



The wheel[®]



VOL. 61 | MARCH 2020

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



SFR Solo II
p. 8

SFR 2020
Competition
Licensing School
p. 10

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MARCH 2020

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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

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

SAN FRANCISCO REGION'S 2020 SOLO II CHAMPIONSHIP SCHEDULE

April 17-18 - National Pro Solo
April 25-26 - SFR Event running with AAS
May 23-24 - SFR/Fresno/Sac joint regional's

June 20-21 - SFR Event
July 25-26 - SFR Event
October 3 - SFR Event OR test and tune

October 4 - SFR Event
November 7-8 - SFR Event

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

APRIL 3-5

SCCA MAJORS WEATHERTECH RACEWAY LAGUNA SECA

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 – WEATHERTECH RACEWAY LAGUNA SECA

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*

IMSA WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 17-20*

INDY CAR WEATHERTECH RACEWAY LAGUNA SECA

OCTOBER 23-25

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Time Trials (TT):

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

TRACK EVENT & TIME TRIALS

2020 SCHEDULE

| | | |
|---------------------------|--------|-------------|
| MAY 9 , 2020 SAT | 2 MILE | WEST COURSE |
| JUNE 20 , 2020 SAT | 2 MILE | WEST COURSE |
| JULY 17 , 2020 FRI | 3 MILE | EAST COURSE |
| JULY 18 , 2020 SAT | 2 MILE | WEST COURSE |
| SEPT 5 , 2020 SAT | 2 MILE | WEST COURSE |

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Because of the SCCA Board of Directors decision to host the Runoffs at tracks east of the Mississippi, I would like to try my hand at being a race promoter. In order to do this I have to be willing to take on a lot of risk (which I am not). I have to warn you that so far my race promoting experience has been limited to convincing our Board to run a Super Tour at Laguna Seca last year. We all know how that turned out.

Ever since the SCCA national office made the announcement that after 2021 all future Runoffs will be held at a venue east of the Mississippi, people including myself have been crying for a special event that caters to West Coast racers.

In order to create the ultimate event, we need to look at the Runoffs and decide what makes it the pinnacle of US amateur racing. In addition to looking at why the Runoffs are so important to us we need to figure out if we can duplicate these same features.

For most classes in the SCCA, the Runoffs offer the one and only race during the year where the only on-track competitors are people in your own class of racing. Everyone has a reason why he or she races a certain type of car; and most of the time, the racing experience includes classes that are either slower than your class or faster than your class. Either way, racing with the other classes always creates some sort of problem.

But when the Runoffs come around, most everyone gets to race with cars in their own class. It's like the saying that goes - birds of a feather flock together. Another thing the Runoffs offer is the opportunity to compare yourself against your peers from across the country. You get to see their machinery and you get to use them as a measuring stick for how competitive you really are. Competing in the Runoffs eliminates the big fish in the small pond scenario that can happen in smaller regions or in regions where your particular class is not very popular. In order to compete in the Runoffs, you have to earn the right to enter. Even though the qualification requirements have been watered down from several years ago, you still have to qualify, which means the people who show up are in the upper echelon of racers in your class. The Runoffs also have a limited number of classes that compete. Basically no regional-only classes.

Just like iconic events in our country, the Runoffs offer tradition. The Runoffs have been held for 56 years. That is a long time. Back in the day, winning the Runoffs in certain classes could be parlayed into a professional racing career. Anything that has been going on for over fifty years has meaning to people. To say that you are one of only a very few number of people that are the national champion is very satisfying and very motivating.

Lastly the feel of the Runoffs creates a buzz in the air. The Runoffs have large haulers with teams from all across the country. It has tents for Manufacturers like Mazda. It even has a very professionally done video of each race, hosted by very knowledgeable commentators.

All of these features add up to make the Runoffs special.

One of the features of the Runoffs that is not very cool is the amount of track time each class gets. Basically you get three 20-minute qualifying sessions and one 40-minute race. If you need to learn the track or if you need time to sort out issues on the car, you have to sign up for one of the test sessions, which can be kind of pricey.

The cost of attending the event has a tendency of eliminating people from the very beginning, whether it is the actual entry fee or the time and money spent on lodging. I would say these objections affect more of the fringe racers rather than the people totally dedicated to competing at a high level.

SCCA has proven over 56 years that the positive features of the race far out weigh the negative, and therefore have been able to host the event as long as they have.

Before we decide on how a West Coast version of the Runoffs should look, we need to see what has been done in the past and what has been successful.

The San Francisco Region of the SCCA ran an event called the Pacific Coast Road Racing Championship (PCRRC). This was a three-day event that featured a qualifying element (you had to be in the top fifty percent point total for your class) and also featured a tow fund that reimbursed people for their driving expense. As the name would suggest, any region remotely considered on the West Coast was included in the invites. One thing the PCRRC offered was a chance for the people that ran regional-only classes to run for a championship. This was really important, because during the heyday of the PCRRC, regional-only classes such as Improved Touring were very popular. Personally competing at the PCRRC was a big deal. What I liked about it was everyone brought their "A" game to the event and it was always held in the fall when the track conditions were the best and the weather around Sonoma Raceway was always very pleasant.

The demise of the PCRRC happened when winning the Regional Championship became more important than winning the PCRRC. People would forgo the PCRRC since it did not award any regional points in order to concentrate on the Regional Championship.

The region tried to recapture the magic of the PCRRC with the Western States Championship; but as long as winning the regional class championship was more important, the event did not have a chance. Also, once the national office decided to rotate the venue for the Runoffs, the ability to establish a western region type of event was severely hampered.

Now it's time to put on my promoter's hat. First off, we have to establish if the timing for the event is right. The answer is not yet. I say this because the majority of the competitors for this event will need to be people who run the Majors and who have been going to the Runoffs. This year the Runoffs are at Road America, which is a universal favorite track of anyone thinking about the Runoffs; and then next year it will be held at the Indianapolis Motor Speedway, which is obviously an iconic venue. So really the demand for a West Coast event is two years away. So the soonest I would try and host this event would be 2022.

Next off, we need to capture as many of the features the Runoffs offer to make the event a success. I know from personal experience and from talking to competitors, run group configuration is a key deciding factor in the decision for attending an event. If we followed the old PCRRC format, the event would be nothing other than a glorified Regional Road Race. If we configured the event similar to the Runoffs, we would exclude all of the region-only classes that make up a large portion of the racers on the West Coast. If we gave every class its own race, the event would be at least eight days long and there is no way we would be able to staff such an event. What I would likely do is run the groupings that the National Office suggests for the Super Tour events (seven run groups) and then create one extra group for the Improved Touring cars. Some of the regional-only classes that fit in nicely with the Majors groups would be included into those groups, such as ASR, which would work well with the prototype group. SRF would obviously run with SRF3.

