 - **April 25***

Round 4 - **April 26***

Round 5 - **May 23****

Round 6 - **May 24****

Round 7 - **June 22***

Round 8 - **June 23***

Round 9 - **July 13***

Round 10 - **July 14***

Round 11 - **Aug 17***

Round 12 - **Aug 18***

Round 13 - **Aug 17***

Round 14 - **Aug 18***

Endro Practice - **Sept 21***

Endro Practice - **Sept 22***

*Held at Thunderhill Raceway Park

**Crows Landing

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2020

2020 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

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MARCH 14-15

DOUBLE REGIONAL 3&4 – THUNDERHILL

APRIL 3-5

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APRIL 30-MAY 3*

SVRA/TRANSAM WEATHERTECH RACEWAY LAGUNA SECA (FULL SUPPORT)

MAY 23-24

REGIONAL 5&6 – THUNDERHILL

JUNE 6-7

DOUBLE REGIONAL 7&8 – THUNDERHILL

JUNE 26-28

DOUBLE REGIONAL 9&10 AND TEST DAY SONOMA RACEWAY

JULY 24-26

FERRARI CHALLENGE WEATHERTECH RACEWAY LAGUNA SECA (LIMITED SUPPORT)

JULY 31-AUG 2

REGIONAL 11&12 WEATHERTECH RACEWAY LAGUNA SECA + TEST DAY

AUGUST 8-9*

PRE-REUNION WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 13-16*

REUNION WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 29-30

DOUBLE REGIONAL 13&14 WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 10-13*

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SEPTEMBER 17-20*

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Hello Everyone! Happy New Year! It's a new year and the first month of the year, and what a month! We have the Convention this month, the Chiefs meeting, and the first weekend in February, we have our first regional at Sonoma! Quite the month. Be sure to check the schedule on our webpage.

We also have opened up registration for all this years events for our Volunteers.

Remember that at Laguna Seca, you can

now use VIP points to offset your costs of lodging. (You need to register on MSR for this, and it is for the hotels the regions subsidized only)

In case you haven't been on our web page, or National's lately, there have been some changes. National has added two new classes. FX and PX.

Per National: The SCCA® Club Racing Board (CRB) has created a new Formula X (FX) class intended for winged, open-wheel formula cars of modest power and performance below that of Formula 1000 or Formula Atlantic vehicles. Cars falling within Formula X for 2020 include Formula Mazda, Formula 4 and tube frame USF2000 vehicles. This change means Formula Mazda will no longer be its own car class at SCCA Road Racing events.

We have retained FM as a regional only class. We have had a good turnout this past year and it will also give the FM drivers a chance to compete in two classes.

The PX class is a regional only class. It was created to get folks into a class who may not have been eligible for a class otherwise.

Per National: The second new SCCA car class added by the CRB for 2020 is named Prototype X (PX) and will also be deployed at all SCCA Road Racing Regional, U.S. Majors Tour and Hoosier Racing Tire Super Tour events. Like the GT-X class created in 2019, PX is open to various prototype vehicles that have been competing in U.S. road racing over the past several years. Deanna Flanagan, SCCA's Road Racing Director, said examples include Daytona Prototype and Le Mans Prototype cars, as well as older IMSA GTP and Camel Light race cars. The PX class, however, will not be Runoffs-eligible in 2020.

Another change had been in the books already, but takes effect this year: In 2020 for the SCCA Summit Racing Equipment Road Racing program includes Formula Enterprises (FE) now being eligible only at Regional events, a development communicated two years ago with creation of the Formula Enterprises 2 (FE2) class. Also, Formula 1000 (FB) has been folded into the Formula Atlantic (FA) competition class.

National has made another change as well. This one relates to runoff eligibility. For 2020, you will no longer be able to just "turn a wheel" at any Majors to qualify. You must finish the race. Finishing the race means completing 1/2 of the laps of the overall race winner. The specific language is: Also, for 2020, performance requirements have been reinserted into Runoffs qualifying criteria for the U.S. Majors Tour path. Those receiving an invite to the 2020 Runoffs must place in the top half of a car class's Hoosier Racing Tire SCCA® Super Tour Points Championship or a U.S. Majors Tour Conference Points Championship by the end of the "regular" season. For classes with 20 or fewer participants, Runoffs invitations will be offered to those finishing in the top 10 of the class.

Other changes were made as well. Specifically, for Divisional

and Regional routes to the Runoffs. You can check these out at the National web page under "Runoffs Eligibility" I am sure all these changes will influence a driver's decisions on where to run races this year.

One last decision National has made will affect us as a Region, specifically as a region west of the Mississippi. National has already elected Wisconsin and Indiana for the next two runoffs (2020 & 2021) They will no longer entertain the thought; in fact they reject the thought of the Runoffs being West of the Mississippi after that. (Keep in mind, Indiana and Wisconsin are east of the Mississippi) To put in perspective, here is a map of the US:

Description Map showing the twenty four 24 US States West of Mississippi River in gray

Quite a map. National basically has written off half the country. Now, to be generous, really generous, they say they have a travel fund set up. We will see how that works out for them. Yes, there are many iconic tracks on the East Coast. We have three iconic tracks, all ranked in the top ten in the country, in our region. We are also the largest region in the country. They have also eliminated COTA, which is centrally located.

I don't know what everyone thinks of this, but I do have an idea. We could create a "Western US" runoffs. I had been thinking of this before the announcement. We let the old PCRC dies. CalClub has picked up on this since its demise. I think now is the time to rethink this and get with out other regions and divisions to make this a reality. Another idea would be to have an East Coast and West Coast runoffs... Runoffs, not Championship. Then have a national Championship between East and West at COTA every year. It would require the Championship at COTA being held every October, and the East and West Coast championships in September. It would also require commitments form East and West Coast regions to be able to staff these events. Lots to think about. If marketed correctly, we might be able to get the final Championship televised live on TV. It would be an event and better than having our Championships shown as an afterthought at Christmas time.

Wow. Lots of changes.

Oh, another change, regional only (for now).

We will be requiring all competitors to have cameras in their cars. Forward facing cameras. Competitors will also be required to turn over video to race officials if requested. Failure to do so could result in loss of race points. Please look at our new supps posted on our web site. This is in response to incidents we have encountered over the last several years. The Board has looked at this, and with input from long time officials and racers, it was determined this was the best course of action. In order to be the "region that knows how", we need to be the "region that's sets standards". We can't afford to lose racers to other sanctioning bodies because we let folks on the track run wild. I think everyone gets that Race Officials don't want to be the bad guys. I also get that competitors don't want to be ratting out their buddies. It's a conundrum! The purpose of the new rule change is to level the field. In the past several years, we have seen cameras being required in many different sanctioning bodies. Heck, we have seen major sports leagues institute "instant replay". As an ardent A's fan (and 49'ers), I was against it at first. But as it is now the prevalent rule amongst most major sports organizations, I have come to work with it, as have most sports organizations. It is time we institute this. (No, we won't have an

CONTINUED ON PAGE 22

We heard the rumors, but we did not want to believe them. We were in denial that the Club we have all invested a lot of sweat equity into would let us down. We were hoping the spirit of being a club and doing what is right for the entire club would prevail. We should have known better, when the club president would not give a straight answer; but as of yesterday, January 8, 2020, we can see clearly where the club's priorities lie. Yesterday the announcement came from the National office that the Runoffs will be held east of the Mississippi River starting in 2022.

The Press Release suggested that the rotation of the Runoffs actually hurt the hosting regions the year following the Runoffs with lower than expected participation levels. While that happened with our region in 2015, the year after the Runoffs at Laguna Seca, the amount of money made the previous year more than made up for the drop off in participation. Now in 2019 we did not see such a drop off; and as a result the region did well in 2018 and in 2019. The point is that is a lousy argument for excluding the West Coast from the Runoffs .

The Press Release states that they (the National office) did a thorough analysis of the entire Runoffs venue rotation program which included member feedback from National Championships. I would like to see that feedback. I certainly did not remember them asking me if rotating the Runoffs was a good idea. Also the problem with feedback is that there is a tendency to hear only the people complaining. They also claimed their research showed that even the most dedicated National racers opted to skip a Runoffs event because of location. I am sure that further research will show those racers are the ones that have been spoiled by having the Runoffs in their backyard. The people east of the Mississippi were used to the short hauls, and the people in California did not have a choice. For years the Californians made the trip. But once the shoe was on the other foot "most dedicated national racers" did not reciprocate. Make no mistake about it, this was very calculated. They would much rather have full participation from those east of the Mississippi and risk losing racers from areas like Californian than the other way around.

