



The wheel[®]

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



2016 REGIONAL CHAMPIONSHIP FROM A TO Z

p. 18



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February 2017



Cover Photos from 2016 Thunderhill Double Regional 11 & 12; photo by Chuck Koehler. Bob Bradfield, STU Champion; photo by Chuck Koehler.

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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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RENTALS

2017

CALENDAR

2017 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

FEBRUARY

DRIVERS SCHOOL

February 24-26 | Thunderhill

MARCH

REGIONAL 1&2

March 11-12 | Thunderhill

APRIL

MAJOR

April 1&2 | Thunderhill

MAY

REGIONAL 3&4

May 6-7 | Regional 3 & 4 @ Thunderhill

FERRARI CHALLENGE

PRO SUPPORT

May 11-14 | Mazda Raceway Laguna Seca

SPRING CLASSIC

May 19-21 | Mazda Raceway Laguna Seca

JUNE

TEST DAY & REGIONAL 5 & 6

SPEC RACER FESTIVAL

June 1-4 | Mazda Raceway Laguna Seca

REGIONAL 7 & 8 SPEC MIATA FESTIVAL

June 30-July 2 | Sonoma Raceway

JULY

REGIONAL 9 & 10

July 28-30 | Mazda Raceway Laguna Seca

AUGUST

PRE-REUNION

PRO SUPPORT

August 12-13 | Mazda Raceway Laguna Seca

REUNION

PRO SUPPORT

August 17-20 | Mazda Raceway Laguna Seca

SEPTEMBER

REGIONAL 11 & 12

September 1-3 | Mazda Raceway Laguna Seca

IMSA

PRO SUPPORT

September 21-24 | Mazda Raceway Laguna Seca

OCTOBER

PIRELLI WORLD CHALLENGE

PRO SUPPORT

October 12-15 | Mazda Raceway Laguna Seca

REGIONAL 13 & 14 SEASON FINALE

October 27-29 | Thunderhill

FRESNO CHAPTER 2017 CALENDAR

Driving School - March 18

Event 2 - March 19

Event 3 - April 22

Event 4 - April 23

Event 5 - June 10

Event 6 - June 11

Event 7 - July 8

Event 8 - July 29

Event 9 - August 12

Event 10 - October 8 - Buttonwillow Kart Track

Event 11 - November 11

Event 12 Enduro - November 12

All events held at Fresno Fairgrounds, except

Event 10, which is at Buttonwillow Raceway.

BAY AREA SOLO CALENDAR 2017

ROUND 1, BOONDOGGLE:

Marina Airport, February 19th

ROUND 2: Marina Airport, March 12th

SCCA STARTING LINE SCHOOL/TEST AND TUNE,

Crows Landing: March 18th

More information: <https://www.scca.com/pages/starting-line>

ROUND 3: Crows Landing, March 19th

PRO SOLO: Crows Landing: April 22-23

NATIONAL TOUR:

Crows Landing: April 29-30

AUTOCROSS SCHOOL SCHEDULED FOR MARCH 17

The Tire Rack SCCA Starting Line school is a partnership between the Sports Car Club of America and Tire Rack to give automotive enthusiasts a professional, all-inclusive entry into the world of performance driving. In addition to a full day of instruction, participants will receive an SCCA membership, entries for future events, subscriptions to SportsCar and Grassroots Motorsports Magazines.

The Starting Line School is scheduled for March 17 at Crows Landing in Patterson. Registration should open in January.

The full day school will introduce key concepts applicable to all forms of motorsports and allow you to develop these skills while working with professional performance driving instructors certified by the Evolution Performance Driving School. Additionally, every Starting Line student will have their experience captured by a Garmin VIRB® XE and will receive a microSD card with this video at the end of their school.

If you are looking for motorsports competition or just a great way to enjoy the capabilities of your car, the Tire Rack SCCA Starting Line is your complete motorsports starter kit.

For complete information:

<https://www.scca.com/pages/starting-line>

SACRAMENTO SOLO 2017 SCHEDULE

All events at San Joaquin Fairgrounds, Stockton

March 18	Round 1
March 19	Round 2
April 29	Round 3
April 30	Round 4
June 24	Round 5
June 25	Round 6
July 22	Round 7
July 23	Round 8
August 26	Round 9
August 27	Round 10
September 23	Round 11
September 24	Round 12
October 14	Enduro Practice
October 15	Enduro



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OLD DOGS NEW TRICKS

WHEELWORKS BY **BLAKE TATUM**

In case you have not heard the San Francisco Region of the SCCA has hired a social media advisor to promote ourselves. I know that in this day and age we are about eight years behind the curve.

To make matters worse we are the San Francisco Region, right? Correct me if I am wrong, but didn't the whole dot.com explosion happen right here? Wouldn't you think that we would have been tweeting, snapchatting, and Facebooking a long time ago? Especially considering that Twitter lives in downtown San Francisco and Facebook considers Palo Alto home base.

I was thinking of what took us so long to explore this form of media. Well let me explain. First off the Board of Directors for the Region has an average age of 70. That means most of the Board of Directors was born around 1950. In 1950 the television was new technology. Our decision makers all still have home phones. The more advanced members still use AOL as their internet provider (you got mail). We still have envelopes and stamps at our houses. When we show up for a meeting we still bring a pen and paper. But I have to defend our group -- one of them has an eye pad, never mind it is a pad of paper with a picture of an eye on it. We grew up with ads, coupons, newspapers, and the radio. I have yet to see someone under the age of twenty even pick up a newspaper, I am sure they will not know how to operate one since they do not have an app for that.

You see we are old dogs and it is hard to learn new tricks. We did not understand the reasoning behind Facebook. We heard the founder invented Facebook so he could meet girls. If we wanted to meet girls we called them up and asked them out on a date. In case you do not know what a date is -- it is a meeting with two people who decide to go some place and talk to each other. It was through this conversation that they decided if they liked each other. If they liked each other they went out on another date and did something unthinkable.... they talked some more. Today kids talk to the opposite sex but it is really not talking. It is sending a text and when several texts are exchanged it is considered some type of relationship. The exchange of several texts with someone they like is called talking. But if they show up at the same event they might not even utter a verbal word to each other, but hey they are still talking. It is the exception rather than the rule that kids today consider themselves in a relationship aka boyfriend and girlfriend.

When Twitter came out I did not understand the need behind it. What was the big deal about telling somebody you where going to a football game? Couldn't you just call your friends and tell them that you were going? Of course not because when you tweet it out the whole world gets to know that you are going to the football game. When we talked about using Twitter as part of our social media platform the whole group looked at each other and asked do you use Twitter? No I don't use twitter, What does it do? Whats a hashtag? I thought that was a number sign. Aren't tweets something a bird does? Lame but today's kids know what I am talking about.

But there are some advantages of being old. First off, how many kids under the age of 25 can drive a car with a stick shift? Second off, if you get lost and your phone is dead would you know how to read a map. If you were stuck at your grandmother's house would you know how to dial the phone. In what direction does the sun set?

I know there are advantages to growing up with a computer in your lap. First off, all the kids today can type. They cannot type in the classical no-peek style, but they can type very well. In fact they can type with just their thumbs when they text. Plus when they type with their thumbs they do not make the mistakes us old fat fingered guys make. In fact typing a text with

one finger is likely to cause a young person to grab the phone out of your hand and do the texting for you. You see today's kids have no time for slow methodical old dogs.