Next, I would make it an invitational event. It would be based on a point system. I would award 25 points for every double weekend event

SFR Solo II Round 1 held on Boondoggle Weekend

Photos by Ric Quinonez

BY RYAN PANLILIO



STM44: Matt Marchini took second in STM in a 1989 Nissan 240SX.

With the city council denying use of the Marina Airport location, the San Francisco Region of SCCA is left with one venue for Solo II action: Crows Landing. Round 1 of the Solo II series kicked off on February 15, 2020.

Alan Patterson, in a 2017 Dodge Viper ACR, took the top spot in S1. Justin Bowen came in second in a 2014 Porsche Cayman S, with Steven Smith taking the last podium spot in a 2002 Chevrolet Corvette Z06. Ovidiu Predescu, Carl Winkler, Alan Booth, Boris Elpiner, Pushkar Shirali, John Leet and David Jalen rounded out the rest of S1.

Fangzhou Jiao led the S2 class in a 2018 BMW 230. He was followed by Akash Mohanan in a '18 Chevrolet Camaro SS, while Eric Lam took third in a 2019 Honda Civic Type R. The rest of S2 included John Rowe, Brent Werder, Michael Schneider, Matt Falcone, Derek Stewart and Aaron McCollum.

The S3 class was led by Eric Shin in a 2019 Mazda MX5. Josh Cadiente came in second in a 2001 Toyota MR-S. Nipping on Cadiente's heels was Vernon Head in third place in a '03 Toyota MR-S. Eric Nielsen, Craig Boyle, Sergei Avedisov, Richard Cadiente, Pratomo Alimsijah, Ayush Malhotra and Ronald Nayagam rounded out the rest of S3.

Chris Kannan, in a 2016 Ford Focus, took the top spot in S4. He was followed by Artem Rakhov in a '13 Focus St, while John Subosits took third in a 2008 Honda Civic. The rest of S4 included Joe Mercado, Jedwyn Taasin, Al Andersen, Glenn Tozier, Christian Deering, Michael Lin and Welsey Addison.



STR254: Eric Bakan stretches the legs of his 2017 Mazda MX5 RF in ST1.

Ryan Cirillo led the SSC class in a 2016 Toyota FRZ. Bill Charron was nipping at Cirillo's heels in a '15 Subaru BRZ, while Dhiraj Jadhav rounded out the top three in a '13 Subaru BRZ. Ricardo Quinonez, Dennis Quilantang, Glenn Austin and Ed Rynnion the rest of SSC.

STX was led by Glen Anderson in a '14 BRZ. Erik Acks was a very close second in a '14 BRZ, with Richard Lee taking third, also in a '14 BRZ. The rest of STX included Kurt Wong, Brian Stanaway, Matt Francavilla, William Stanaway and Megan Anderson. Katherine Flater ran uncontested in STX-Ladies in a '13 Scion FRS.

Michael Gardner led Classic American Muscle (CAM) in a 2016 Ford Mustang GT350 (-C). Takeshi Yoshida came in second in a '15 Corvette Z06 (-S), while Karl Noworyta finished third in a '01 Camaro (-T). Manuel Ruiz, Samuel Ruiz, Glenn Bennett, James West, Greg Back, Leon Weinroth, Colleen Echter and Damian Huertas-Ruiz rounded out the rest of CAM.

Ben Martinez took the top spot in Modifieds in a 1984 Van Diemen RF84. Gary Ratliff, in a '69 VW Beetle, took second, while Neil Hodgson took the last podium spot in a VW Dune Buggy. Greg McNair rounded out the rest of Modifieds in a 1972 Crossle Super V.

Justin Moore, in a '05 Subaru Impreza WRX STI, took first place in P class. James Laeno came in second in a '90 Miata, while Robert Marcy finished in third in a '73 Datsun 1200. The rest of Prepared class included Derek Boyd and Dwayne Komush.

Darrell Moskowitz took first place in SMP in a '94 Honda Prelude (DSP). He was followed by Isaac Acks in



STU35: Paul Tibbals took 7th in ST1 in a 2006 WRX STI.

a '15 Corvette (SSM). Rounding out the top three was Reid McLeod in a '17 Focus RS (SM). Patryk Skowronski-Stec finished fourth in SMP.

David Peterson, in a '19 MX5, finished in first place in ST1. He was followed by Vincent Pizzo in a '19 MX5, while Mack Tsang took third in a 2010 BMW M3. The rest of ST1 included Mark Lewis, Arvind Govindaraj, Justin Tsang, Paul Tibbals, Todd Winstanley, April Thompson, Brenna Comacchio, Frederick Ernest, Eric Bakan, Adrian Araujo Romain, Joaquin Troser-Torres, Vladimir Kataev and Seth Yurdin.

ST2 was led by Andrew Padua in a '17 Civic Si. Scott Sandowski came in second in a '90 Miata, with Charles Watson rounding out third in a '14 WRX hatchback.

Daniel Marien took the top spot in STM in a '17 WRX. Matt Marchini came in a distant second in a 1989 Nissan 240SX.

Joe Weinstein ran uncontested in XS in a '16 Porsche Cayman GT4.

The next event at Crows Landing is on April 17 to 19, 2020, for the SCCA National Pro Solo Tour.



STX-L126: Katherine Flater ran uncontested in STX-L in a 2013 Scion FRS.

Solo II Round 2 held on Day 2 of Boondoggle Weekend

Photos by Ric Quinonez

BY RYAN PANLILIO



DSP13: Darrell Moskowitz took third in SMP in a 1994 Honda Prelude.

Round 2 of the SF Region Solo II championship series was Day 2 of the Boondoggle Weekend at Crows Landing held on Feb. 16, 2020.

David Peterson, in a 2019 Mazda MX5, took first place in ST1. He was followed by Mack Tsang in a 2010 BMW M3, while Jimmy Au-Yeung rounded out the top three in a 2006 Mitsubishi Lancer Evolution SE. The rest of ST1 included Justin Tsang, Todd Winstanley, Matt Ales, Eileen Blando, Mark Lewis, Brenna Comacchio, April Thompson, Eric Bakan, Khoa Cao, Legend Brandeburg and Vladimir Kataev.

Skyler Burton finished in first place in ST2 in a 1997 Acura Integra. Gorje Osuna, in a '16 WRX, came in second, with Kevin Chan taking third in a '01 Mazda Miata. Victor Lara rounded out the rest of ST2.

Daniel Marien led Alejandro Aguilar in STM. Marien was in a '17 WRX while Aguilar was in a 2004 Honda S2000.