The National office did decide to throw us a bone by creating an appearance fund. The problem with the appearance fund is that even if it pays the cost of towing back to the track, it does not reimburse people for their time off work for travel. When the Runoffs were evenly spread across the United States, at some point everyone had to bear that burden; in other words it was more equitable.

Another problem with the appearance fund is - who do you think is going to fund it? If you guessed the National office you are wrong. The National office thinks they are race promoters. They cannot get it through their head that they are the governing body responsible for creating the rules and growing membership. When they try and promote races, they naturally want to make money. Because they shut down the office and send the entire staff to the Runoffs, putting on events on the West Coast costs them more money.

So the decision to keep the Runoffs east of the Mississippi was not made with the overall membership's interest at heart -- it was made with their interest at the forefront.

The other aspect that the National Office has not taken into consideration is the volunteer work force. In order for the Runoffs to be successful, they need a large number of volunteers. These volunteers spend a lot of money to travel and stay in the area of the host venue. By limiting the sites to venues east of the Mississippi they have ensured that all of the volunteers from our region will be on the hook for Airfare, Hotels, Rental Car expense every year they decide to go. At least when it rotated those expenses were a lot less. I feel the volunteers have even

more to be upset about.

I would feel much better about this decision if the National office was honest about their reason. The real reason for this is money. It is not the interest of the members. Ever since they lost the sweetheart track deals like Mid-Ohio, they have been looking for ways to make more money at the Runoffs. This is evidenced by the ridiculous qualifying rules they came up with where a competitor only had to drive his car down pit lane to earn participation credit. They were trying really hard to make it so just about anyone could qualify. Fortunately these rules have been changed.

So the decision has been made. What do we do about it? We can accept it and bear the burden of traveling long distances for the Runoffs; we can quit racing; or we can build up West Coast racing and create our own version of the Runoffs.

Obviously I like the idea creating our own version of the Runoffs. We had one before -- it was the Pacific Coast Regional Championship. It was an invitation-only race based on points. I am not suggesting that we go back to that old format, but what we do need to do is create a format which includes our neighboring regions, that has some sort of qualifying component, and rotates the Championship Venue. Clint DeWitt was the brain child of the previous version of the Pacific Coast Regional Championship and he told me the tow fund was a very important piece to the success of the event.

The SFR Board Directors should not have the sole vision in how this should play out. If you have any ideas on format, venue, qualification, etc., email the board of directors (board-directors@sfrscca.org). If you like the idea of having a Pacific Coast Championship, let us know, if you think I am over reacting, also let me know. The last thing I want to be accused of is being self-serving. I look forward to hearing from you!

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ADVICE FOR A NEW RACER



Looking back at when I started racing there were some things I did well and others that I had wished I had done. Here are some tips for getting started in wheel to wheel racing. Many of them also apply to those starting out with track days or taking their first steps in getting a competition license.

MAKE SURE YOU ARE HYDRATED, RESTED AND FED.

It was a little surprising to me how tired I was after my first few weekends of racing. When you look at an SCCA or NASA race weekend schedule you might get 2-3 hours of track time and another 2 hours if you are doing the test day prior. Over the course of the 2-3 days this might not seem like a lot, but it can be very taxing as you are constantly concentrating and learning in the car. Make sure you have adequate sleep each night, are drinking plenty of water and eating. These will all help you bounce back and recover from your on track sessions. I remember being very nervous and excited one weekend before the race and stayed up watching track videos and messing around looking at my data. While the study time might have helped, not getting enough sleep and being tired clearly wasn't helping my performance the next day.

LEARNING EXPERIENCE

Like most beginners at any sport or activity your first experience is likely to be humbling. People that gravitate towards racing often think they are great drivers. To be honest they probably are better drivers on the street than most, but there is more to racing than taking the on ramp faster. Come into the race weekend looking to learn without the ego and you will get more out of it. It is always nice to be faster than someone, but I have seen a few beginners get disheartened because they are not winning from the start or are several seconds off the pace. Come into the weekend knowing you have a lot to learn and you will get more out of it, plus your ego won't be as bruised at the end of it.

INTRODUCE YOURSELF TO PEOPLE

One thing I did my first few race weekends was make it a habit to walk around the paddock a little and introduce myself to other racers in my class and run group. Part of the fun of racing is all the great people that share a love of cars and racing. Getting to chin wag with your mates is always part of the fun on a race weekend. Introducing myself also helped out me on track as people knew I was a novice and

so were more polite out on track without dive-bombing me, or at least I like to think so.

ASK FOR HELP

Another benefit of having introduced myself to the other racers was that I got lots of tips, pointers and advice. These included car positioning, shift points, braking references and even sitting with me to go over my video. I can't thank those kind people enough as it really helped me improve my lap times. Consequently, I got down to the actual wheel to wheel racing a lot quicker than if I was trying to work it all out myself. Don't be afraid or too proud to ask for help at the racetrack. Most drivers I know are great welcoming people and are more than happy to help out, at least until you start beating them. Racers are there to race they want someone to race against. No one wants to race where it is a glorified track day with all the cars spaced out. People will help you get up to speed and competing as they want to have some fun passing too. Some racers will offer this up freely but with others all you have to do is ask. Looking back I got a lot of help but I know if I had asked more questions and approached more people I probably would have learned quicker than I did.

ATTEND EVENTS AS A SPECTATOR OR VOLUNTEER

I attended an event or two before I got started racing. I had originally attended the events to learn more about the cars and classes to help narrow what kind of car I wanted to race. Looking back though, I learned a lot more than I had initially realized. Each event and track is different has a different schedule, has different areas of the paddock that are used for different things. Going to the event helped me understand a little about how a race day runs and what happens. I would highly recommend checking out a few events in your area. I learned about why there were these empty spaces where no one was parking, that looked too perfect to be spectator parking. They were for gridding up the cars before they went out on track and inspecting cars after they came off the track. I saw how the various worker disciplines wore different colours to differentiate them. I was even able to talk to several drivers in the various classes and ask them more about what was involved. Not only did I get to see some great racing for free but I came away with key knowledge. The info I had learned helped me to be more relaxed at my first race weekend as I already knew what was going on. You can even volunteer at events and be a worker to learn even more.

GET GOOD SAFETY GEAR

When looking at your first set of safety gear most starting racers myself included want to spend way more money on the race car and very little on the actual gear. I highly recommend you don't buy the cheapest gear you can find but spend a little money and buy better gear. I am not saying bankrupt yourself so you can't afford to race by buying the best ultra-light gear used in Formula 1. Instead buy some middle of the range gear. Most club racers starting out will likely use





the same suit and helmet for 3-5 years so you want to get something comfortable and suited to your climate. Many of the cheaper suits are made of thick, bulky material that can get very hot and uncomfortable in the car. If you are ice racing this might be fine but running in the middle of summer in California and you can quickly overheat. Middle of the range gear tends to have a better fit, be lighter and in general is more comfortable. It might be a little more expensive than the bargain stuff but it will definitely be worth it over the next 3-5 years. Talk to your local safety gear supplier and if there is one in your area go visit their showroom, try things on and ask questions.

RENT A CAR

A few racers start out planning to build a racecar and go racing. Many of these racers sink large sums of money and time into a car trying to get it completed and go racing. Some of these racers never make it. They spend so much money and time on the car they don't or can't finish it and miss the entire racing season. I recommend if you want to go racing, start by renting a car. It is a great way to try different cars and get started without the additional hurdles of building or buying your first racecar. The other good thing is you can try different classes and see which you like best. You also don't have to worry about storing, transporting and maintaining it and can just focus on your driving. To find cars to rent in your local area check your SCCA or NASA region website and if they have a monthly magazine check the classified section, there are normally plenty of Spec Miatas, Spec Racer Fords and a few Formula and Production race cars ready to rent.

FOCUS ON YOUR PERFORMANCE

My first weekend I knew I wasn't going to be breaking lap records or winning races but I thought I was going to do better. I hadn't come into it as a learning experience. I told myself I was there to have fun, but really I wanted to be mid-pack competitive. As I pointed the fast guys by and saw the timesheets I knew I wasn't very fast. I looked at the competitors around me and was disappointed I wasn't as fast as them. I tried to not let it show but I was a little bummed. Looking back though I was focusing on the wrong things. I should have been looking at my performance and focusing on how well I was doing and improving compared to previous sessions. Throughout the weekend I had gotten faster, my lap times were always improving, I was more comfortable in the car and clearly getting the hang of understanding this racing thing. I should have been focusing on my own performance. I would have had more fun and been less disappointed if I had realized at the time how good my accomplishments were instead of looking at the performance of other people. After all these people had been racing in this class for many years. So focus on yourself and your own performance, don't make the same mistake I did.