One area that we can all see as progress is the fact that there are more than three channels on the television. Kids today do not know what it is like to watch Superman in black and white. Louis Lane and Clark Kent sure lived in a drab world with what was at least 50 shades of gray back then (no wonder Louis was always getting tied up). Along those same lines all televisions come with a remote control. In fact, if today's TV does not have a remote control it is impossible to operate. Speaking of impossible to operate, where would we be without the current generation of kids here to show us how to turn on the TV and how to change the channels. We would be lost in a world of HDMI, Firesticks, and 1080 resolution.

We have always been accused of being the Secret Car Club of America. We have never had a plan to promote ourselves. Initially we did not need to because we were so cool we did not need any outside help. Plus we were the only game in town. SCCA is no longer the playground for the professional racecar driver. It is a place for amateur car enthusiasts to enjoy their cars whether it is showing the car, autocrossing it, or road racing it.

But we have relied on historical relevance way too long. It is time to figure out where we are and where we need to be. It is time to figure out how to use our social media advisor to further the club. It is time to put down the pad and paper and start tweeting, snapchatting, and liking some things on Facebook. It is time for me to introduce James Chartres as our new social media expert.

In case you do not know who James is, he is an SCCA racer. James is our Australian import who drives a red and white SRF with, fittingly enough, a kangaroo painted on it. James has been a frequent contributor to THE WHEEL and is very active promoting SCCA and his racing. He was a natural fit for our club and the Board looks forward to working with him.

I have to sign off now, I just got an idea for James, good thing I have a stamp nearby, I will send him a letter.

THE RACERS DENTIST



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TECH NOTES – BEARING CHECK

BY BRUCE RICHARDSON

OVERVIEW

Bearings failures at the track can lead to a DNF and/or serious damage to the car. This process can eliminate most, if not all, bearing failures. This procedure measures the bearing play and can identify a bearing failure typically 2 sessions before you can detect it by push pull method.



TOOLS

1. Dial Indicator with Magnetic Base – A 1 In. travel machinist's dial indicator and magnetic base that you can get one from Harbor Freight for about \$20. I typically don't like buying tools from Harbor but it is easy to drop this at the track.

PROCEDURE

1. Mount the Dial Indicator – Attach the magnetic base to a frame diagonal. Position the indicator at the top of the tire and pointing normal to the side of the tire. We use a flat piece of metal and a vise grip to clamp the magnetic base to the frame. Adjust the position of the indicator's stroke to be about in the middle of the range.

2. Push and Pull - Manually push and pull on the tire but be sure to not to disturb dial indicator at the spot the indicator is pushing on, the tire will flex. As you push and pull you should see the needle on the indicator move. The needle should move no more than a total span of 6 small marks or about .006" or plus-or-minus .003".



Typical Dial Indicator



Safe Dial Indicator Slop

3. Diagnostics and Action - If the slop or play is below the limit the bearing is good. If the slop is close the limit, you might retighten the wheel bearing nut and then recheck the slop. Also, if it is close to the limit, it probably will not fail right away but be sure to check it after the next session and if it gets worse replace the bearing ASAP. If the indicated slop is over .006" total indication you should monitor this wheel bearing closely or consider replacing it. If the slop is way over the limit it is recommended that you replace the wheel bearing before the next session.



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TECH NOTES – PRE SEASON MAINTENANCE

BY BRUCE RICHARDSON

Winter and the off season is a great time to do annual maintenance. Annual maintenance is a good way of finding and reducing failures at the track. It should also enable you to run fast lap times. This document includes; a summary of the maintenance, details on recommended maintenance, and the part numbers and information of parts that you might need. Two parts lists are included, stuff you can buy at your local parts store and another list for parts from SCCA-E.

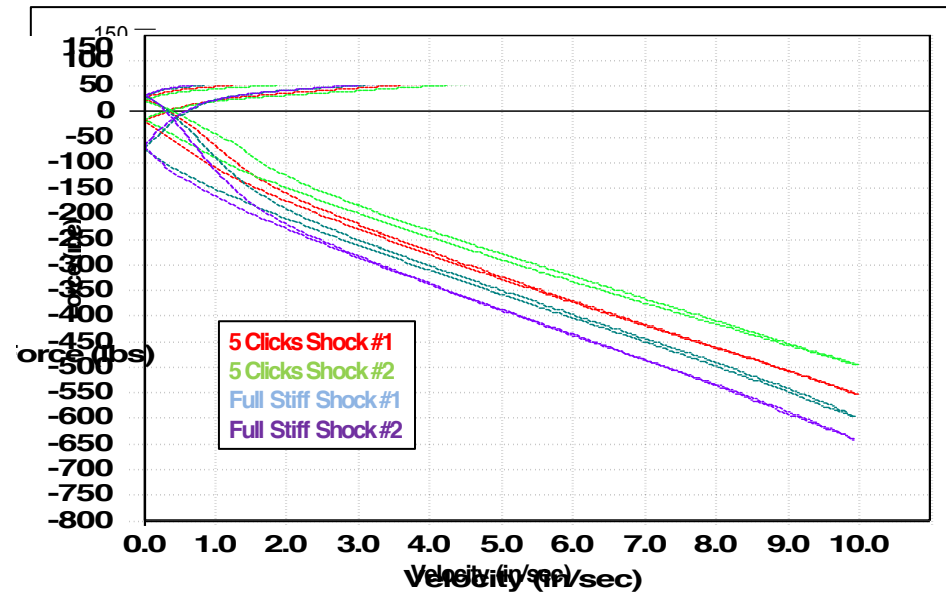
MAINTENANCE SUMMARY

- Shock Check or Rebuild
- Pressure Wash Frame
- Safety Check - Fire Bottle & Seat Belts
- Half Shaft Check or Repack
- Wheel Bearing Check or Replace
- Brake Maintenance – Rebuild wheel calipers and bleed brakes
- Engine Maintenance
- Change Transaxle Oil
- Coolant Check
- Complete Nut & Bolt
- Rod End Check
- Check Fluid Lines
- Frame Crack Check
- Align Car
- Change from Winter to Spring Air in Tires

PROCEDURE

Shock Check or Rebuild – The shock check is at the top of the list because it can take weeks if you have them checked or rebuilt. There are three options; one is to do nothing, the other is to have them performance tested and the last is to send them off to be rebuilt. If the shocks or car is new and you were running well at the end of last season then probably doing nothing is OK. If you think the shocks are getting old and your lap time are not where they should be consider one of the other options.

Shock testing can be done at most high-end racing shops on a shock dyno. If the shop has the tools they should be able to check the N2 pressure, this pressure should be from 125 to about 150 psi. The following is the typical performance of the Penske shocks. If the shop sees N2 pressures well below the limits or the shocks don't perform on the dyno, the shocks should be sent back to be rebuilt. The recommended shops that can rebuild the shock are on the AccelRaceTek website. We recommend



sending them to Penske in Reading Pa. or Performance Shock, Inc. in Sonoma Ca.

PRESSURE WASHING – We recommend removing all of the body covers to allow for a good cleaning and inspection. We warm up the car and with the engine running spray the engine with an engine degreaser. Focus the degreaser on the lower end of the motor (or where the grime is) and not the ignition and exhaust. Spraying the spindle and brake area isn't a bad idea too. After a few minutes, use a pressure washer or spray nozzle, on a hose, to spray down the car. We restart the engine and then use a leaf blower to blow off most of the water. Let the motor run until most of the water has evaporated.

SAFETY CHECK – Check the fire bottle expiration date and the gauge to be sure it is still full and/or in the green area. Check the dates on the seat belts to be sure they have not expired. Also, check the seat belts for any signs of wear or defects. Replace as necessary.