FP98: Justin Moore took first place in P category in a 2005 WRX STI.

Joe Weinstein ran uncontested in XS in a 2016 Porsche Cayman GT4.

Glenn Austin, in a '14 Subaru BRZ, took first place in SSC. Dhiraj Jadhav, in a '13 BRZ, came in second, while Ryan Cirillo finished third in a '16 Toyota FRZ. Ed Runnion and Dennis Quilantang rounded out the rest of SSC.

STX was led by Richard Lee in a '14 BRZ. Close behind in second was Glen Anderson, also in a '14 BRZ. Erik Acks took the last podium spot, also in a '14 BRZ. The rest of STX included Brian Stanaway, Kurt Wong, James Carothers, Brian Reed, William Stanaway, Megan Anderson and Ryan Teon. Katherine Flater ran uncontested in STX-Ladies in a '13 Scion FRS.

Michael Gardner once again finished in first place in Classic American Muscle (CAM) during the long Boondoggle Weekend in a 2016 Ford Mustang GT350 (-C). Troy Jennings finished in second place in a '18 Mustang GT (-C), while Bruce



STR198: Brenna Comacchio goes for a run in ST1 in a 2008 Honda S2000.

Hopkins rounded out the top three in a '14 Chevrolet Camaro (-C). James West, Leon Weinroth, Greg Back and Jesus Villarreal rounded out the rest of CAM.



STU188: Mack Tsang finished second in ST1 in a 2010 BMW M3.

Ben Martinez, in a 1984 Van Diemen, took the top spot in Modifieds. Co-driver Jaime Mendoza came in second, with Jake Obniski in third in a 2017 Exocet. Gary

Ratliff, Greg McNair and Kelly Prior rounded out the rest of Modifieds.

Justin Moore finished in first place in Prepared class in a '05 WRX STI. James Laeno, in a '90 Miata, came in second, while Derek Boyd took third in a '89 Miata.

S1 was led by Alan Patterson in a 2017 Dodge Viper ACR. He was followed by Steven Smith in a '02 Corvette Z06, with Ovidiu Predescu taking the last podium spot in a '16 Porsche Cayman GT4. The rest of S1 included Juven Lat and Jeff Small.

Alex Muresan, in a '19 Honda Civic R, finished in first place in S2. Andrew Kessel came in second in a '19 BMW M2 Competition, with Maurice Velandia a very close third in a '06 Cayman S. Sean Velandia, Fangzhou Jiao, Eric Lam, Gary Fazekas, Tiberiu Muresan, John Rowe, Larry Sharp, Fred Campbell, Matt Falcone, Alec Mandell, Charles Watson, Sarah Myers and Larry Date rounded out the rest of S2. Carol McNamara ran uncontested in S2-Ladies in a '13 Porsche Panamera GTS.

Eric Shin led the droptop S3 class in a '19 MX5. Vernon Head finished second in a '03 Toyota MR-S, with Darren Shortes rounding out the top three in a '99 Miata. The rest of S3 included Craig Boyle, Sergei Avedisov, Tyler Packard, Stefan Ball, Vaclav Hasik and Rahul Balakrishnan.

The S4 class was led by Artem Rakhov in a '13 Focus ST. Christian Deering came in second in a '18 Focus ST, while Al Andersen took third in a '16 VW GTI. Francisco Velazquez rounded out the rest of S4.

Jeff Wong took the top spot in SMP in a 2020 Chevrolet Camaro SS. He was followed by co-driver Nicole Wong, with Darrell Moskowitz taking the last podium spot in a 1994 Honda Prelude. The rest of SMP included Dave Dunwoodie, Steve Forshay and Matthew Meza.

The next event at Crows Landing is on April 17 to 19, 2020, for the SCCA National Pro Solo Tour.



STX99: Richard Lee took the top spot in STX in a '14 Subaru BRZ.

SFR 2020 COMPETITION LICENSING SCHOOL



Thirty-four students received their Novice Permits at the 2020 SFR Competition Licensing School, after a busy three-day weekend at Thunderhill Raceway Park. It was a smaller class this year, but there was lots of quality. The educational duties were again handled by Kevin Rogers as overall Chief Instructor, with three veteran Group Leaders. The combined years of teaching experience was amazing. Returning instructors were supplemented by some new instructors, giving the school a good Instructor-to-Student ratio, with lots of professionalism and personal attention, and in some cases, one on one experiences. With the overall smaller enrollment, there were fewer passing challenges and practicing of the teaching concepts. So, a schedule change was approved which combined the two closed wheel groups for a practice session and one of their three races. One unintended consequence was that Saturday and Sunday's schedule was shortened. No complaints there!



As is often said, it's quality not quantity that counts, and that included this year's class. Students were excited, exciting, fun, and as

per one Group Leader, "They achieved a level of performance that was equal to any group in the memorable past. They were able to grasp the advanced concepts presented to them, try them out and then give feedback on how it affected their performance and understand how it would benefit them in racing conditions." As Group Leader Dave Arken often says, "We teach them to race, not just to drive."

Again this year, the students were made up of a diverse group, with several teenagers, some more mature drivers, three women, two Workers, a father & son, and a couple of 'Refreshers.' Many of the students had had some exposure to Thunderhill; and all but one had experience with stick shift driving. Three of the teens were old enough to race on the track, but not old enough to ride a bicycle in the paddock. The backgrounds of the class was quite varied, with most having some kind of previous driving experience such as road racing, HPDE, track days, Track Night, Time Trials, Solo, dirt tracks, short



tracks, and go karting. Students came to the school looking for the 'full experience' and more than just a learning event.

The level of prior experience this year was about the same as in the past, with far more with experience than those without. This has been the norm in the past few years.

For those interested in seeing the school from the student's point of view, stay tuned for Season 7 of "Everyday Driver" airing in June or July on Motor Trend TV and Amazon Prime. Two Utah students in Group 2 brought their photographer/cameraman to install and record in-car videos as well as take still trackside photography and use an approved drone.

The weather was sunny and cool all three days, but was clear and beautiful. Lots of spring blossoms were just waiting to burst. Friday was windy enough for the TRP windmills go full tilt all day. Saturday they were still, and Sunday they couldn't make up their minds whether to spin or not.

There were some logistical challenges to be met during the weekend, with a flurry of late

entries and malfunctioning electronic systems, exacerbated by thin Worker crews. But being The Region That Knows How, it all worked out. The Competition Licensing process starts with the SFR Regional Office, and the students interact with nearly every Worker Crew as the





variety of tools of the trade. There was little left of the car when they were through. Their experience and skills were later put to use when a driver hit a corner station wall and was transported for observation. The driver was later released and back at the track, although not in his car, which was totaled.