A few quick driving tips for those starting out in racing. You have probably heard these before but I can tell you they are true and

actually work. I know because I did them.

LOOK WHERE YOU WANT TO GO

The car really does go where you look. The times I have spun off and ended out in the weeds I can attribute to looking at the post or sign or wall and not wanting to hit it rather than focusing on getting back on track. I highly recommend you spend a lot of the test and practice sessions looking where you want the car to go and looking at all the details; cracks in pavement, changes in curbing and colour or texture changes in pavement. All these reference markers will help you know if you are in the right place. Looking further ahead will help you build up your driving knowledge as you will start to predict when another car is going to spin, go two wheels off or hit the brakes because they missed the apex or turn in. A light bulb went off for me when I stopped thinking of a corner as turn-in, apex, track out and instead as a long sweeping arc. Looking through the turn as an arc really helped my lap times improve. I was no longer driving around connecting the dots, I was trying to drive the car at the limit. Also know you are going to be slower than the hot shoes so watch your mirrors and be aware.

FOCUS ON EXIT SPEED

The next big step in improvement I noticed was when it clicked that being able to get to full throttle earlier was faster. If you have ever watched movies it is always the late braking, jerking the wheel and banging through the 10 to 12 speed gearbox that is fast. Nope. I have found that if I want to be fast, I need to get to the car slowed down, rotated and to full throttle at or near the apex to be fast off the corner. When I realized this by accident on a cool down lap in the car, I was amazed. Of course I had read books, listened to interviews and watched videos and knew this to be true but until I actually did it on the racetrack I didn't know how much faster it was. You could actually see the lap timer ticking down in front of your eyes. So once you feel good about your vision. Focus on your exit speed if you can't get to full throttle at or near the apex, most likely you didn't slow the car enough.

HAVE FUN!

The most important thing about starting in racing though is have fun! Sure it can be a challenge and frustrating but if you are not having fun what is the point. I look forward to seeing you racing.



OUR SFR VOLUNTEER CREWS

Sports Car racing has always survived because of two components. One is the drivers who race the cars, two is the staff of people that run the events. In the WHEEL we spent a lot of time talking about the drivers and their accomplishments. Unfortunately the other half of the equation is left out.

We know who the drivers are, their names and pictures are plastered all over the pages of the magazine, but for the new member or the causal member they do not see the people behind the scenes. Sports car racing is unique in the fact that the people that run the events do it on volunteer basis. They do not get paid and they have to pay for their own lodging, travel, and uniforms.

First off - let's talk about the people who run the show. How did they get to where they are? There are several paths a person can take to become a SCCA volunteer. Some of the volunteers are retired race car drivers. These are the men and women who raced for several years, but did not want to drop out of the racing scene. These are the people that developed lifetime friendships with people that have shared the same interest as them. These people often times have been SCCA members for 30 plus years.

Some of the volunteers are people who have always liked race cars, yet for some reason or another do not race cars themselves. These people are equally passionate about their auto racing but have decided that they will leave the driving to someone else.. Maybe these volunteers went to a professional race and left not completely satisfied with getting a glimpse of the cars passing by, while the person working as a volunteer with SCCA got to have the up close and personal experience.

A large number of our volunteers are married couples. Either the husband or the wife were members and brought their partner around enough times that the partner joined a crew. Or in case of a lot of our the volunteers, they were single when they started as member, but ended up meeting their other half while working at an SCCA event.

Some of the volunteers have a husband or wife that races and they

want something to do while at the racetrack. They end up meeting people who work as volunteers and they volunteer themselves.

Some of our volunteers joined the club at one of our membership booths and were given an introductory tour, and from there they decided to stick around and have fun with the nice people they met.

However the volunteer got started, it really does not matter; what does matter is the personal satisfaction each volunteer gets for his/her time and effort. Often times, the volunteers form such long lasting friendships that they go on vacations together, they socialize outside SCCA events, and they become an integral part of each other's lives.

As people get older, their friendships evolve. For example, your friends from high school have most likely taken different paths in life. For a lot of us, our friends from work have retired and moved to be near their grand kids. Unfortunately, as we get older the people that were near and dear to us pass away. No matter how old we are as human beings, we all need interaction with other humans.

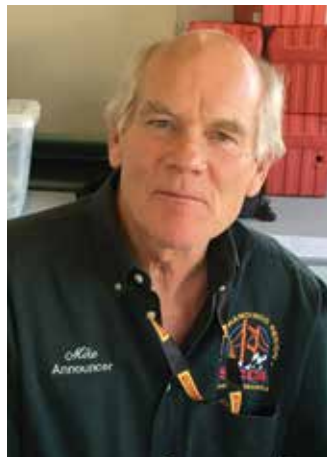
If you like cars and are looking for a new challenge in your life, I suggest giving the SCCA a try. We do not require prior experience. We have a very experienced work force that will show you the ropes.. Maybe you are older and have limited mobility; do not worry, as we have plenty of specialties which will accommodate you. Maybe getting out in the fresh air next to the action gives you goose bumps; of course we have can save a spot for you. Maybe you are an adrenaline junky, don't worry we can fill that need.

The SCCA volunteer work force is made up of several specialties. These specialties are broken up into groups that specialize in a certain aspect of a race weekend. All of these specialties have a crew chief who makes assignments and ensures we event is properly staffed. The chief also ensures any new member receives the training necessary to do carry out the assignment.

Over the next several pages take a look at the different specialties. As you read about each one specialty ask yourself if you wee yourself doing that job.

The Announce Team

The Announce Team is the voice of SCCA. They are responsible for making all the official announcements regarding the weekend. They also call the action on the track. If you are a person that loves the sound of your own voice join the announce team. Who knows you might be the next Chris Economacki.



Communications Crew

Communications Crew is the group of people who are like the dispatch center of the event. They communicate with the turns and other specialties such as sound and impound. They report body contact, cars off course, and call for medical or fire response. If you are good at multi-tasking and like being in the know then Communications is for you.



Course Marshals

Course Marshals have all of the goodies. They arrive to the track usually the day before. They put things like flags, fire extinguishers, and brooms out on the corners. At the end of the event they collect everything and store it in our large trailer. During down time they help out the flaggers by bringing them cold drinks and ice for their coolers. Course Marshals also take care of the track surface. They clean up the track after oil or coolant is spilled on the racing surface. Without the Course Marshals the weekend would not even get started.



Emergency Crew

Emergency Crew responds to incidents on the racetrack. They get cars out of dangerous situations; they assist the medical staff if there is an injury. Think of the emergency crew as the people who would respond if you called 911. They have cool vehicles with cool equipment, like the Jaws of Life. The Emergency crew is very exciting and fast paced. If you seek excitement, if you can work well under pressure, and don't mind riding on the back of a tow truck then the Emergency Crew is for you.



The Grid Crew

Grid works in the paddock lining up the cars before the race. Prior to the race they receive a listing of the starting position of every car in the run group. It is Grid's responsibility to get everyone lined up before they are dispatched on the track. They have to do this even though some competitors show up late. They also check to make sure all the drivers are really ready for the race. Often times Drivers are overly excited and they forget basic things like fastening their seatbelts, or securing the chinstrap on their helmet. They also warn drivers of any unusual track conditions prior to going on the track. Grid can be busy but while the race is going on the grid people have a chance to catch their breath. Grid is a great place to meet new friends and see all the cars that race with the SCCA. Grid is the center of all the activity.



Paddock Marshal

Paddock Marshal is the person responsible for the overall parking in the paddock. He makes sure that everyone entered has enough room to park and work on their cars. Some weekends this can be a very challenging job. If you like authority then this is the job for you.



Sound Control



Sound Control monitors all of the cars as they pass by a certain point on the track. Each of the racing tracks we go to have a maximum sound decibel that the cars are allowed to achieve. If they go over the limit then they are black-flagged into the impound area. They have to attempt to fix the car prior to going back out of the track. If they violate the sound limit too many times then they cannot run that weekend.



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Pit Marshals

Pit Marshals are the people who monitor the activity in the pit lane. They make sure that cars arrive and depart safely either before the race, during the race, or after the race. They also stand by during all pit stops to make sure work is done in a safe manner and make sure no one runs out in front of an on coming race car. Pit Marshals make sure crewmembers do not put themselves in harms way . Pit Marshals work the hot pits during pro race weekends and get a birds eye view of the pit stops performed by professional race teams.