HALF SHAFT CHECK OR REPACK – Depending on the last time the half shafts were replaced or repacked consider repacking them. At a minimum check the boots for leakage and for any wear or cracking. Replace and repack as necessary.

WHEEL BEARING CHECK OR REPLACE – De-

pending on the last time the wheel bearings were replaced consider replacing all of the bearings. At a minimum check the bearing slop with a dial indicator to be sure the slop does not exceed +/- .003". If you don't replace the bearings at least re-torque the front hub nuts and the rear axle nuts.

BRAKE MAINTENANCE – Rebuilding the wheel cylinders should be done every season. Remove the wheel cylinders, disassemble them, clean them with brake cleaner, and then inspect them. Replace the Viton O-rings and the rubber dust boots which cover the pistons, note that some people do not use the boots. To make assembly easier use a little brake fluid to lubricate the pistons, do not use grease. It is a good idea to replace the bleeder valve/screws or at least remove them and check them.

Check the brake pads and rotors and replace as necessary. The rotor thickness should be checked and the lower thickness limit is 13.25mm (0.522 in.). Install the rotors, pads and rebuilt cylinders and torque to specs. Then flush and bleed the lines using a high temperature brake fluid.

ENGINE MAINTENANCE – It is a good idea to pull the plugs and look at their color and replace if necessary. If the plug color looks different and/or you haven't had the injectors flow check, sending them off to be flow tested

should be considered. At the same time check the plug wires for abrasion and cracks.

This is a good time to pull and check the alternator belt. Small rock can build up in the grooves and they should be removed before installing the belt.

Check the air cleaner and clean it or for a GEN 2 replace it. For a GEN 3 you will have to clean the filter, go to the K&F website for instructions.

The last thing is to drain the oil, replace the oil filter, and add new oil.

TRANSAXLE FLUID CHANGE – Drain the transaxle and look at the old oil for fine metallic particles and/or larger pieces of steel. Any of these are an indication the transaxle might have problems in the future. The transaxle has an internal magnet that collects normal levels of particulate.

COOLANT CHECK – Check the level and color of the coolant. If the coolant hasn't been changed in years and/or it is very rusty looking you might want to consider changing it.

COMPLETE NUT & BOLT – Check as many nuts and bolts, as feasible, to be sure they are tight and at the same time do a general check.

Rod End Check – Go around the suspension and check the rod ends. If they have any issues replace them. We recommend replacing the rear outer lower rod ends, these have the highest loads and they do break more often than any other rod end.

HOSE CHECK – Go around the car and check the water lines, oil lines, and fuel lines for wear and any leaks. Also check the lines for cracks and hardening. If they have any issues replace them.

FRAME CRACK CHECK – Walk around the frame and do a visual check of all of the critical frame rails. Also check the upper and lower steering shafts for cracks, these shafts have been known to break during a race, not good

ALIGN THE CAR – It is a good time to put the car on the scales and check the alignment. It is also a good time to check the bump steer on both the front and the rear.

Change from Winter to Spring Air in Tires – We are not kidding about this one. Over the winter moisture can diffuse into the air or N2 in the tires. This moisture will cause an increase in tire pressure change as the tires get hot compared to tires with little or no moisture. We recommend deflating the tires and filling them with N2. This will make it easier to estimate the best starting pressure.

AUTO PARTS STORE PARTS

Description	SCCA-E PN	Name/Generic Part	
Engine Degreaser	N/A	Your choice	AR
Engine Oil	N/A	Summit - Red Line RED-10304 Summit - Mobil 1 MOB-102992	4 Qts
Transaxle Oil	N/A	Your choice	3 Qts
CV Grease		Your Choice	AR
Spark Plugs			4
GEN3	G301041	NGK ONLY LTR7IX-11	
GEN2		Motorcraft AGSF 24C Motorcraft AGSF 34C NGK TR6	
Air Filter			
GEN3		Not Available at parts store	
GEN2	592231F	Fram CA 3660	1
	592231	Motorcraft P/N FA-1031	1
Oil Filter			1
GEN3	G301022	FL910-S ONLY Motorcraft	
GEN2		Motorcraft FL-400 Series	
Spark Plugs			4
GEN3	G301041	NGK ONLY LTR7IX-11	
GEN2	A24C	Motorcraft AGSF24C	
	N/A	AGSF 34 C	
	N/A	NGK TR6	
Spark Plug Wires			1 Set
GEN3	G301052	WR6126 ONLY Motorcraft	
GEN2	990137	SPARK PLUG WIRES MAGNECORE	
	990135	SPARK PLUG WIRES MOTORCRAFT	
Brake Pads	801993	BRAKE PADS	2 Sets
Brake Rotors	800065	VENTED BRAKE ROTOR	4
Brake Rebuild Kit	800035	CALIPER SEAL KIT	4
Bleeder Valve	800036	BLEEDER VALVE CALIPER	4
Fire Bottle	180541	RECHARGE KIT FOR AFFF	1
	180542	FIRE EXT SYSTEM - AFFF	1
	180542A	FIRE EXT SYSTEM – LIFELINE	1
Air Filter			
GEN3			
GEN2	592231F	Fram CA 3660	1
	592231	Motorcraft P/N FA-1031	1
Fuel Filter	598005	FUEL FILTER ELEMENT	1
Oil Filter			1
GEN3	G301022	Motorcraft ONLY FL910-S	
GEN2		Motorcraft ONLY FL-400 Series	
Wheel Bearings	200436	WHEEL BEARING	4
CV Grease			
	398208	CV GREASE	4
	398208A	HIGH PERFORMANCE GREASE	2
Rod Ends	280365	ROD END 7/16 MALE RH (LCA inner)	8
	280555	ROD END 7/16 MALE LH (Tie rod inner)	4
	280397F	ROD END ADJUST LBJ FRONT	2
	280397R	ROD END ADJUST LBJ REAR	2
Rub Rails	180557	RUB RAIL LH	1
	180558	RUB RAIL RH	1



C Street third place Eileen Blando and Champion Jonathan Stroud

B Street Champion Tony Rodriguez and B Street Ladies Champion Youmna Zalzal

2016 BAY AREA AUTOCROSS TROPHY WINNERS HONORED

BY ISAAC ACKS AND BENNY NG PHOTOS BY JEFF EIKENBERRY

San Francisco Region Solo held its annual awards banquet on Sunday, January 15. Championship trophies and special awards were presented.

- 2016 Most Improved Driver: Mark Lewis
- 2016 Chief's Award: Isaac Acks
- 2016 Chief's Award: Hugo Diaz
- 2016 Bryan Nemy Service Award: Dan Pellow



Dan Pellow - 2016 Bryan Nemy Service Award



Region Board Award winners for their efforts in securing the permanent Solo site in Stockton Anthony Tabacco, Megan Anderson and Glenn Anderson

Here are some victory stats compiled by Isaac Acks, webmaster of www.sfrautox.com.

The top 5 people to place 1st in a class that had a minimum of three competitors that day (Championship series excluding tour). Number indicates the number of events that person placed 1st in a class.

1. Isaac Acks (7)
2. Tony Rodriguez (7)
3. Manny Ruiz (6)
4. Jesus Villareal (5)
5. Craig Boyle (5)

For #1 PAX, the ONLY competitor to place 1st more than once was Praneil Prasad Most Top Time of Days (TTODs) was by Ben Martinez, C Mod, with three events. Following him was Matt Ellam with two.