All the students completed an online test, including GCR questions, before the weekend began, which was turned into their instructors. They all had a full-class session to start the weekend, and many before and after session classes and debriefings with their individual Group Leaders and Instructors. During their lunch hours there were ride-alongs with the Instructors.

The students got to practice a wide variety of scenarios and situations, from Practice Starts to Red Flags, not to mention a Practice Alert, Safety Cars, Pace Cars, Practice Starts, No Starts, and the all-time favorite, Full Pull, when all drivers report with cars to Impound and more debrief. Some drivers experienced Open and Mechanical Black Flags for sound violations, passes under yellow or just loose body parts or a missing lug nut. There were a couple of Safety Car situations which weren't planned, when drivers had mechanical failures or deviations which landed them in hazardous locations requiring immediate attention.

One exercise not often seen in driving schools was spatial driving: quickly driving two-cars wide, with a new outside car each lap, staying side-by-side especially through corners. This teaches driving the ultimate speed on the imperfect line, car control, and puts students on parts of the track they have previously avoided. It was a wow experience for most, proving both more difficult and easier than they thought it would be.

weekend progressed. They learned the ins and outs of Registration. The Tech Crew were kept busy scrutineering the race cars, and checking all the gear, equipment and helmets. Timing & Scoring kept track of their transponders, car numbers, and lap times. Out on the corners, Driver Instructors watched and critiqued their students, while the turn workers taught the drivers the various flags and what to do in their more adventurous driving. The E Crew was there to help when needed, and Grid taught them how to line up. Starters taught when and how to start a race or session. A few even learned the hard Sound lesson. And for all, the joy of meeting a Steward for a reward - the signing of the Log Book.

The students were encouraged to bring their crews and families to the debriefs to share their learning and experiences. And for those so inclined, encouraged to share their experiences.

In the downtime Friday morning while students were in classroom sessions, the Emergency Crew had a hands-on, show and tell training session. They went to town on a donated wreck, practicing cutting it up, extricating a driver, putting out fires, and learning how to use a





One lesson drivers and crews learned the first day - attending Social at days end, to mingle and bench race with each other and the volunteer race officials and workers. Friday was Valentine's Day. A couple of the resident owls were observed at sunset, celebrating on the utility pole at Tech. Saturday night was the big Spaghetti/

Pasta feed open to all Student Drivers, Instructors, Crews, Workers and Race Officials. For those fortunate enough to leave at just the right time Saturday night, the sunset was spectacular!

Sunday was Race Day! Each session had a warmup and then three races. For the first two sets of races before lunch, each Group had its own fifteen-minute race. They weren't done learning as the Group Leaders had some more situations to experience, including No Starts and Safety Car situations. There was some slight body contact, which had immediate consequences, but it was minor. After lunch, all the closed wheel students raced together - a first.



The youngest student, Seth Huntley, at 14 1/2, won all three of his races. The other two youngsters with the neon green Minor stickers on their permits, Theron Smith and Jacob Francs, also did well. Their instructors said they "soaked up information like sponges, exhibiting maturity beyond their years."

Overall impressions from Instructors:

Many came to the school nervous, and maybe a bit lost. Their confidence grew with the attention and instruction, and many improved dramatically. The students seemed impressed by the professionalism of the school and personal attention - not just from their own Instructor, but all of them. Another comment often heard was how helpful and friendly was the atmosphere.

The SFR philosophy on passing (or failing) students - "Would I feel comfortable racing on the track with them. Ultimately, the criteria is - are they safe enough to go on the race track with us. If not, then we have the responsibility to explain why and what needs to happen to reach that level."

Not everyone is suited for racing, and occasionally someone will finish school but not receive a Novice Permit. Those individuals have discussions with the Group Leaders, who explain options and how to move forward to complete/improve skills necessary to receive the Novice Permit.

It's not often that a student is recommended to go straight to Competition License. There were none this year. There were certainly talented drivers, but none requested. Usually they are identified before the school and extra steps are taken to keep more eyes on them. That is not to say they get more attention, but rather the Instructors/Leaders need to make certain the student has been observed to a higher degree which justifies confidence in issuing a Full Competition License.

The typical student wanting a Full Comp has a large scale plan for a racing season which includes the Runoffs and thus having a Full Comp early in the season is necessary. Instructors also recognize that the student could receive that license at a pro school; and SFR would rather it be done with us, so SFR makes it as easy as it is safe to accommodate.

After the school was over, the Instructors seemed to think that more students planned to race than had originally planned to, based on Sunday afternoon feedback. A couple changed their minds about not

racing, and plan to run at least some SFR races. The Group Leaders estimated that 60-70 percent will go racing with SFR. In fact, one enthusiastic teenager said, "Of course I'll race SFR. Where else would I race?"

Not all were going to be full-time drivers. Several were interested in the DRAFT Card plan and volunteering as a Worker.

And ... For those who had to learn how to drive a stick shift for the first time at school, be heartened by last year's student in the same position - he went on to be the SFR Rookie of the Year.

Group 3-Open Wheel Instructor and SRF Driver, Joe Briggs/No.9X SRF3 again donated a \$150 check each of the three days to a Worker, whose name was drawn from those names submitted by the Chiefs of each Crew. The winners were Jim Fulton from the Emergency Crew, Darlyn Linka-Pettenati on the Starter Crew, and Joe Novak from the Tech Crew.

After the weekend, Group Leader - and former Chief Instructor for years - David Arken announced he's stepping back from the Leader role, evolving into guide and coach. He started as Instructor in 1973 and spent 25 years as Chief Instructor, as well as years in other roles. Arken said, with sadness, "The school needs some young faces. While gray hair is necessary for guidance and some control, youth and exuberance is also necessary. It is exciting and comforting to be able to turn this over to two guys - Scott Meyer and Ben French."