Race Administration/Registration

This is the group of people that meets all the drivers and volunteers in the mornings and make sure they are ready for the day. They also make sure everyone that is in attendance sign the waiver. Race administration is the place you would go to get schedules, entry lists, and trophies. Race Administration is also a good place to go if you directions or help. The People working Race Administration are very friendly and helpful.



Tech Inspection

If you like to see the inner working of the racecars then Tech Inspection is the crew for you. Tech also known as Scrutineers makes sure all the cars comply with the safety requirements of SCCA. They also check to make sure the drivers have the proper gear, such as helmets, racing suits, and Hans devices. Tech crew can be called into action to inspect a car under protest. The impound cars after the race and weigh the top finishers on specially designed scales. They also do other post race inspections such as fuel testing, tire checks, and Wheelbase and track widths.



SocialCrew

If you are a person that likes to put on a party then I suggest you look up the SocialCrew. Social is the crew that makes sure all the volunteers get feed at lunch time and makes they the receive refreshments at the end of the day. Social is the place where everyone gathers at the end of the day to talk about his or her experiences and adventures. The drivers are also invited to social and often times the drivers and volunteer crew members talk about their favorite activity, car racing!!



Timing and Scoring

Timing and Scoring keeps track of the cars during the race and during qualifying. They record each car's performance during qualifying and during the race. They produce the official results of each race and determine if anyone set a new track record. Timing and Scoring can be really intense during the race. They post official results once all the cars have been cleared from impound and once any protests are adjudicated.



Worker Transportation

Worker Transportation is responsible for getting the flaggers and any other on track officials to their workstation. They start first thing in the morning and take everyone to their spots. At Lunchtime they gather everyone up and bring them over to social for lunch. When lunch is over they take all of the on track officials back to their stations and once the day is over they pick the on track officials up again. Transportation has down time between the morning and lunch and after lunch until the end of the day. This is a great crew to work if you want to help out yet watch the races.



Turn Marshals /Flaggers

Turn Marshals /Flaggers are the guys and gals that are right next to the action. They do not have any fences to look through to see the cars go by. They warn the drivers of any incident ahead of them; they let the drivers know if the track is slippery, and they are first to warn if a tow vehicle is on the track. If you like to be up close and personal with the action then this is the spot for you.



Being a SCCA volunteer has additional perks. The San Francisco Region of the SCCA provides the staffing for the professional racing events in our area. By becoming a volunteer you can sign up and be part of Indy Cars unwinding down the corkscrew. Or if vintage cars are more your cup of tea volunteer at the Monterey Historics be on the inside looking out as vintage F1 cars and Can Am cars roll on to the track. As a SCCA volunteer you instantly become somebody at the racetrack. You have a ticket that nobody can buy and is only available to those that become part of the SCCA Crew.

People in the News....

BY DAVID VODDEN

News for all SFR/SCCA racers just came out from National saying that future SCCA Runoff events would all be held east of the Mississippi River and stay at one venue for two years at a time. This is good news for us on the left coast because it will inspire us to vigorously pursue our own big-road racing event that has all the benefits and rewards with less expense. This is great! And this should inspire us as racers and leaders, to enhance our Regional race program to reward drivers for competing for Regional Class Championships within our geography. All good.

We once had a race called the Pacific Coast Road Race of Champions which had contingencies and industry prestige and attracted drivers from all over the country. Really! We can do this again, just not this race and not using the same format. This is our chance to start anew with a clean piece of paper and to use this unexpected opportunity to make our race program the best in the country!

Drivers who abandon the Club-region race program for Majors and Hoosier Super Tour races can now think twice and use their resources to race with us and grow our race program to be bigger and better for them and all racers. We can make this even bigger than the National race program. This will be great! Wow!

Thanks are due Linda Rogaski for taking time to come to Willows and assist Trish James with a huge clean up of the Club office. We are not talking about floors but files and backed up paperwork that seems to have been forgotten for several months. Linda is the consummate Club member doing whatever it takes to make the Club better. She is now a member of your Board of Directors! You can also see her in Registration at most race events. Her significant other is veteran Steward Executive, Jim. Thank you, Linda and Jim Rogaski!

You may know that our Regional Executive Tim Sullivan is an investment counselor when not doing SCCA and Corvette Club business. Yes, Tim is a leader in the Bay Area Corvette Club and has been for some time. They do an event called "Corvette Magic" that has been going on for decades. And Tim is one of a handful of Corvette car racers in the Club that we all hope becomes a growing class in our race program.

Ben French has jumped in with both feet as a new member of the Club Board of Directors. The Sacramento Auto Shop teacher, in addition to executing the Club's presence in the Sacramento Auto Show, has now taken on a host of Board liaison assignments as well as attendance at the SCCA National Convention vowing to learn as much as he can in the time he has to be in Las Vegas. Ben brings his kids including young racer and future Club Regional Executive, Lucas French, with him to help reach out to a younger audience.

There were fifty-five member track drivers and about the same number of solo drivers at the FREE TEST day held at Thunderhill Park at the end of December. The road race part was down from last year but the solo component was all new and promises to become an annual dividend to Sacramento Chapter Autocross participants. Gale Smiley and Tom Nivison oversaw the Free Fun Runs on the big skid pad and had a blast doing so. Look for the Sacramento Chapter to make over ten appearances at Thunderhill in 2020. The plan for 2020 is to have the road racing segment of the Club staff the big track portion of the Free Test Day just like the Solo cadre did for their part of the special day.

Tamara Hull of BMW fame and Rick Thomas, a prominent Willows business owner, have taken on the leadership roles for the new

charitable Foundation set up so we all can give back to the sport we love and get a tax deduction in the process. The Foundation is new but has already received donations from folks whose passion for what we do and ability and desire to give back, welcomed the new opportunity.

SCCA membership anniversaries abound this month with the following dedicated men and women celebrating the day they joined the Club. Topping the list is our own Mary Lou Robinson whose Club story would make a good book. She has been a member for 55 years! 45-year members include the Hill brothers of Doug and Randy. For 40 years Wally Smith and Richard Goodrich have paid their dues while John P. Hurabiel and Chuck McKinney have been members for 35-years.

Skipping the 30-year mark we have our great historian and the recipient of most of legendary Don Wixcell's historical collection of stuff, Gary Horstkorta, as a 25-year member. There are so many members whose commitment to our Club has been above and beyond because they wanted to be part of what we do. For all of us who have benefitted from their passion for the Club I offer a hearty thank you! I truly hope that there are hundreds more Club members reading this column who, someday, will be celebrating extended anniversaries as SFR/SCCA members!



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SCCA Shifts Runoffs Rotation Strategy

TOPEKA, Kan. (Jan. 8, 2020) -- After a run of seven different venues over seven years, Sports Car Club of America's leadership will shift its strategy beginning in 2022 for the iconic SCCA® National Championship Runoffs®.

A thorough analysis of the entire Runoffs venue rotation program, which included member/participant feedback from National Championships and participation trends from each of SCCA's nine divisions over the last seven seasons, has resulted in a decision to again focus on Runoffs venues east of the Mississippi following the 2021 National Championship. Additionally, Sports Car Club of America® will now also consider two-year stints at select venues in the future.

While Runoffs rotation did offer some members an opportunity to compete who otherwise would not have, analysis shows rotation also introduced inconsistency across divisions. Participation typically increased locally when the Runoffs was "coming to town" However, in off years, involvement actually decreased below levels seen prior to the rotation. Research revealed that even some of the most dedicated national racers opted to skip a Runoffs event because of location in a single year.

SCCA leadership -- which includes the Board of Directors, Club Racing Board and national staff -- recognizes any strategic shift may disappoint some of the membership, and difficult decisions such as this are not made lightly. However, these changes are appropriate to support the goals of the organization as a whole -- to fuel a safe, fun and exciting motorsports experience for automotive enthusiasts -- as well as build healthier, more stable road racing programs across the country. The decision to adjust the Runoffs rotation comes in concert with creation of a Runoffs Appearance Fund for 2020, an initiative designed to assist top performing racers during the season with funds to attend the Runoffs, particularly those competitors who travel a great distance.

As for conducting Runoffs events for two consecutive years at some venues, that decision resulted from feedback provided by drivers, teams, workers and fans. They voiced a desire to develop greater familiarity with a track, facility and surrounding areas with visits in consecutive years. Two-year stints will also allow event organizers the opportunity to amortize new venue expenses and focus on other elements of the Road Racing program.