2016 CHAMPIONSHIP TROPHY WINNERS

Class	Place	Name	GS	Place	Name
AM	1st	Steven Goldine		1st	Christopher Smith
AS	1st	Rory Marin		2nd	Howard Yang
	2nd	Ken Mollenauer	HS	1st	Russ Bowlus
ASL	1st	Colleena McHugh		2nd	Ed Runnion
ASP	1st	Richard Rossmassler	JB	1st	John Paulsen
BM	1st	Larry Sharp	OSP	1st	Wayne Overbeck
BS	1st	Tony Rodriguez	SS	1st	Joe Weinstein
	2nd	Ryan Cirillo	SSP	1st	Jeff Eikenberry
BSL	1st	Youmna Zalzal	STP	1st	Troy Jennings
CAMC	1st	Jake Obniski	STPL	1st	Kim Jennings
CAMCL	1st	Kelly Prior	STR	1st	James Laeno
CAMT	1st	Michael Erickson		2nd	Praneil Prasad
CM	1st	Ben Martinez	STS	1st	Manuel Ruiz
CS	1st	Jonathan Stroud		2nd	Randy Krider
	2nd	Mark Lewis		3rd	Damian Huertas
	3rd	Eileen Blando	STSL	1st	Seajae Jennings
	4th	Richard Lee	STU	1st	Jimmy Au-Yeung
DM	1st	Greg McNair		2nd	Hal Dorton
DP	1st	Dwayne Komush	STX	1st	Mack Tsang
DPL	1st	Deanne Caraballo		2nd	Karlton Lew
EM	1st	Jesus Villareal		3rd	Justin Tsang
ES	1st	Craig Boyle		4th	Glen Anderson
	2nd	Ed Burghardt	T2	1st	Isaac Acks
ESL	1st	Soyun Lee		2nd	Takeshi Yoshida
FS	1st	Michael Do Couto		3rd	Tyler Colgett
	2nd	Sean O'Boyle	X-	1st	Justin Moore
	3rd	Gary Fazekas		2nd	Monty Pack
	4th	Richard Jones			



Super Street Prepared Champion Jeff Eikenberry



Classic American Muscle Car Traditional Champion Michael Erickson, Classic American Muscle Car Champion Jake Obniski and CAMC Ladies Champion Kelly Prior



T2 Champion, the one, the only Isacc Acks



Super Street Champion Joe Weinstein

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E

STANDING



RACING TIRE TIPS

BY JAMES CHARTRES
PHOTOS BY JAMES CHARTRES

Tyre or Tire anyway you spell it they are one of the most important aspects of your car. All the inputs you provide go into the tire contact patches that hopefully keep you on the track producing fast lap times.

The care and maintenance of your tires on and off the track is important to your overall performance. The following tips should help keep your tires in great condition:

Keep them out of the Sun

We have all seen stacks of tires at the track as people are switching between practice, qualifying and race tires. Leaving the tires out in direct sunlight exposes them to the sun's heat and Ultra Violet (UV) light that breaks down the rubber polymers. Leaving race tires out in the sun will result in them degrading faster than usual and consequently reduced performance.

KEEP THEM WARM

Don't store tires in freezing or below freezing temperatures. Frozen tires can result in cracks and unsafe conditions. If you are storing them long term place them in dark garbage bags, find a cool dry place and reduce the air pressure or dismount the tires. The generally recommend temperature range is 40-90 degrees F (5-32 degrees C).

TIRE PRESSURES ARE CRITICAL

Learning to set your tire pressures is a key setup parameter for your car as tire pressures can have a big impact on your grip levels. Most manufac-

tures will specify a range for hot tire pressures, for the Hoosiers used on Spec Racer Fords it is 24-26 psi. You can set your cold tire pressures at a known value before you go out. As you drive and generate heat the tire pressure will increase providing the hot tire pressure values. When you come off the track first thing you should do is collect your hot tire pressures and record them. If they are too high you can lower them to your desired pressure. If they are too low you can raise the pressure to compensate by adding air. You will find at different tracks and temperatures that you will have to set the pressures differently. For example if it is cold out vs

hot out the initial set pressure will be different. If the track is counterclockwise vs clockwise then your left and right tires might be different. After a few sessions you will be able to tell just how much of a jump in pressure from hot to cold will occur. You can then fine tune your cold pressures to give you the desired hot pressure on track. I find cold set pressures are generally 18, 18.5 or 19 psi depending on conditions and track. Without getting into the math, a good rule of thumb is the tire pressure will increase by 1 psi for every 10 degrees F of temperature increase. Before you go out for every session you should check the tires to see if any of the pressures are drastically different as you might have a leaking tire without knowing it.



TRACK HEAT CYCLES

Race tires are different than street tires. While race tires do wear out like street tires you shouldn't necessarily use them until they are worn out. Race tires can "cycle" out or reduce performance after a certain number of heat cycles. A heat cycle is defined as using a tire



on track, taking it from cold to hot and back to cold. This cycle of heat can result in a hardening of the rubber compounds and reduced performance. Some race tires only have a 4-8 heat cycles before they start to lose performance. In some cases there might even be "golden" cycles, improved performance for just 1 or 2 cycles in the tires life. We are lucky in Spec Racer Ford as the new Hoosier tires seem to have even performance all the way up to 12+ heat cycles. The Hoosier SRF tires seem to be the exception to the rule with some racers using them until wear out. I track heat cycles by using tally marks or cross hatch counting on the sidewalls. I have seen other people use dots on the sidewalls or straight up writing it down in their notes. Either way you should keep track of your heat cycles to tell when the performance of your tires drop off and for planning future tire purchases.

then it is time for wet weather tires. If the track just looks damp but there isn't standing water than you can get away with slicks and being smooth. Another tool you can use to predict the rain is the weather radar map. After a few times in the wet you will get better at reading the surface but sometimes it comes down to luck as you can't always predict what the weather will bring. In either case don't avoid damp or wet conditions these are great opportunities to get some practice and improve your smoothness on the track.

About the Author:

James races a Spec Racer Ford in SCCA on the West Coast. Originally from Australia he moved to the US about 10 years ago for a job as an onsite contractor at NASA. When he is not managing the technical work on Small Spacecraft projects, you can find him brewing beer, tinkering in the garage or racing on the weekends. He operates KangaMotorsports.com, which discusses how to get involved in amateur racing, provides racer tips, maintenance articles for Spec Racer Fords and documents his Datsun 240z project build.

Web: www.kangamotorsports.com
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SWAP LEFT TO RIGHT

For Spec Racer Ford we use a staggered tire size, front tires smaller than the rear. On tracks that are counterclockwise we notice lots of wear on the outside right hand tires and less on the left. To even out the wear we swap them side-to-side every 2-3 session. This also prolongs the life of the tires and helps save some \$\$\$.

WHEN TO USE WETS?

Sometimes the choice is easy, sometimes the choice is hard. Sometimes the risky ones are rewarded with a drying track or sudden downpour. Other times they are left behind struggling for grip. In general if you are seeing standing water on the track or increasing rain

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NOTES

from the *Archive*

THE RACING DRIVERS CLUB BY GARY HORSTKORTA



Steve Froines leads Lotus 7 of Ted Herman - Candlestick April 1964



The Road Racing Drivers Club was an essential part of the SFR and made many significant contributions to the Club's success. The following history of the RDC was written by the organizations President, Frank Schultheis and was on the cover of the RDC Enduro program from November 16, 1969

The Racing Drivers Club (RDC) sprang to life in late 1956, just eight years after the SFR was formed. A nucleus of "Senior Drivers" felt the need to assure that all drivers had fair treatment and a proper amount of racing. There were many other reasons for existence including to acquire additional racing time by putting on their own races; to train new drivers by teaching them at a RDC School; and to exert pressure upon and guide the SCCA at a time when amateur road racing was "wandering".