Group 1



Driving Instructors

Group Leader Jon Becker

Gary Guethlein
James Hull
Tupper Hull
Andy Juner
Charlie Laster
Joe Montana
Allison Palitz

Group 1 Students

| | |
|-----------------|--------------|
| Suzanne Cobos | Dana Smith |
| Adam Enticknap | Theron Smith |
| Fabrice Gallez | Scott Story |
| Theresa Gaughan | David Vrane |
| Kevin Klein | |
| David Killeen | |
| Tony Nelson | |
| Shaibal Roy | |





Group 2



Driving Instructors

Group Leader David Arken

David Arken

Mike Cummings

Ben French

Alan Gjedsted

Alberto Goncalves

Dave Harriman

John Howarth

Scott Meyer

Chris Plescia

Jake Pipal

Mark Sullivan

Dan Wise

Group 2 Students

Keith Borrall

Mike Enos

Jacob Francs

Seith Huntley

Jonathan Perichon

Scott Wills

Reese Wills

Danial Yanisse





Group 3



Driving Instructors

Group Leaders - Mike Smith and Jeff Lederman

Eric Boucher
Joe Briggs
Randy Cook
Bill Jordan

Jim Lepatich
Jeff Pietz
Bruce Sevier
Scott Vreeland

Group 3 Students

Todd Decken
Joe Gaffney
Mark Gottscho
Noah Hambayi
Casey McLeod
Sonny Rao
Paul Schmucker

Allegra Turcott
Chris Vian







2020 has started off with quite a bang. As I write this our region is about to host Regional Road Races 3 & 4 at Thunderhill Raceway Park. This event comes on the heels of Sporting events around the world being cancelled along with Professional Sports leagues cancelling the remainders of their seasons. All of this on fears of the spread of the Covid19 virus. The SCCA National office issued a statement regarding the Covid19 virus that stated

the SCCA is not postponing or cancelling any events. They went on to differentiate a SCCA event versus most other Sporting events. They pointed out SCCA events are not spectator events and are participant driven therefore the risk factors are not the same as large spectator events. They went on to recommend that members follow the Center For Disease control guidelines for preventing the contraction of the virus.

This is unprecedented territory for all of us and it was after some lengthy discussion that we the Region decided to continue with the race weekend.

On top of the World wide Pandemic we get news from the weatherman that the weekend was supposed to have rain for some or all of the event. This is after northern California experienced a virtually dry month in February. Hopefully the forecast will change and we can have dry race conditions for the entire weekend. Hopefully the need for speed will offset the fears of the virus and the apprehensions about driving in the rain.

So far this year we have hosted the season opener at Sonoma Raceway, which unfortunately fell on Super Bowl Weekend and the 49ers were in the Super Bowl. We knew the Super Bowl was going to hurt attendance but we took a double whammy when the 49ers decided they were going to be a super Bowl team. Our last event was Competition licensing school held February 14,15, & 16. Overall attendance was down (34 students) but those that did attend had a great time and hopefully all of them plan on racing with us during the up coming season.

Between driver's school and the season opener the region is a little behind financially and we were planning that by the end of the Regional 3 & 4 weekend we would be in the black. We are hoping the scare of the virus and the threat of rain does not impact our bottom line too much.

Being the RE also means you are the lone shareholder for Thunderhill Properties. As the lone shareholder I am responsible for choosing the board of directors. When I came in I noticed the board was full of people who are no longer directly involved in SCCA Racing. So instead of automatically approving the new board I have sought people to replace the board members who no longer are actively involved in the club. I want to thank those that have served the board basically since Thunderhill's inception and I feel the club is forever indebted to them because of they work put in to make Thunderhill the fabulous facility that it is.

Speaking of boards in the last month I accepted David Vodden's resignation from the Region Board of Directors. I am currently looking for someone to take David's place on the board and I should have an announcement before too long.

If you have called the region office recently hopefully you had a chance to talk to Trish James. She is the new person in charge of running the day-to-day activities of the club. Unfortunately Trish has to learn all of the intricacies of running the club by herself. We have been very lucky to have Linda Rogaski and Sherry Grantz devote time to helping Trish make the club run. Trish is a very sharp person and I am sure by this time next year she will be completely embedded in the processes of the club.

We have a very robust racing schedule and at just about every event we have special quests racing with us. These guests include World Speed Formula Car Challenge, Brent Morgan Exclusive Racing series, Peter West F2000 group, our friends from southern California that run Formula Ford Tire class, and Andrew Wait's group of Cross Flow Cup competitors. Unlike in years past we do not sell time slots, as a club it is better for us to charge the regular entry fee. The added presence of these groups will certainly have a positive influence on the club's bottom line.

It is time to pack up the car and head to Thunderhill, hopefully I will see you up there, remember to wash your hands frequently, practice personal space guidelines, and cross your fingers for no rain, see you at the track.

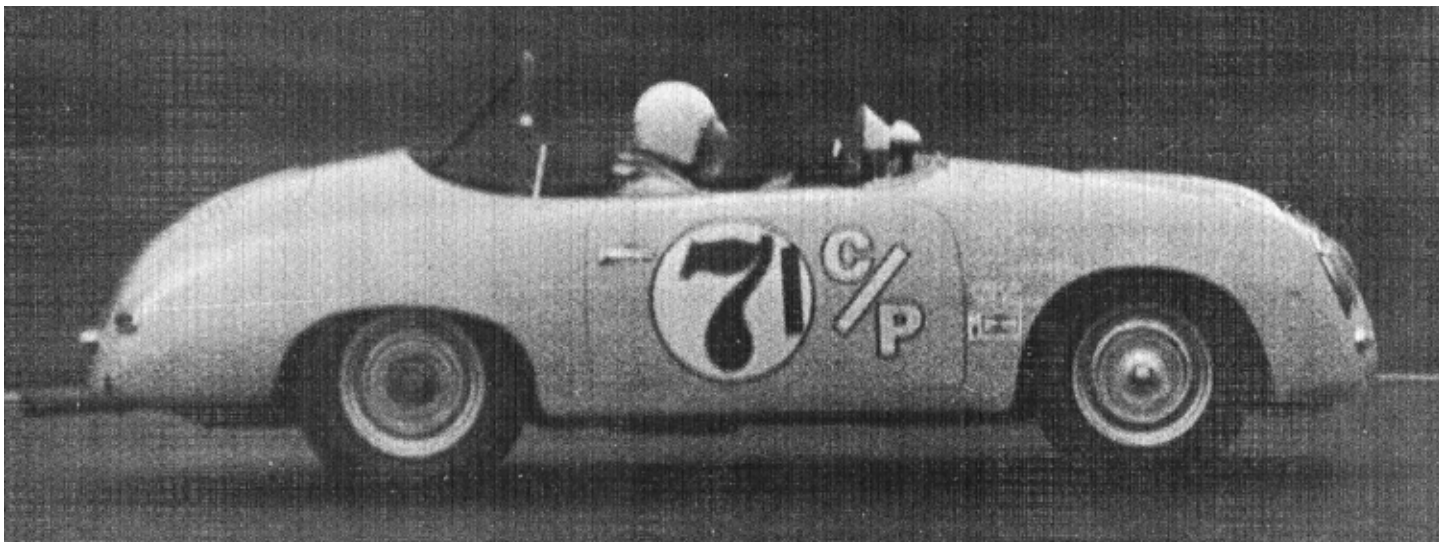
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NOTES from the ARCHIVE - DICK SMITH