SCCA's Runoffs -- the year-end, winner-take-all championship event for the Summit Racing Equipment SCCA Road Racing program -- began its rotation back in 2014 with a visit to WeatherTech Raceway Laguna Seca in California. Daytona International Speedway then hosted the Runoffs in 2015, followed by Mid-Ohio Sports Car Course in 2016, Indianapolis Motor Speedway in 2017, Sonoma Raceway in 2018 and VIRginia International Raceway this past year. In 2020, the event will return to Road America, which previously hosted the National Championship from 2009 to 2013, before returning in 2021 to Indianapolis Motor Speedway

The National Championship Runoffs has evolved into what is now commonly agreed to be the pinnacle of American motorsports. Since 1964, SCCA has crowned Road Racing's National Champions each year through dozens of separate races over three days. Founded in 1944, Sports Car Club of America is a 67,500-member motorsports organization that incorporates all facets of autocross, rally and road racing at both Club and professional levels. With headquarters in Topeka, Kansas, the SCCA annually sanctions around 2,000 events through its 115 Regions and subsidiary divisions. Much of the SCCA's activities are made possible with support from the following Official Partners: Hagerty, the Official Insurance Partner of SCCA; Hawk Performance, the Official Brake Products of SCCA; Sunoco, the Official Fuel of SCCA; and Tire Rack, the Official Tire Retailer of SCCA. To learn more, please visit www.scca.com.

RE News *continued*

office in New York deciding this) We also altered the "protest time: to 45 minutes at regional events. That will give folks more time to decide their ultimate decision regarding protests. (Exception is last race on Sundays).

Enough of change. We hope to have our Volunteer awards available at the Chiefs meeting as well as at the first regional race at Sonoma. We have been remiss in past years on getting these out to you and want to make sure they are given out in a timely manner.

We also had some problems with trophies last year at events. We are making every effort to get well earned trophies to our competitors as soon as possible. We did have an event when no trophies were available. This is unacceptable. You will get your trophies. Please contact Trish at our office and we will make sure you get yours! We also have a new local trophy provider. He provided the trophies at our Season ending race and they were really nice! He is local and will work with us in case we run short, in the past we have run short because of late entries.

Our new Region Manager, Trish James, has been doing great in getting the office up to speed and organized. Please reach out to her and introduce yourself at our events.

We also introduce MC class (Muscle Car) at our regional races. Check out the requirements and rules on our web page.

Also, as a reminder, we are taking our meal counts for both drivers and Volunteer officials from MSR. Please use MSR to register and put in your selection for meals. This will make it easier for us to insure we have enough food. Please work with us on this!

I also want to congratulate Dave DeBorde, Kevin Cullen, and Mike Neff for being named as part of the NORPAC division hierarchy. Dave is now Executive Steward for the Division, Kevin is the Deputy Steward, and Mike is now the Divisional Administrator for Flagging and Communication. Congrats to all!

Now, Let's go racing! As always, you can always contact me with any concerns. Yes, I do see Facebook posts! Thanks to all for all your input!

The Club is about to start a new year which means that drivers are planning their race schedule including their specific quest for a coveted Class Championship within the prestigious SFR/SCCA. They are arranging their lives around being a real racer. At the same time Club leadership is preparing the new Supplemental Regulations where Region Only Class rules are updated and displayed along with race entry fee data and other important information. Your education in the SCCA would be greatly enhanced by getting a copy of these regulations and just reading them. Your Board of Directors with Tim Sullivan at the helm, dissected the General Competition Rules [GCR] to see where changes impact drivers and the rest of the Club. The GCR is the national SCCA bible. It is the National-SCCA's [Holding company] biggest control mechanism over the 100+ Regional Clubs that make up the confederation of SCCA Clubs.

Chief assignments for 2020 are also being made. "Chief" is the title given to Department heads, including: Tech, the group that does inspections insuring rule compliance, Timing and Scoring the team that sets the race fields and keeps track of who won the races, Registration those at the long table that sign us all in and make sure we have a license and sign the release form and, Flagging and Communications, really one function these days, that supervises the many race officials that man the corner booths to tell you what is happening in front of you on the track and also tell the race officials in the tower what they see. The Starters are a separate department but could be combined with another. One Department, Social, will now be separated based on the tracks we use. We looked at separating Departments based on tracks and geography long ago but resistance to change kept that from happening. In 2020, the Club will have the tracks do most of the Social functions at Sonoma and Thunderhill. A caterer will do this at Laguna Seca. The Club still needs an overseer, one who keeps track of the various vendors and who handles the drinks and things. If you like people and like seeing them smile a lot, sign up for the Social Department head/overseer [Chief] and enjoy helping your fellow members have a good time.

There are other departments in the Club business including the Club business office which has been in a state of serious change in recent months. It now has Trish James as the solo occupant. As we consolidate and streamline Club operations, the role of a central office will become even more important as a means to keep the business of the Club moving forward with minimal errors and omissions. You should know that the Club office is your clearing house of information. It is your link to the National SCCA office in Topeka, Kansas where membership, insurance and licensing is handled. Feel free to call the Club office and learn how Trish and an assistant soon to be added, can expand your knowledge and enjoyment of your membership in the Club.

For the record, the old system that was used to select Chiefs [department heads] was designed when we had copious numbers of men and women in these departments that required more than one supervisor. Not so anymore. Consolidating is underway to achieve greater efficiencies and improve Club and event communication

Volunteering has been the Club way for all but driving race cars. Since the Club started, men and women of all backgrounds and means have wanted to be involved in Club racing. Since not everyone wanted to drive a race car, many came to enjoy the Club by volunteering to do jobs at the events. There are many ways to

volunteer. It is fun. You make new friends and, most importantly, you are at the races where your presence makes a difference in the weekend results. Over the years, many volunteers became race drivers and many drivers became volunteers. This process has not changed except for the numbers. It is a fact that most baby-boomer activities are less appealing to the next generations. The decline in body count, while easily written off to such simplistic analysis, is, in fact, the fault of the baby-boomers who do not want to share or give up their comfort zones. Many see new, younger humans as an irritant and something to be handled the way an antibiotic handles a germ. Some even seem to delight in saying that they are the only ones left, willing to stay the course while the population around them has "abandoned" the Club. There are lots of men and women who would love being a part of our Club. We just have to let them know we are here and that their presence would be fun for them.

The Club is led by a Board of Directors made up of six elected members and one Regional Executive [RE] The RE position would be called President in any other organization. The Directors are members like you who want to make a difference and lead the way into the future. They are elected for two-year terms, three at a time at staggered intervals. The Regional Executive [President] is elected every year. All members can vote. Anyone can run for the Board but the RE candidate has to have been elected as a Director and served in that capacity for at least one year. Leadership over the years for the San Francisco Region was of the best kind, visionary, strong and clearly oriented to creating and executing a great race program. For the longest time the San Francisco Region of the SCCA was the biggest, the best, the most inventive and often contacted by the National Office for ideas and help. Leadership is critical to any successful organization which is why you should consider a leadership position in this Club as part of your Club experience.

As a member in the SFR/SCCA you are also a member of the National organization. It is most of the cost of your dues. You can use this membership to attend any SCCA event in the nation with some contingencies for admission fees at professional events where the SCCA is present. I would encourage you to visit another Club and to Google other Club web pages to see what they are up to, how they are dealing with problems we share and who is making things happen in their Club. Racing at other Regions is always fun as is learning how to race at a new track.

Finally, for this issue, the tabloid you are reading "The Wheel" is the property of the Club and managed by Director Blake Tatum. This is mostly a volunteer task. Club publications have been a tradition since a Club could afford to print one. Many no longer print one. Some have gone on-line while others have just ceased to exist. If you like the Wheel and the content and want to keep getting it, encourage those around you who are involved with the Club but not paying dues, to help support the Club and the Wheel you care about. Tell them it is not fair and that you want to keep getting the Wheel and racing with the Club and it is not fair that they are standing next to you at the track and are not dues paying members, that is if you agree with this assessment. BTW - -the arguments against this are always made by people who benefit from not paying dues and use expense as the catch-all reason. Bunk!

Benefits of Ownership

THUNDERHILL TEST DAY BIG SUCCESS



With over 100 cars showing up for the day it obviously brought value to the members. The numbers were pretty evenly split up with about fifty cars taking a swipe at the three mile road course and about 50 cars running through the cones on the Thunderhill autocross site.

What was truly impressive was the amount of work the Sacramento Chapter of Solo put into the event. They set up a course that was originally designed for two laps but when the number of cars kept increasing they had to limit the number of laps to one. Equally impressive was the timing lights were set up and everyone there was

December 28, 2019, saw San Francisco region's wholly owned subsidiary Thunderhill Properties open the track up for a free test day. In order to participate in the event you had to have a San Francisco Region SCCA membership and you had to have a car to drive. This year for the very first time the day was also made available with track time for the Autocross members of the region. The Track must have magical powers because the sun was out and short sleeve shirts were the uniform of the day.