One of the first RDC events was the 1957 school at the Kingdon Drag Strip, southwest of Lodi. Those students (including Joe Huffaker) learned "how to" in the rain. But things were off the ground and there was some money in the treasury.

From this humble beginning, the RDC has accomplished many things. It promoted and ran its own events for some years. Its past presidents, to name a few including Larry Albedi, Ray

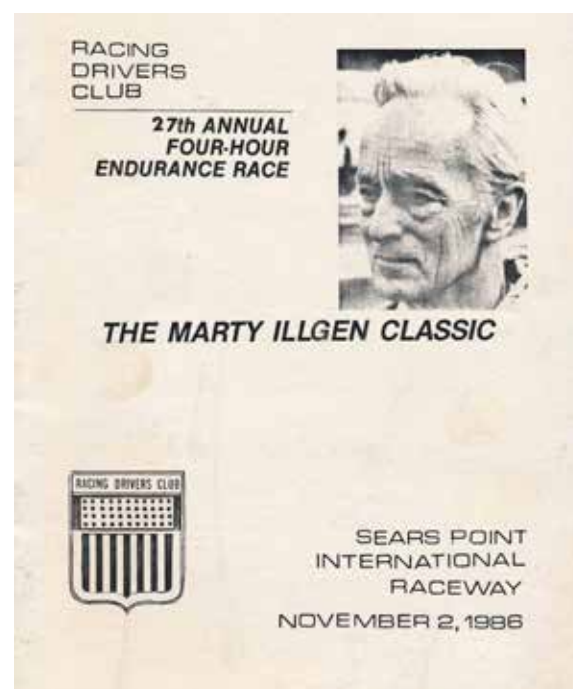
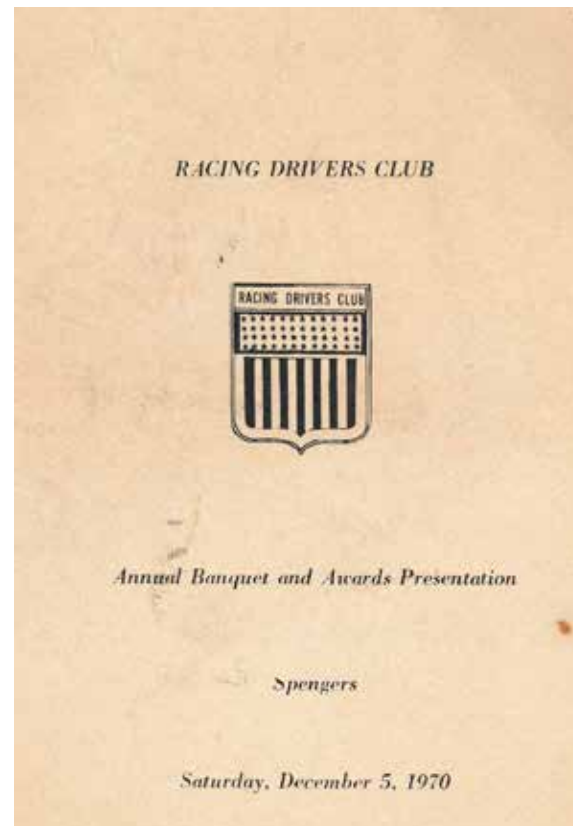


Altman, Red Faris, Ted Jackson, Earni Mendanhall, Stro Jones, Buzz Appleby and John Grove. These men saw that the relationship between SCCA, the driver and good road racing were held in the proper perspective.

As time went on, SCCA became more and more able to provide abundant racing opportunities. The Region's leadership was provided with more power from National and they used

this power. Little by little, SCCA became a more active organization and RDC found it no longer feasible or practical to provide a parallel racing program... RDC did however continue to act as a "watch dog" and as it does today, maintains a balance-of-nature between the driver and SCCA.

In 1964, RDC held the last of their RDC



Schools. 125 students enrolled...this was the most successful school ever held. Before the next year though, SCCA National ruled that they would run their own schools from 1965 on and made this stick by use of the sanction. There was little that RDC could do. Progress had taken some of their reason for existence away. All was not lost though, RDC provided all of the instructors for the

'65 school. Even today, most of the instructors are RDC members.

RDC also originates and implemented another program new to racing and peculiar to the S.F. Region - the Driver Observer. The DO was a corner judge. A driver, while on the course, was now being assessed by his peers, and reports of his transgressions were made by this fellow drivers. The DO program is now a part of the GCR and has worked to improve racing. Most DOs are also RDC members.

The final tangible event which the RDC has maintained is the Enduro. Held at the end of every season, it provides most entrants with either hardware or goodies for their efforts. The awards for the Enduro are distributed at the RDC Annual Banquet along with the RDC Regional Points Awards given to the best placing RDC members who competed in regional racing throughout the season.

RDC will continue to provide the Region's drivers with a voice to assure them of adequate, reasonable and favorable racing.

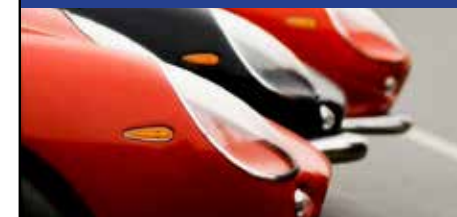


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2016 REGIONAL CHAMPIONSHIP FROM A TO Z

BY BLAKE TATUM

The 2016 racing season has ended and by now the smell of racing fuel has evaporated from your memory. The tingling in your toes as you play with the throttle on the pre-grid has been replaced with thick warm socks and aches in those toes as you trudge through another work week. Those endorphins dancing in the back of your helmet have not even gotten out of their chair since the last green flag fell.

To ease the blues I thought I would share with you a light hearted recap of the 2016 season.

REGIONAL CHAMPIONSHIPS FROM A TO Z

A

A is for A Sedan which was won by Terry McHenry driving a 1992 Pontiac Firebird. He beat out the Camaro of Michael Thompson. Terry and Matthew Insley should get together and form a Pontiac racing club. I am sure it will have at least two members.



AS Terry McHenry

A is also for Anderson. Speaking of small numbers Brian Anderson won the ITE championship in a 2003 Mitsubishi Evolution. If the car is anything like the television then it's a keeper. Brian would like to thank John Mueller and the team at Meullerized... also he would like to thank everyone in the paddock and all the SCCA workers who shared a laugh or a good story.



ITE Brian Anderson

B

B is for Bobcat Bicycles' Bob Bradfield. Bob runs his Mazda RX7 in multiple classes. This year he took the STU honors. Bob what ever happened to all those bikes you donated to Thunderhill? Bob had this to say about his year:

I'd like to thank Rusty, Ryan and Joseph Carl of Rusty's Repair in Santa Cruz for keeping my car safe and reliable for 15 seasons! Also, like to thank Mazda for making an affordable and fun car and the SCCA for giving it a place to play. Cheers Everyone!!



STU Bob Bradfield

C

C is for Club Ford which was won by Richard McClosky. Richard drives a red Crossle 32F,



CF Richard McClosky

that was originally built in 1978. I'm willing to bet the Englishmen assembling his car were singing "take a chance on me" by ABBA as they bolted his ride together.

D

D is for Andy Juner driving a 1991 AMAC AM-6 to the DSR championship. He beat out Robert Christensen who drove a Phantom. Last year saw the return of the DSR class on a regional only bases. When I grow up I want to drive a DSR, they look like so much fun!