Gary Horstkorta is taking a medical absence from Notes From the Archive and hopes to return in a few months)



Smith - Stockton 1966

Sprite, Porsche, Cobra, McLaren...these four marques represent the path Fresno native Dick Smith took from local SCCA races to the Can Am Series, winning two National Class Championships along the way. Besides his versatility as a driver, Smith's career is noted for two other

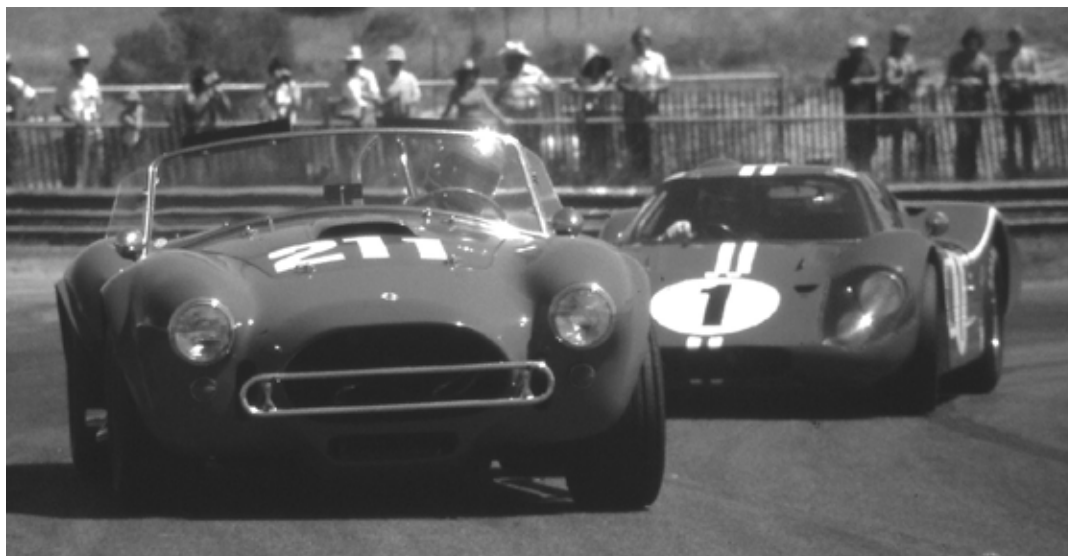
repeating the next year in a Porsche 911 and adding a National Championship in the ARRC at Riverside.

The following year would prove to be a sort of turning point for Smith as he would begin the 1967 season in a brand new 427 Shelby Cobra. After preparing the car himself he won the A Production Division title, giving him a chance at another national title in the ARRC at Daytona. He not only won his class race but averaged 106 mph with a top lap speed of 198 mph for a production car track record. The following year he again won the A production Divisional title and was on his way to a third National Championship at Riverside when he suffered a mechanical failure while in the lead.

After a successful run in production car racing, Smith decided to move up to Can Am racing in a new McLaren. Running this series as a team member

with full sponsorship is difficult enough but running it as a privateer as Smith did was nearly impossible and it was reflected in his results. Running only four races in 1969-70, his highest finish was 24th at Riverside. At the conclusion of the 1970 season, Smith stepped back from racing for a period but the itch to be behind the wheel drew him back to road racing, this time in vintage and hill climb events.

Smith had kept his record setting 427 Cobra and after restoring the car, he began his second racing career. From 1976 until his untimely death in an airplane accident in 2007, Smith raced number 198 (to reflect his record Daytona speed) Cobra almost continuously all over the United States, usually finishing as the top production car in



Smith Cobra at Historics 1977

reasons - his overall career lasted forty-five years and he owned his primary race car for an astounding thirty-seven of those years! During this long career, Smith competed in road racing, autocross, drag racing, hill climbs and vintage racing, all while running a successful business full-time.

Smith began racing in 1961 with drivers school and a few club races before he entered several SF Regionals in his H Production Sprite in 1962 and part of 1963. He polished his driving skills, won a few trophies and decided to move up to a faster car, a Porsche Carrera in mid-1963. He ran only a few races in 1964 but in 1965 he began to hit his stride winning the Pacific Division C production class, then



Healey and Cobra

the field. This included fourteen appearances in the Monterey Historics plus races at Lime Rock, Portland, Las Vegas, Palm Springs, Riverside, Reno, Westwood and Kansas City. Another event Smith enjoyed was the Virginia City Hill Climb which he ran four times in his Cobra between 1981 and 1987. Besides winning the event each time he either set or equaled the record for fastest time each year.

You might be asking yourself what became of this well-known and highly successful 427 Cobra, a car of significant historical importance and quite valuable? After Smith's death in 2007, the car was sold at auction then loaned to the Riverside Museum in Southern California. In 2014, the car was sold to a private collector in Northern California where it resides today. Old number 198, perhaps one of the most famous Cobras of all-time, is in good hands and lives on for years to come.



Dick Smith at Laguna CanAm

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Wheelworks *continued*

that the driver raced in (must be classified as a finisher). In order to get an invitation a driver would need to earn 125 points. In addition if the driver raced outside his/her region, I would give double points, 50 instead of 25. There would be none of the driving down pit lane to earn participation credit. If drivers stayed in their own region, they would have to enter five races, which would encourage participation in the local regional racing programs. A driver could run Majors events, which would have the same point value as Regional events.

Attracting an event Sponsor would be nice, and if that happened, I would use the money raised from the Sponsorship to pay a tow fund for any competitor attending outside the host region.

Choosing the date for the event gets to be real tricky. It needs to be later in the year, but not so late that weather affects the ability for people to tow long distances. It also needs to be far enough away from the Runoffs to give competitors a chance to compete in both events. The runoffs are typically held the first week of October, so if this event was around the Labor Day weekend it would fit nicely into people's schedules. If it was held Labor Day weekend that would allow the Monday holiday to be used as a race day and making it easier to run a three day event. My goal would be to offer 150 minutes of track time for all run groups, and to insist on split starts with certain groups like the SRF3 and SRF.

In order for this event to be successful, it would require buy-in from

all of the neighboring regions. We would need them not to schedule anything over the Labor Day weekend and would need them to assist with staffing. In order to do this, I would suggest that the event rotates between, Buttonwillow, Thunderhill, and Portland, thereby giving each of the major regions a chance to be part of the event.

I would also create a profit sharing plan based on the number of workers each region supplied to the event.

Of all the features the Runoffs have, the history and the tradition cannot be duplicated. The way I would address this tradition is with money! At the end of the day, if all things are equal, people will show up to an event if money is offered to the winner. I would pay out \$1000 to the winner of each class that has more than 15 entrants. The beauty of this is if every class had fifteen entrants the event would be very successful. The sheer number of entrants would more than pay for the purse.