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competing for top time. The Autocross side of the day was really having a great time!

This is the nineteenth year the free test day has been made available to the membership. If you have never gone you are missing out. As members of the San Francisco Region of the SCCA you can be proud of the race track and you can take pride in knowing we are the only region of SCCA that offers such a benefit.





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THUNDERHILL REPORT

BY DAVID VODDEN

You should know that there are four TEST DAYS in the next few months at Thunderhill Park. These are all on Fridays on the three-mile track. The dates are January 31, February 7 and 28 and then on March 13, before the SCCA race weekend here. Our rates in January and February are a bargain at \$249 for the day. We move back to last year's rate in March at \$349 for the day. I share this because there used to be a lot of test days in the marketplace, but not anymore. The only test days at Laguna Seca occur before the SCCA events and only on select days. Sonoma test days before SCCA and on their schedule go for \$525 for the day with some variations for sessions and half days. Do the math and then come test on the days offered at Thunderhill. Testing is a great way to hone your driving skills as well as sort out the car. It can also be fun. We accept any club or sanctioning body license and try to be flexible when it comes to maximizing track time for the dollar spent. Signing up for test days at Thunderhill Park is easy. You just show up! Sign in with Nancy at the Gift Shop and then enjoy your day. We have food, fuel, merchandise and smiling faces so mark down the dates above and plan on spending a day on track at Thunderhill to warm your brake pads and your heart.

2019 saw the creation of our "The Motorsports Foundation" at Thunderhill, a 501C-3 Charitable corporation whose mission is to provide educational, vocational and safety advancements through motorsports. It is aimed at all who engage in recreation, sport, and vehicle development including autonomous vehicle and alternative energy vehicle technologies. One key goal is the enhancement safety through the development of ever-improving devices, equipment and facilities. The Foundation will also engage in community outreach to educate and gain acceptance within a larger population of non-motorsports audiences. The ultimate goal is to insure the sustainability of motorsports within all segments of the sport. I am confident that over the next several decades that this foundation will provide these results and more as social mores and customs change and as young adults come to know how what you care so much about can be meaningful to them. You can donate to this Foundation anytime you want to give back to the sport you love, by sending your tax-deductible donation to Foundation Treasurer, Tamara Hull at P O Box 966, Willows, Ca. 95988.

If you donate to any non-profit organizations and you are reading this, please consider a donation so that others like you can experience the thrill of motorsports on their own terms.

For our business-owner readers please note, we are planning to build a new gift shop near the big club house at Thunderhill. We are looking for a chain-link fence company that can replace a number of our fences. We are also embarking on a major tree-planting program at Thunderhill. In each of these efforts we are seeking friendly help. In the case of the tree-planting project, a wholesale tree nursery would be a welcome partner. This would include matching the trees to be planted with the area and soils so that they all grow into big trees. This project includes renovating our north turn area where we have several commemorative trees in place. I would welcome any help making that area the way it was always intended to be, park-like. With the right resources, we could make that area a true park with thriving trees that honor the memory of those whose loved ones who planted a tree.

We are looking for friendly contractors, suppliers, leaders and concerned citizens who want to help get these projects done! Naturally we want to trade for track time but, if you love the sport and want to help us make these things happen, please call me now. [530] 934-5588 Ext. 101. We all want Thunderhill to be the cleanest, neatest and longest-lived road track in the state of California. If you share any part of that vision, we ask for your help. Call now and plan to make 2020 the year you leave your mark on the future of Thunderhill Park for all who will pass through the gates this year

and for decades to come.

The recent tax incentives for racetracks that was just passed through Congress has been and will be again, a great source of help to the Thunderhill. This tax law allows 7-year write off of improvements and investments in racetrack properties in addition to several very specific one-time tax incentives. Normal write-off is 36 years. If you have been reading about all the improvements made at NASCAR tracks over recent years then you know where this came from. We used this law to our advantage when we built West and the big "Pad" and the "Hub". These projects did not cost less but if you know accounting and if you write off a million dollars over 36 years versus seven, you know it is a huge positive on the balance sheet. This is what we have done and this is what the NASCAR tracks have been doing and will continue to do through 2020 which is the current deadline for renewal of this tax law. It is worth knowing that finding out about these financial benefits comes from being in the industry for a long time, attending conventions and networking with other key players in the industry whose cumulative knowledge is worth every minute of time invested.

I am happy to report that 2019 ended on a good note for Thunderhill Park with all major metrics at or near last year's performances. Equally important, the outlook for 2020 promises more of the same.

For SCCA Racers please plan on attending all seven [7] regional Race programs representing three [3] weekends on the 2020 SCCA race schedule. If you attend all three weekends you could save \$525 off the test days, \$515 off of the Single Regional entry fee and \$910 off of the double race entry fee. It would be your best bargain for seven road racing competitions in 2020 and, Thunderhill has great food, lots of close-knot space to socialize and is easy to get to. Why not?

See you at Thunderhill for every Club Race at all the test days, the Teen Car Clinics and that short and sweet program called Track Night in America scheduled for several Thursday nights at the rate of one a month starting in March.



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Alfa Romeo '57 1900 CSS 3-Window Coupe	Mercedes-Benz '71 280 SE 3.5 Cabriolet
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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. \$35,000 taotak@comcast.net



Spec Racer Ford Gen 3. Chassis #76. Three owner car, raced SF Region as #20 for past 12 seasons, all

logbooks since new. Continuously maintained by Ric Heer at CSR Performance, low hour motor (approx. 35 hours-just broken in), gen 3 chassis conversion approximately 6 hours, fresh paint and graphics, solid honest car, 12 rims, AIM Solo data, Butler (small), Momo wheel, transponder (duh!) etc. Car is up at Ric Heer's shop, to a good home for \$30,000. Contact Anthony Tabacco at tony@atachitects.com.



Royale RP 18A Formula Supervee, 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



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



1989 SWIFT DB -4

Winning Group 2/ FA car or Vintage SVRA • New Dyno time on Hasselgren Toyota • Totally race ready • Professionally maintained by Auto Spa • Last raced at 2018 Sonoma Runoffs. Qualified 4th with old motor • Spare wheels/ new sticker Avons/ trailer wheels/ gears/ springs/ misc. • \$35,000, Edd Ozard (925) 200-7509 • eozard@pacwestsolutions.com

GT1 Rolling Chassis. Loflin/Philips GT1 tube frame, raced mid-80's Trans Am Series. No engine, trans, body, fuel cell, has exhaust system, stock products quick change, full fire system, NASCAR Modine radiator and oil cooler, 16x12.5 on 5 hubs, Durlite alloy rims, 4 fronts 2 rears, Locked 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



Spec Racer Ford-Gen2-2004

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



2010 formula enterprise race car in great condition. Several podium finishes SF regional races Call Brad Shaffer

for more information \$19,000 (415) 317-1860

FENDERED RACE CARS

1980 Crossle 40F - Chassis # 40F-80-13 - Participant in 2019 Rolex Reunion - Currently set up for vintage racing with mounted Avon tread tires - custom seat - Loyning engine - Laguna Seca gears installed - spare gears for Nor Cal Tracks - two sets of polished revolution wheels - great car/beautiful condition - Former CF Regional Champ - maintained by PR1 Motorsports/Bobby Oergel - selling to change class - \$22,500 Will consider trade for Honda Formula F. For information contact Jack Baringer Email: jack@baringer.com Phone: (310) 259-4285



Acura RSX Fantasy Junction's STU/SP car, Multiple

Regional Championships, winner Over class in Illigen 4hr., many good finishes in NASA 25 Hour, Pro-built Koni Challenge car, well maintained, spares \$17,500/offer Bruce Trenergy, Fantasy Junction



1964 Chevrolet Corvette Coupe B Production

Racecar, s/n 40837S110668. Solid original SFR SCCA BP car, restored by Herlinger Corvette back to vintage 1990, and run and maintained since. Correct and legal car with flat tappet 327. Has been run many times in Monterey Historics, Wine Country, Sonoma Classic, CSRG, up through 2019; and HSR, including podium finishes at the Daytona 24hr Classic. Recent work includes rebuilding limited slip and diff, transmission, and clutch. Needs motor freshened prior to 2020 season. Spares include: extra set of American Magnesium wheels, 3:07 gearing (for Daytona) comes with nearly thirty years of records. Run the last five years by Bruce Trenergy, founder of Fantasy Junction, a safe and fun car, capable of running toward the front, and an inexpensive ticket to some great events \$65,000