DSR Andy Juner

E

E is for Matthew Insley driving the fastest Pontiac Fiero on the West Coast to take EP honors. A total of 26,402 Fieros were made in 1988 and



EP Matthew Insley

probably 20,000 of them are in the wrecking yard, so Matthew should not have any problems finding spare parts.

F

F is for FF, which was won by Chuck Horn. FF used to stand for Formula Ford but since the SCCA allowed the Honda engine in the class it is called Formula F. I will let you decide what the F stands for. Chuck has won numerous championships in Club Ford and Formula F. Some of the best battles you will ever see is when he and Denny Renfrow lock horns (pun intended). Chuck wanted to thank all the volunteers and race officials that make everything possible.



FF Chuck Horn

F is also for Formula Enterprise which was designed by the SCCA to become the formula car equivalent of Spec Racer Ford. Everything about the cars is controlled by SCCA Enterprises. SCCA was trying to catch lightning in a bottle again by mimicking the concept of SRF in a formula car. After some initial success the enthusiasm has died down. This year FE was won by newcomer Allan Sveta. Allan had this to say, thank Bulldog Motorsports for all their track side help, advise, setup and patience. They really know their stuff!"



FE Allan Sveta

G

G is for GTA taken by Rudy Peters in his Bay 101 Chevy Monte Carlo. Rudy had a whole list of people to thank,

SCCA Volunteers
SCCA SFR Team
Cody & Marshall Peters
Blake Thurlow
Mark Barsnick

Tri Valley Car Care

Ricky Freeman

Sam Peterson

Steve Toth

Special thanks to Cindy Peters

(note to Rudy you should probably list your wife first)



GTA Rudy Peters

H

H is for Hollingsworth. Ritch Hollingsworth won the formula Mazda Championship. Ritch used to race stock cars in the roundy round circuit. A formula Mazda is a long way from a Stockcar, so at least he does not have to adjust valves anymore. I have been to a lot of roundy round races and I know one thing, if trouble ever starts in the SCCA paddock I am going to find Ritch because he has been there at one those fights where a race broke out. He wanted to give his sincere thanks to: IBIS Cycles (Ride More, Work Less); Cal Poly, San Luis Obispo, Mechanical Engineering Department; fellow FM drivers Woody Yerxa and Kevin Rogers for much appreciated support; my loving wife Joilynn and daughter Veronika for unwavering support; the SFR SCCA family for making driving race cars possible. And Thunderhill / SFR SCCA for putting on an awesome MAJORS event and with our support 2018 Runoffs!



FM Ritch Hollingsworth

I

I is for Improved Touring. Without this classification, you would not have a place to race that Toyota Corolla collecting dust in your garage (just kidding). Improved touring is the place where a basically stock vehicle can have some minor modifications and become a racecar. The ITA champion for 2016 was Tupper Hull driving

a 1990 Mazda Miata. In fact, all but three of the 47 points earners in this class drove a Mazda Miata.



ITA Tupper Hull

I is also for ITS. This year's winner was Tao Takaoka. Tao competes on a high level in two different classes with the same car. Tao finished third in SMT in addition to winning ITS. In addition to SCCA racing Tao has taken on the Formula Car Challenge by World Speed, he is a fan of music, and he used to ride around in a big red truck with ladders attached to it when he was not racing.



ITS Tao Takaoka

J

J is for Jokester. The only person to up stage me at the banquet has been Tommy McCarthy. Not only is he fast he has a sense of humor. Last year he let Mark Drennen have it and this year he played it up as the hobbled kid. Spec Miata is where Tommy McCarthy won his regional championship for the second year in a row. Tommy really appreciates his SCCA experience and had this to offer:

Winning the 2015 Championship was challenging because I was only 16 years old racing against lots of seasoned veterans. 2016 was even more challenging because I shattered two vertebrae in my back from hitting head-on into a tree at the Hollister motorcycle park on July 30th (my first, and hopefully last, helicopter ride) and had to sit out a few months - I'm lucky to be alive let alone walking or driving anything. Our season had several other challenges including; a blown motor (due to me forgetting to check the oil level), transmission malfunction, axle dislocation, broken front sway bar, and many bent wheels. Nonetheless, we won 11 out of the 14 SM races

and took the SM Championship for the second year in a row.

I've raced almost every weekend since the age of five, won over 600 karting/quarter-midget/mini-cup races including seven National Championships but nothing has been as enjoyable as racing with the SCCA. Currently, I also race in the USAC & BCRA Midget series (both pavement and dirt). Unlike the stress associated with racing in these other series, the SCCA events are always very enjoyable and to me seem like fun mini-vacations with one big super-friendly family.

Special thanks to my extended family and to all that made it happen for me; my parents & grandparents, Mike, Donna & Chris Haag, Kent Stacy, John Joyce, Marc & Debbie (RIP) Hoover, David & Terri Vodden, Hoosier Tire, Mazda Comp., John Muller, Adam Chick, Duke Love, the entire Thunderhill staff, all the SCCA workers and staff, and my fellow competitors. Thanks everyone for being a part of Team Tommy!

Please check my web site and lemme know whatcha think: <http://tommykccarthy.wix.com/tommymccarthy-racing>



SM Tommy McCarthy

K K is for Roland Kamber which is a great name for a racecar driver. I wonder what Roland Kamber sets his rolling camber at in his racecar. Roland won SMT - Spec Miata Tire class. He overcame some stiff competition from Tupper Hull and Tao Takaoka. Unfortunately the thrills of the racing season can be all consuming and we may forget those closest to us. Roland just wanted to write a little thank you, as follows.

Thank you to everyone who showed up for the 2016 season. There were a lot of good battles throughout the year and that was a lot of fun. I was on the stage at the banquet, blabbing about who knows what, when we were called up to receive our trophies. In all the excitement I forgot to thank the one person that supported me all year. If you ever want off piss off your girlfriend, just neglect to thank her on stage at an SCCA banquet! ;) Talk about hero to zero! I'm going to use this opportunity to Thank Lisa Devlin for all of her support throughout the year. Thank you for being there at the track, thank you for all of

the cupcakes with pictures of our cars on them, and thank you for going home with me, even when I didn't win.



SMT Roland Kamber

L L is for light, as in Grand Touring Light. Patrick Casey won the GTL championship in a purple and yellow Mazda Miata. Patrick lives in Hawaii and flies over to the states to race cars. Talk about a dream come true!!! Mahalo!!



GTL Patrick Casey

M M is for Mustang. One of the hottest classes in SCCA is the Spec Mustang class. This year it was won by Sean Wheeler. He burst on to the scene a couple of years ago and has never looked back. No really he has never looked back according to the people trying to overtake him. Sean they are called mirrors. Glad to see the Mustangs out there and I love the noise they make!!!



SMG Sean Wheeler

M is also for Mitch Marvosh. I don't know if Mitch is a cowboy but he does ride a steel horse. His Mustang is a GT2 version and when he drives it he plays for keeps, however, I am not sure if he has a loaded six string on his back. (Bon Jovi- Wanted Dead of Alive)

Mitch added these thoughts about the 2016 season. We had a challenging year in GT2, jumping from SMG, starting with the car build-up and sorting a fairly difficult Trans-Am tube framed TA2 animal in the Howe Ford Mustang. But the fact that we made enough of a showing to claim a title is awesome! First I'd like to thank the SCCA SFR for putting on a great season and the event workers who do such a great job. Truly the SFR is the pearl of the SCCA, very professional, yet every event seems like a family affair. A huge thanks to the AV8 team led by Darrell Anderson, you guys went the extra mile and certainly overcame more than a few obstacles. My friend and ultra-pro who has been a source of both track and mental knowledge, Johannes van Overbook. Of course my sponsors, Wolf Films, keep watching TV folks; Sparco for the assist on gear, and of course Beacon Marine, just the best dang Boat & Marine retail store in California. Also a final nod to the Spec-Mustang (SMG) gang, great guys & gals, spirited competitors all and the best friends to hang out with in the paddock.