Obviously these are just my ideas if I was going to promote a Western version of the Runoffs. I would like to hear from others with their thoughts.

However all of this talk could be for naught, as the people who make the Runoffs decisions are the National SCCA board of directors, who are elected officials. As easy as it was to mandate that the Runoffs be held east of the Mississippi, it could be changed back to a rotation schedule. We just need the right people in the positions to make that decision. Does anyone have a petition in need of being signed?

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Paul & Todd Racing

BY BRUCE RICHARDSON

Paul and Todd the hosts of "Everyday Driver" feature podcasts, YouTube videos, and their own show on the Motor Trend channel. Both Paul and Todd attended the SRF licensing school in February and had a blast. Their crew documented the experience and will be producing a show for the Motor Trend channel to be shown this summer. They had previously attended a track day last summer and produced a YouTube video.



YouTube video: <https://www.youtube.com/watch?v=agYAg00q00&t=4s>

Paul and Todd try to help everyone find cars they will really love. A car that makes you want go for a drive because you love driving the car. Their films use cinematic photography and a unique dual-host commentary to showcase enthusiast driving on great roads and racetracks like ThunderHill Raceway. Their podcast "The Car Debate" focuses on answering viewer dilemmas in finding fun cars that also meet their budget and needs.

The hosts of "Everyday Driver", get behind the microphone to answer questions and help viewers find the right car for their needs. Disagreement and debate are bound to happen. Along the way they discuss what goes on behind the scenes of their review films and other topics throughout the car industry.



Todd remains the primary director and editor for the show. He also does some of the camera work and written content. Every week he steps away from editing long-enough to co-host the Podcast with Paul.

As Co-host and Producer, Paul tracks down cars and sets up shoots worldwide. He maintains great relationships with all manufacturers and handles the shows growing administrative duties. In addition to co-hosting, he contributes to the camera work, and is in charge of the weekly podcast "the Everyday Driver Car Debate".

Paul and Todd at SRF Licensing School

Their show can be found in various forms in multiple places. From the TV show, to Podcast, to YouTube content, and even meet-ups. Hopefully they will be able to make it out again for a race or two. For more information go to their website: <https://www.everydaydriver.com/>



Concours News

Jackie Frady, Executive Director Emeritus National Automobile Museum - The Harrah Collection

It's difficult to speak of Jackie Frady without speaking of Reno's National Automobile Museum and vice-versa. A native of Southern California, Jackie became a "Car Guy" at an early age, finding herself enamored with muscle cars of the day. After working in the destination management industry in San Diego and Hawaii, Jackie took a position with the Harrah Corporation in Reno. After only six-weeks with the company, her boss asked her to take what was a planned assignment of one-week with Harrah's Automobile Collection.



The special project was a press conference to announce the formation of a nonprofit foundation to save a portion of the collection, after plans had been revealed that the entire collection would be sold. Well, that morphed into a 38-year career, 27 of which she served as Executive Director of the National Automobile Museum that opened in 1989!

When Jackie took the reins, the museum was \$10-million in debt. Talk was that it was bound to close. However, through private donations, some of which were most munificent, Nevada State and City of Reno funding, the museum was saved.

Treating this nonprofit as if it were a small business, Jackie's model was to be involved in all aspects of the operation, while respecting all of those associated with the museum, from donors to volunteers, from employees to the Board of Trustees.

During her tenure:

- the museum has been consistently rated as one of the top-ten auto museums in the U.S.,
- the museum has won many awards, particularly in educational programing,
- she has been the primary contributing writer in Precious Metalmagazine,
- she served as President of the Nevada Museums Association,
- she served as an Honorary Judge at the Pebble Beach (24-years) and Hillsborough (20+ years) Concours d'Elegance, as well as serving on the Advisory Board of the Ironstone Concours (this writer is proud to say that Jackie was the Grand Marshal of our Ferndale Concours on Main in its second year),
- she was a 2015 Top Ten Business Woman of the American Business Women's Association,
- she was a founder and past-President of the National Association of Automobile Museums with a member-body of 65 museums,
- she was 2013 "Scot of the Year," awarded by the Nevada Society of Scottish Clans,
- she was awarded the "Dale Carnegie Course Highest Award for



1930 Duesenberg Model J body by Murphy

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Achievement,"

· and the list goes on...

I remember the Harrah's Automobile Collection from my youth. My family first visited it from our home in the Bay Area in 1967. To the best of my recollection, there were about 1,400 autos; it was considered to be the largest auto collection in the world and was stored in a series of warehouses in Sparks...but my memories of more than one-half century ago may fail me. What I do remember for certain is how sore my feet were at the end of our tour!

Today's museum is separated into four, distinct galleries and street settings, each featuring examples from a specific era, from brass through the 1960's. Décor in each mirrors the era - very tastefully done. And every vehicle is worthy of its place in the display.

On November 7, 2019, Jackie treated me to a tour of the museum, a must-see for every auto enthusiast, and invited me to her retirement dinner that night. It was an intimate affair... of 375 well-wishers! The accolades were many and well deserved. The next morning, Jackie's husband Steve, a fine fellow, whisked her off to a romantic bed & breakfast in the Sierra foothills' Sutter Creek.

What's next for Jackie? She plans to get further involved with some of the organizations to which she belongs, including the Daughters of the American Revolution - her American ancestry dates back to before our nation was a nation. Best wishes to Jackie and Steve in the next chapters of their lives.



Auburn Boattail Speedster. Original selling price - \$1,495!



"Big Daddy" Ed Roth's Beatnik Bandit - the author built a model of this in the 1960s

IronClad to the Rescue (crew)

by Joe Kirby



Joe Kirby with Daniel Urena from IronClad

The San Francisco Region Emergency Services crew is proud to announce a continuing partnership with IronClad gloves. During the 2019 Long Beach Grand Prix, Ed Jeager the Founder of IronClad, observed our volunteers wearing personal protective equipment and offered to provide task specific gloves for the different responsibilities our crew holds. The team from IronClad discussed various scenarios and events we support and determined the best glove options for our crew.



IronClad sent a box of gloves and the crew immediately recognized that we would perform more safely, efficiently and effectively with our new gear. During the 2019 IMSA weekend at Weathertech Raceway, the Emergency crew was pleased to welcome Daniel, and a small team from IronClad to see us in action. As we enter the 2020 racing season, we would like to thank IronClad for their continued sponsorship of the San Francisco Region Emergency Services crew.