Street/Auto-X

1988 Corvette Coupe with small trailer & auto-x tires and tool box. Lots of upgrades to entire car. Calif. legal headers - Borla Exhaust. New heads/larger injectors & throttle body. New radiator/heater core/A.C. And more. 385 HP / 425 ft. lbs torque. \$11,000 Kevin - kevin37@pacbell.net Sonoma County



2008 C6 Corvette - SCCA SP Road Racing build • Only ran 3 races

since build completion in late 2017 ... no time • SCCA log book, fully sorted, fresh and ready to run. • 442 LSX engine built by Long Engine Systems. • Additional pictures and full details available upon request. Asking \$50,000.00 • Chris 775-309-7981



Chuck McKinney's 2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX

"Wonderbread" Car • My Wonderbread car is available for sale again. Buyer changed his mind and will not be continuing his GT3 effort so the car is available. GT3 Nissan 240SX with plenty of history. I am in a position to make a special deal to someone that will campaign the car in GT3 this year. GT3 needs the numbers! Multiple purchase options available. Let's make a deal and get this car back out where it belongs. 24' enclosed Hallmark trailer is also available. New windshield, master cylinders, Long shifter & linkage, battery and clutch all new in 2019. \$30,000 - Includes 3 sets of wheels, extra carbonfiber body parts, and my complete 25-year inventory of spares. Also available, 24' Haulmark enclosed trailer w/winch and load levelling hitch. Go to: <http://raceclass.com/rpm/ads/1361/scca-gt-3-nissan-240sx-racing-car-for-sale-ready-to-race.html> for a complete build list and photo's. Chuck McKinney (510) 812-1140 chuck@amtmetals.com

Extremely competitive SCCA Autocross/Road Racing Race Car. Ready to race! 302 Engine: 530HP • Dart block • Ported Edelbrock heads • Port matched to Victor Jr. intake • Canton 3 Quart Accusump with electric pressure switch • Cross-over headers with custom exhaust that runs through car Headers and full exhaust Ceramic coated Radiator: Custom dual pass C&R radiator with dual fans and aluminum shroud Transmission: G-Force T101A Magnesium case 4 speed with Hurst Super Shifter Clutch: 10.5" McLeod single disk clutch and billet aluminum flywheel • Gear ratios: 2.44, 1.85, 1.34, 1 -Rear Diff Ratio: 4.10 • Fuel Cell: 8 Gallons • 2,800 lbs with ballast • Front Suspension: Converted to dual A-arms with single adjustable JRI coil over shocks • Stock K-member modified and A-arms custom made by Mike Maier Inc. • Racecraft 2" drop spindles • Rear Suspension: 8.8" rear end with 9" bearing axle ends • Axle tubes fully welded • Detroit Locker • Maximum Motorsports Torque Arm • Griggs Racing Panhard Bar • Double adjustable Koni coil over shocks • Tilton floor mount pedals Wheels: Real 16x12 wheels • Hoosier R75A 12.5x25.5 all 4 corners • Front and rear window Lexan • Carbon Fiber hood and carbon rear deck lid custom made for spoiler Fiberglass rear fenders • Ultra-lite Fiberglass front fenders and nose section • Whole new front end (hood with new louvers added, fenders, nose section) • Ready to Race Autocross and/or Road Racing * Approximately \$65,000 invested in this race car • Asking \$29,500 OBO • For more info and pix go to: www.buy-sell-race.com • Contact: info@exclusivemotorsportworksracing.com



Vintage H-Mod mid-50's Jabro Mk1 750 Crosley Engine, Rib Case Gear Box,

Fuel Safe Cell, Log Books VARA, CSRG, HMSA • Not raced in 15 years. Needs new Flywheel Ring Gear. Other Crosley gear available.

For more info: bbhillsantacruz@gmail.com



1970 BP/GT1 corvette. This car ran approximately

16 races. It has a log book, vin tag, and a signed-off Illinois pink slip. It runs, stops, and handles well. It is registered as a 1970 corvette and has a 1969 front end. The rollage number matches the log book and the vin matches the pink slip. The rear wheel arches will take a 12 wide rim and the fronts will take a 10. The tires are not race tires but near-new Mickey Thompson (street style) tires as rollers. The engine is all iron except for the intake manifold. The transmission is a four-speed Muncie with Hurst shifter. The single carb is a Quick Fuel (Holley). The level of prep appears to me to be from the 1970's and/or 80's. If you need pics of other items call me and I will try to help out. Joe 559 645-2988. \$26,500.



1991 Spec Miata. Recently completed

1991 Spec Miata. NASA and SCCA logbooks. 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 alangj@comcast.net



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. Magnaflo muffler and resonator. IO Port and Simpson nets. All interior parts included. \$8,500.00 Tim @ 530-512-5020 tdryan1970@gmail.com

1971 Datsun 510 4 Door. SCCA ITC Racer GRP 5. Car won 2015 ITC Champ. Ready to race, good first car. L1600 Robello Engine 40 over. Additional Pictures 4x4far88@gmail.com Text 209-613-4813. With spares \$6500



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



'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.

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



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



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. roadracer-ex@gmail.com 509-551-2681 1703



Two BMW E36 IT-prepared rollers for sale, one with some front end

damage. Complete race-ready drivetrain for ITS 2.5i and complete drivetrain for ITA 1.8i available, prepped to IT limits and chipped. Aggressive limited slips for each. Fully built suspensions. 2002 ITA 3rd place SFR region championship car. Make offer. banta@racer.net, 650-472-1486 www.fizzball.com/bmw01

TRAILER AND CAR



1999 SM for sale/ TPD Trailer combo Race winning car. Refreshed for 2014 Runoffs. Top 10 at the Runoffs. 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

TRAILER/TOW



2007 Pace Shadow Ramp Stacker, Bumper, Pull 3 Dexter 6k axels, all wheel brakes, 25 ft box, 5 ft

tongue, Double side doors 58" w x 80" total, 20 ft awning, needs new cover, floor to ceiling 105", 81" between wheel wells, rear ramp 98" + 18" extension, 4" beavertail, includes new 5500w Generac portable generator. \$12,500.00 obo. Larry 707-462-9088

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

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

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 @ 916-489-7182

TOOLS/ EQUIPMENT /MISC FOR SALE



FOR SALE (2) Complete WISEMANN 5-Speed Gearboxes With Tons of Spares Included!!! (2) Complete Weismann 5-Speed Gear Boxes, with Spares Package additional pictures of All Components that pertain to the Weismann Transmissions Package. Call for Details

- (2) Complete Fresh Weismann 5-Speed Boxes: Both Freshened with Zero time, by BUBBA'S Gear and Trans Sacramento, 4/19
 - Bellhousing Complete with Weismann
 - Adapter (as shown in attached pictures)
 - New 7 1/4" Tilton Clutch • (2) Used 7 1/4" Tilton Clutches • (2) Block Mount Tilton Starters • (4) Roller Bearing Yolks • (2) Shuttle Shifters • Spare Shafts, Shifter, Forks, Seals and more!...
 - All Gear Sets I received with the buying of a 2010 Weaver Corvette are Included....
 - Approximately 30+ Gear sets.
 - Price For Entire Package: \$15,000
- Contact: Michelle Nagai (916) 709-9668
Mike Mays (916) 202-0131

1969 Gottlieb's "Road Race" pinball machine in excellent condition. Recently serviced and tuned and functions flawlessly. One of only 1425 produced. I've owned for many years but out of space and need to find a new home. \$1200 Contact me for photos or description. Jeff Francis jeff@thespeedjournal.com



2 liter Bdg motor for sale with one race on it; less than two hours. I went from last to 3rd at the AutoClub Speedway in February of 2019. This Pick Racing Engine has excellent torque through all RPMs. The engine is pickled and ready to go. It also includes a set of March 78 headers, air intake with filter, spare plugs, spare wires, engine stand, documentation, and engine gas analyser. \$28,500 to someone that wants to go scary fast, contact Larry Savage at 805 969-9389

Mk4 Triumph Spitfire parts for sale: steel hood, engine blocks, cams, timing covers, suspension pieces, body trim pieces, much more. Richard Spencer 510-774-8834



Race Car Simulator: Product Details: RaceCraft1 Motorsports Training system original cost \$28,000, selling for \$19,500 or best offer (OBO).

Motion settings tuned by IndyCar racers James Hinchcliffe and Sebastián Saavedra make this unique SimXperience Stage 5 Full Motion Racing Simulator simply everything you need to enjoy professional racing simulation in your home or facility. The sim comes with the innovative pressure feedback of the G-Seat, a one-of-a-kind custom feature provided for the original customer exclusively by RaceCraft1.