2016 was a great year, but as we move into 2017 I look forward to upping the ante (code for getting in over my head) by entering the professional Trans-Am series as a very young 57 year-old rookie. I'm pleased to be announce that I have joined the ARX Motorsports team in a 2-car TA2 effort and as an the 'western' associates with the TA2 championship winning team, Mike Cope Racing. For any one interested in following my 'rookie' Trans-Am exploits, please follow me at www.facebook.com/MitchMarvoshMotorsports and on twitter @MitchMarvosh



GT2 Mich Marvosh

N N is for Clark Nunes the T2 champion. Clark barely lost out to Sean Wheeler in the SMG class but he did beat out Don Van Nortwick for the T2 championship. Everyone competing in those two classes rode Mustangs.

Clark was very appreciative of his SCCA experience, he shared these thoughts. This being my first year ever, to drive and compete in a road racing series, I have several people to thank for helping me have a successful first season. I would first off like to thank, Darrell Anderson and his crew at AV8 Supercars, I truly could not have done it without them. I met Darrell in

January of 2016 when I inquired on a Racecar for sale on craigslist. Once I had decided to purchase the car, Darrell encouraged me to get a SCCA license at the upcoming SCCA licensing School. I elected to attend the school and use the pit support service that AV8 supercars provided. This enabled me to focus on just learning how to drive my new racecar. Upon completing my licensing program, I then was encouraged to come out and race. I had a lot to learn, but once again Darrell and his crew made it easy for a Rookie driver to get comfortable in the car and just focus on driving. They handled all the pit support, car setup, and driver coaching and on occasion had to put my car back together when I would make those rookie mistakes. They were always able to get me back out there for my next race. I would also like to thank all the people at the SCCA that make this great series happen and last but certainly not least my sponsors. Fastrack Investments Inc., Premier Properties & Estates, and the Development Company, without their support I could not compete. I look forward to competing in the 2017 season.



T2 Clark Nunes

O O is for OH my god you spent how much? Rob Davis won the GT1 championship in what has to be the highest cost-per-minute class in SCCA. To make matters worse his dad also races in the same class. Rob's car bears a close resemblance to Lightning McQueen, lets hope he does not end up in Radiator Springs after a bad day at the track.



GT1 Rob Davis

P P is for P2. Aaron Bailey won P2. He used to drive an A Sedan but he became radicalized and started racing P2 (which stands for Prototype 2) in a 2007 Radical SR3. Aaron wanted to recognize the following people: First of all I would like to thank my dad for helping me throughout the

season, and my wife for always supporting me. Without the support of them both I would not be able to do what I love. I would also like to thank G-LOC Brakes, Peter Calhoun and Michelin Tires for the continued support. We are looking forward to 2017! Thanks!



P2 Aaron Bailey

Q Q is for Quick. Jim Devenport is like the instructions on the shampoo bottle. Wet hair, lather, rinse, repeat. Jim did exactly that in P1. He qualified on the front row, set a new track record, won the race, repeated, over and over again.

This is what Jim had to say about the 2016 season: 2016 was a dream season for Team Cranbrook Racing. In addition to winning the P1 regional SFR championship, we won the Runoffs, the national points title, and the Super Sweep. Plus we were undefeated all season long other than a couple of mechanical dnfs and accumulated 21 wins, 21 poles, and 20 fast laps. Big thank you to Jason Hohmann and Chris Garcia at Bulldog Motorsport for a tremendous effort and immaculate car preparation. Also couldn't do it without my sponsor Cranbrook Group, Inc.



P1 Jim Devenport

R R is for Rob Riner the 2016 Formula S Champion. Formula S is the class where if you build it you can race it. You see Audi Powered Reynards, full ground effects Super Vees, and what ever exotic super fast formula car ever built gets to race here. Rob has a Formula Mazda but not the one you see competing in the Formula Mazda class. Rob's car has much larger tires, a different front wing, and a sleeker nose.



FS Rob Riner

S S is for Spec Racer Ford. This year Michael Boyle won the Championship. SFR used to be just SR. It stood for Spec Renault. When the supply of Renault engines dried up SCCA had to make a change and they switched to a Ford engine in 1994. This engine was about ten horsepower more and had a displacement of 1.9 liters. When the Ford engine was introduced the name of the class was changed to SRF (Spec Racer Ford). These engines had a very throaty, ear piercing sound.



SRF Michael Boyle

T T is for Tim Auger. Tim won the STL championship in his 1992 Acura Integra. He beat out Wilson Powell. Tim races in two different classes STL and SMT, which is not unusual but he does so in two different cars. He races an Acura and a Mazda Miata. It is unknown which one produces the biggest smile but I am sure Tim will fill me in and get it straightened out (dentist jokes). Tim had the following people to thank:

I would like to thank my wife Meghan for being OK with me disappearing on so many weekends. My mom, Gini Auger, who came to all my hometown races. Ron Carroll and Donna Gilio of Good Times Racing for fantastic car and track support. It takes a village to keep an old Acura at the front of the pack. Thank you AIM Tires, Invisalign and Augersmiles.com for their support. Thanks Jeremy Barnes of Mazda and Ann Bixler of SCRAMP for help with the birthday celebration in June. See you all next year.

(RUDY PETERS TAKE NOTICE - HE THANKED HIS WIFE FIRST)



STL Tim Auger

U is for Umberto Milletti SRF3 Champion. Umberto means renowned warrior according to the website Think Baby Names. Well to win in the no holds barred world of SRF3 you have to be a warrior and Umberto has proven worthy of his name. He would like to thank the following:

Chris, Jason and Javier at Bulldog Motorsports gave me a fantastic car again in 2016, and allowed me to repeat as a region champion, and win the Western Conference. My gratitude goes out to all my SFR competitors for their encouragement as I compete at the national level, and hope to represent the region well again at Indy this coming year.



SRF3 Umberto Milletti

V is for Vreeland. Scott Vreeland won the Formula Continental Championship in his 2001 Van Diemen RF01 over Ken Rozeboom who was driving a 2002 Van Diemen. The name of the cars comes from one of the co-owners, Ross Ambrose's, place of birth. He was born on the Island of Tasmania, Australia, which was formerly known as Van Diemen's Land. I think he should have called the cars Tasmanian Devils. Van Diemen has the manufacturing facility at the Snetterton Racing Circuit.



FC Scott Vreeland

W is for weak link. FA champion Steve Baumhoff calls himself the weak link in his racing circle. Anyone who drives a Formula Atlantic car cannot be considered a weak link. I think it is more a case of Steve being humble; this is what he had to say about his year:

I would like to thank John Cerini, Michelle Hemus, Mike Smith and all the others on the Cerini

Motorsports/M&L Racing team. They have allowed me to pursue a life long dream and they never fail to provide a perfect car and fun atmosphere. Our race weekends are all about hanging out with friends and family...the driving is just icing on the cake. I would also like to thank all of the dedicated SCCA volunteers. I could not have the fun that I do without all the work that they do. Thanks again to all, and I will try to uphold the excellence you bring each weekend, but I know full well that I am the weak link.