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RENTAL RACE CARS

LARRY OKA RACING SERVICES

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

COOK MOTORSPORTS

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

DAVE HARRIMAN

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

BULLDOG MOTORSPORTS

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

CERINI MOTORSPORTS

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

CSR PERFORMANCE

SRF
Rick Heer
Rescue
530-672-2629

DIAMOND FORMULA CARS

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

LESHER MOTORSPORTS, INC

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

EL DORADO MOTORSPORTS

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

GOOD TIMES RACING

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

ACCELRACTEtek LLC

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

PORTER RACING

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

A+ RACING

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

AUTO SPA RACING SERVICE

707 938-8727
auto-spa.com

DIG Motorsports

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

SONOMA VALLEY RACING

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

DIETSCH WERKS

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

rob@lotusraceshop.com

OFF LINE RACING

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

TED ARKEN

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

Classified Advertising in The Wheel is a service provided to the membership by the SF Region. Ads are free for members. Ad should be 75 words maximum and may include a photo. Ads will run for three months, after which time they shall be removed. They may be resubmitted.

Submit your ad by email to editor, Blake Tatum: wheel@sfrscca.org

OPEN WHEEL AND SPORTS RACERS



1972 Royale RP 16 FF, chassis #04, Ivey motor 9 events csrg, svra & hmsa, up-to-date safety equipment. Car is clean, in sbay area, no issues! \$17500, more info, email, t.nissan@aol.com or text Troy @707-372-7162.



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@atarchitects.com.



Royale RP 18A Formula Supervervee, 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

SRF# 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 onHasselgren 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 FordGen2- 2004 Ready to race! Professionally

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



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 - Loynyng 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 Fomula F. For information contact Jack Baringer Email: jack@baringer.com Phone: (310) 259-4285



240Z Built to SCCA E Prod. Specs. -\$45,000. Engine by Rebello Racing-Low Hours, twin disc clutch, two(2) sets Sander wheels, three(3) new sets of American Racer Tires, Kirkey 45 Series Seat, locked 4:11 diff. & spare, 240SX front disc brakes, Wildwood rear disc brakes, Porsche rear axles / CV joints, shortened coil-over strut, and more. For details, text or call Dale 928-302-9000



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 Trenery, 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@exclusivemotorworksracing.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, Torsen diff, SS brake lines, Racetech seat with head restraint, manual steering rack, Momo steering wheel with quick release. AIM MXL data system. 2 sets of Team Dynamic wheels. Come with spare parts. Current SCCA log book. E-mail me for more pictures and video of races. fhu@performancecomposites.com \$15,550 OBO. 310-927-4368 1707



For Sale 1987 Porsche 944 Track

Car. Orange/Blue Gulf livery. Built to SPEC 944 specifications. 2.5 liter 4 cylinder engine. Upgraded suspension. Hawk Blue pads with steel braided brake lines. Auto Power roll cage and seat brace. Kirkey race seats with cam lock harness. Toyo Proxy RR 225/50R/15 with 15x7 phone dial wheels. Magnaflow muffler and resonator. IO Port and Simpson nets. All interior parts included. \$8,500.00 Tim @ 530-512-5020 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 4x4xfar88@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 Runoff's. Top 10 at the Runoff's. Stored since. Great spares. 3 sets of wheels. Drago motor. Will part with 24ft fully load 2012 TPD with every option as package. 18K for car + spares. 35K for both. Email for build sheet for trailer or more info on car. Located in Pleasanton. Barrettilley@hotmail.com 1701

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 WEISMANN 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

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



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.

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. 11HPrrihiett@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 todvodden@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

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



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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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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.

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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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From StudioVRM Article - PTH Racing Oil - Top Tier Racing Oil on a Grassroots Budget? 3/30/2018

PTH Racing OIL - 100% Synthetic

| | PTH Racing Oil 5w30 | Joe Gibbs Driven XP3 10w30 | Motul 300V 5w30 | Brad Penn PennGrade 1 Partial Synthetic 5w30 | *Mobil 1 Extended Performance 5w30 SN |
|--------------------------------------|------------------------|----------------------------------|--------------------|---|--|
| Specific Gravity | 0.84 | 0.85 | 0.870 | 0.86 | 0.851 |
| Viscosity @ 40 C (104F) | 74.2 cst | 70 cst | 64.0 cst | 65.6 cst | 59.8 cst |
| Viscosity @ 100 C (212F) | 11.97 cst | 12 cst | 11.0 cst | 11.1 cst | 10.6 cst |
| HTHS viscosity at 150 C or (302F) | 5.2 mpa.S | 3.64 mpa.S | 3.5 mpa.S | 3.185 mpa.S | 3.0 mpa.S |
| Viscosity Index | 158 | 169 | 165 | 161 | 169 |
| Flash Point | 214 C | 197 C | 232 C | 202 C | 230 C |
| TBN (total base number) | 10mg KOH/g | 1.8mg KOH/g | 7.97mg KOH/g | 10.6mg KOH/g | 9.7mg KOH/g |
| Zinc (Anti-wear) | 2033 ppm | ~750 ppm | ~1110 ppm | 1500 ppm | ~900 ppm |
| Phosphorus (Anti- wear) | 2037 ppm | ~800 ppm | ~1020 ppm | 1400 ppm | ~800 ppm |
| Calcium (Detergent) | 3163 ppm | ~400 ppm | ~3140 ppm | 2900 ppm | ~1200 ppm |

Note: The HTHS is a test of the oil to the FAILURE point, PTH oil is 42% better than the next highest oil. Roger K Studio VRM Article Follows.

* Mobil1 Extended performance is an API SN passenger car oil. I have added it to show what a typical street car oil looks like.

Right off the bat, there are a few numbers that jump out at you. The unusually high HTHS viscosity confirms that PTH prioritized high-stress performance over anything else. A relatively high TBN number suggests that it will do a good job of protecting the internals of the engine against the metal-eating acids that form in the oil during the natural course of engine combustion, and that it could sit in the crankcase for longer periods of time. The relatively low Viscosity index says the oil is designed for use in relatively temperate environments (like race tracks during summer), and less for cold start in sub-zero climates.

The Zinc and Phosphorus levels should bring smiles to owners of flat tappet cam-equipped cars. PTH racing Oil contains more of each additive than even the near-ubiquitous flat tappet oil, Brad PennGrade!. In fact 2000ppm of Zinc and Phosphorus is comparable to some popular break-in oils. The calcium content is also surprisingly high. I'm guessing its to counteract the ash production that comes as a side effect of certain additives, like ones to boost the Total Base Number.

Distributed by Roger Kraus Racing Ent., Inc. 2896 Grove Way. Castro Valley, California 94546
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