Whether you are interested in preparing for an upcoming race or just want to have some fun the SimXperience Stage 5 will exceed your expectations. This is one of the most advanced, customizable and immersive simulations available at any price point, a clear winner. White glove delivery, setup, and expert RaceCraft1 instruction available upon request. 1812



ZEROLIFT air jacks, NEW from Japan. Sold as a set, both connected together, used with air compressor (not included), extremely fast, safe, can be used under wheel or side or front and rear. One man operation. Value: \$ 3,475.00 SALE: \$ 2,900.00 Call: Philip (415).827.0393. or Enzo: (415).827.7927.



Set of four Rota lightweight (14.3 lbs) aluminum alloy wheels for sale. Fit either Ford Focus or Alfa Romeo

with four bolt pattern, a direct replacement. They are in excellent condition, no dings, rim edge scraps or scratches. They come with matching lug nuts (special style for security) and a special socket to remove them. The rim specs are: 15X7, bolt pattern 4 x 108, offset +30mm, hub bore 73mm, weight 14.3 lbs. each. Sale price \$350 obo Buyer pays shipping or available for pick up in Livermore, CA. call/text Gary at 925-980-5159 Cash only, no emails they will not be answered

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. abarth-west@hotmail.com \$6500 1709

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

Girling aluminum calipers in as new condition, 1 1/2" Rears 2" Fronts. All are dated 1962, \$2000 US. Smiths 8000 rpm Chronometric tach with tattle tale. \$600 US Please contact Ron Lynch at 775-453-5532 or raintreehandyman@gmail.com

BUSINESS OPPORTUNITIES

Business Opportunity: Office space with conference room, show room, bathrooms and showers available. Ideal for Driving School, marque-club or specialty vehicle dealership and more. Be in the growth curve of the sport and the industry at prices well below the competition. All or part available with full access to all activities at Thunderhill Park. E-mail dvodden@thunderhill.com to learn more and arrange a lease. 1803

Business Opportunity: Locate your business at Thunderhill Park as part of the new "HUB" Center at the raceway. Office space, show-room, conference rooms and more available for the right business partner. Ideally located in the center of over 700 days of activity that can feed your business. \$1.00 per square foot first year offer. Move in now. Call for more details but do not wait. This is a once in a life-time offer to locate your business in the best possible venue for expanded sales and growth. Contact: David Vodden 530-934-5588 Ext 101 or e-mail todvoden@thunderhill.com

SHOP/STORAGE SPACE

Trailer taking up valuable space? Why not store it at Thunderhill? Contact Thunderhill office 530-934-5588, a live person will answer all your questions!

SHOP SPACE in Santa Clara, 2600 sqft of available space with 2 lifts. Perfect to keep and work on your race or track cars. Suitable for small to medium size teams as well. Trailer storage also available. Bathroom and small office. Lots of storage racks. Izzy 650.279.7252 or izzysanchez78@yahoo.com. 1808

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

Happy Wife- Happy Life!!! Get that ugly trailer off your side yard. Store it at Thunderhill, your wife will be real happy. Call 530-934-5588 and talk to an expert on keeping marriages intact.

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

GARAGE RENTALS AND TRAILER STORAGE: Store your toys and trailers - including that long trailer or RV - at Thunderhill Park. Base garages of about 800 sq. feet rent for \$630/month. Hub garages of 1,380 feet rent for \$1,300/month. Call now to get more information on availability and location on the property at Thunderhill Park. 530-934-5588 Ext. 101. Availability varies but openings do occur. Trailer spots available now. First come first serve. You will truly enjoy having a garage or storing your rolling stock at Thunderhill.

TRAILER/RV Storage. Gated area. Security guards most hours. Call Geoff 530-934-5588 Ext 105.

Half the trouble is getting there!!! Store your race car at Thunderhill and be ready for the Season opener. Call 530-934-5588 and talk a track employee, they make a commission on all sales so they will be very helpful (just kidding on the commission part) It is a proven fact, Race Cars stored at the race track are much faster. Call 530-934-5588 to get in on this speed secret.

GET ON THE TRACK

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.

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.

DRIVING CLASSES

TEEN CAR CONTROL CLINICS- Life saving experience for your teen age drivers - November 29th and December 21. \$129/student. Use personal vehicle. Sign up on www.thunderhill.com/teen-car-control-clinics.

SERVICES

FOOD SERVICE AT THE TRACK FOR YOU!: Look smart and save money and time by having the team at Thunderhill Park provide your race team and group with hot food, cooked to order, drinks and snacks throughout your weekend. It is easy, inexpensive when compared to the time and waste involved in transporting your food stock to the track, and everyone will be impressed. Call Jim Thompson and arrange to have his excellent certified food handlers prepare and serve your weekend needs for food and drink. Jim can be reached on: 530-934-5588 Ext-112 Or by cell @ 530-519-2201.

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@haagperformance.com or call(925) 783-9409. 1808



FREE 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. Bring your own lock. Day use only or event use, meaning when you leave at the end of your event, you take your stuff with you including your lock. Locks are removed Mondays and Fridays if left in place. These lockers are big enough (4'x 4'x 8') 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

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

DNS? DNF? It's hard to keep your hands on the wheel and on a wrench. Lewis Hamilton doesn't work on his car, why should you! Let T Speed be that second set of hands. We offer a full range of race car services, including prep, maintenance and fabrication at our Sacramento area shop or in the comfort and security of your garage. Trackside support for any type of race car. Experience from vintage to modern, club car to ChampCar. Call or E-mail me to discuss your racing needs. References gladly provided. Competitive rates and will travel. Tim Slagle (916) 730-7223 timsagle@hotmail.com

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Larry Oka

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Auto Spa Racing Service - In our 25th year, still located at Sears Point / Sonoma Raceway , continues to provide our customers with full service race car fabrication , restoration and trackside support . We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment , transaxle service or any fabrication project you might have . We can now offer race car storage , long or short term. Call Steve 707 938-8727 , auto-spa.com

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SPEC RACER FORDS: Available for nationals, regionals, schools & test days. Well equipped with data acquisition, video, and radios. Enthusiastic crew to help a beginner get started in SCCA racing or setup a car to a more experienced driver's specifications. Dave Harriman (408)507-1531 dave@specracer.com

JOBS

PAID FLAGGING Opportunities daily and on weekends. Year round. Some benefits and more. Call Geoff Pitts 530-934-5588 E105.

SCCA LICENSED WINNERS WHO ATTEND THIS YEAR'S END OF YEAR BANQUET & Celebration, NOVEMBER 9th --- TO RACE IN "CHAMPIONSHIP GO KART - MAJOR-NATIONALS-RUN-ONS"! ONE DRIVER WILL BE THE CHAMPION AND WIN THE GRAND PRIZE PLUS ALL CONTINGENCIES POSTED. Call the Club office to sign up. This will be so much FUN!! Must attend Banquet to receive recognition!

ATTENTION

Attention FV Owners
It is time to dust off that car and clean out that solex carburetor. I am currently interested in starting a registry of FVs on the west Coast. The purpose of this registry is to get Fv owners together and talk about ways of getting the class rolling once again.
I would like to start with getting the name rank and serial number of any Fv owners on the west coast. I would also like to know the type of car and the current condition. I am interested in all FVs.
Send any responses to westcoastfv@gmail.com

Attention Race Car Drivers
Looking for a class to run consider FV. FV offers many advantages over most SCCA classes. It is the cheapest class in SCCA to run. Initial purchase price of car is very low. Stable rules mean cars do not get outdated. Spec tire that has a lot of grip and no set up changes. Freedom to express your mechanical ingenuity. Very close racing with drafting and wheel to wheel completion. Great father and son class. Fellow competitors that will give you the shirt off their back to help. Very safe and will teach you more race skills than any other class, ask Rick Mears. Readily available supply of cars which I will help you with. Call Blake Tatum 209-403-2452

ATTENTION ALL DRIVERS - mandatory requirement to participate in the Club's Season Finale at Thunderhill Park on October 25,26,27. BIG TEST Day Oct 24th. Make it a great year-end race weekend and race and win! Sign-up soon and often. Encourage others in your class to enter too. The more the merrier! Call 530-934-4455 to get the inside scoop! Hundreds of entries expected!

"Book 2020 TRACK DAYS AT THUNDERHILL PARK NOW. Call 530-934-5588 Ext 103 to get first choice of the best dates.

ADVERTISE

Advertise in the next once-a-year, annual Thunderhill Park publication. Call Geoff at 530-934-5588 Ext 105. Don't miss out. Get you name in front of thousands of potential and current customers with a low-cost ad in this fabulous and historical publication No one ever throws them away so think of it as life-time advertising!

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