FA Steve Baumhoff

X is for ITX. The million dollar man David Allen replaced a knee and went through shoulder surgery to beat out a group of young whipper snappers in taking the ITX championship. Winning a championship is not new to Dave, as he has won 22 Regional Championships in 11 different classes, plus six wins at the Illgen enduro, and one win at the 25 Enduro in a full bodied Formula Mazda.



ITX David Allen

Y is for the y in fantasy (I know it is a stretch). Bruce Trenery owner of Fantasy Junction took an Acura RSX and won the Super Production class. He beat out Joe Montana who drove a 2010 Ford Fusion. Bruce is the only guy I know who has won the Super Production championship in an Acura. Plus he is the only guy I know who has ever beat Joe Montana at anything. This class was once dominated by Frank Emmett in his bad ass black Corvette. Bruce had this to say about the 2016 season:

I would like to thank everyone in the SCCA family who donates their time so that those in the cars can experience the joy of racing. As a driver, I'm sure that I often don't appreciate all

the effort put forth, so I can have fun, from the registration people, who are always friendly and smiling even as we all rush them on Friday morning at one time, to the tech people who try and make sure our cars are safe and that we have an level playing field in which to compete.

Next, the safety crew, in heavy uncomfortable gear all day, to be ready in case something unexpected takes place. They have to be prepared for injury, fire, the effects of old age on humans, and broken and hard to move racecars. Next, hats off to the corner workers, who brave the sun on hot days, and the rain and cold at the other end of the weather patterns. They have to keep an eagle eye out for the car that just spun out of the sight of oncoming traffic, to fluid being dropped from a car, to quickly changing flags from blue to yellow, to white, red and black depending on what is happening one second to the next.

Next, thanks to the stewards who try and keep peace between the competitors, often fired up about one transgression or another. Finally thanks to the social crew, always ready at the end of the day with snacks and beer, always willing to listen to "I'm sure I could have gone a second faster", or "I would have won If", to "I've never seen one of those break before".

The SCCA is truly a family, and for someone who went to Driver School at Cotati in 1969, a family I obviously enjoy the company of.

I want to also take a moment to thank Ward Rose of Import Auto Repair in Modesto, who works hard to keep the my Acura on the track, without him, racing would certainly not be as much fun. I'd also like to thank Dave Hutchins who steps in to help when necessary, and cracks some of the best jokes of any weekend.

And a good time was had by All!



SP Bruce Trenery

Z is for Zoom Zoom. The tag line of the Mazda car company, without whom SCCA would probably be out of business. Look around -- there are more Mazda Miatas in the paddock of an SCCA event than sitting in the parking lot of the factory. Then look under the engine cover of half of the formula cars, all Mazda Powered. The winner of our own home grown class and

undoubtedly one of the most fiercely contested classes was Dave Allen (the million dollar man) who won the Sealed Spec Miata Class. The cars in this class are run on a dyno and all have the same horsepower. This was the second regional championship in 2016 won by David Allen.

Dave is retiring from full time racing and wanted to say a few things about his experience. 2016 was my best year ever in 26 straight years of SFR racing and my biggest thanks go to car owner, crew chief and good friend Ed Railton. Before the 2011 season, Ed challenged me to take on the Sealed Spec Miata class in the car he used to win the SSM championship multiple times. The SSM class was a brilliant idea brought to life by

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Mike Smith & Ed: Miatas were wildly popular, competition intense and spending was ratcheting up, so keeping the costs down by sealing the engines at a horsepower that most used street Miata engines could meet was a very good plan. The plan worked so well that SSM class was the third largest in 2016, behind only SMT & ITA. Throughout my 7 years of racing Ed's stable of Miatas, Ed has gone far above and beyond the call of duty, fixing everything that I could break in Superman speed, even Saturday night trips to San Ramon to get a back up car and be ready by Sunday morning. Over the 7 years, Ed's SSM racers have brought me 7 championships, 1 in STU, 2 in EP, 3 in ITX and my most treasured, SSM in 2016.

What an excellent finish to my 60 years of involvement with SFR as a spectator, crew gofer, driver coach, volunteer, chief and racer.

2016 was my last year of competing for championships. For the next couple of years, I'll be racing interesting cars that I've never had the

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chance to compete in previously.

Thanks also to the many drivers against whom I've competed. Racing is so much more fun when your best friends at the track are the ones you are closest to on the track. Early in my racing career a competitor in my class loaned me a part that I'd broken on Saturday, so I could race against him in ITD on Sunday. That was my first execution of super polite racing, there was no way there would be any body contact or rude moves. In 2016, when faster than me, Kirk Uhrlaub went off course early in the race finally caught up to me to contest for the win, it took him a few laps to get by. He won and I told him: "Getting by me will never be easy, but it will never be dirty." The racer I spent the most time with, in very close proximity over the last few years was Greg Hoff, I got the biggest smile at the season ending weekend when he said: "Please Dave, don't stop racing!" That made me more proud than any trophy I've ever won. Close, clean racing is "The Joy of Racing."

I also want to thank the dedicated, hard working volunteers of SFR. Racers couldn't race if those volunteers didn't show up like clockwork for each of our SFR race weekends AND all of our pro event support weekends at Laguna Seca. It's not just that they don't get paid, they spend significant cash and time away from home to support our

racing. Thanks to our SFR volunteer workers for helping to make my passion for sports car racing turn into a dream come true. The 14 year old boy who was there in 1957 for the first ever race at Laguna Seca, gets to go out on top at age 74. It doesn't get much better than that.

Thanks for the Memories,

Dave

FULL BODY CONTACT

BY BRUCE RICHARDSON
SPECRACER ENTERPRISES UPDATES

2017 SRF3 CONTINGENCY FOR HOOSIER SUPER TOUR RACES & RUNOFFS

Ford Performance and SCCA Enterprises are pleased to announce the SRF3 Cash and Parts Credit Voucher (PCV) Contingency for 2017. The Cash and PCV contingencies will apply to the 11- Hoosier Super Tour Races on Sunday as well as the SCCA Runoffs Race at Indianapolis in September. Cars must show two (2) Ford Performance Stickers and one (1) Ford Blue Oval sticker to qualify for the SRF3 contingencies.

Ford Performance Cash	Enterprises PCVs
1st \$250	\$250
2nd \$225	\$225
3rd \$200	\$200
4th \$175	\$175
5th \$150	\$150
6th \$125	\$125
7th \$100	\$100
8th \$75	\$75
9th \$50	\$50
10th \$25	\$25

G3 MUFFLERS - The Closed End G3 Mufflers are now in stock and are ready to ship. The new "G3 Closed Muffler" part number is G1190523 and has a list price of \$195. Note that there is a change to the rules on packing. The following is out of the current GCR book:

J. EXHAUST

Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe. Standard Muffler Kit

G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P/N G1190524 is available. Muffler packing of any kind is not permitted. Tail pipe may be tack welded to the muffler.

G3 CLUTCH & GEARS - The Sprung Hub Clutch Disc will be available to ship this month in limited supply. The new G3 straight cut gears have been approved for production and will be available to ship in quantities in February. The new "G3 Sprung Hub Clutch Disc" part number is G720005 and has a list price of \$299.

BRAKES - The new Wilwood SRF Brakes will be available in about 8-10 weeks. The new "SRF Wilwood Caliper w/Bracket, Pins & Seals" part number 800038 and has a list price of \$392.

SPECRACER SFR CSR NEWS

WEBSITE UPDATES - We continue to add to our website. In the last month we have added exploded view drawings with part numbers for the frame brackets, frame sheet metal, half shafts, steering, tie rods, and the transaxle. These new pages should make it easier to order the correct parts the first time. We also have added an abbreviated version of the GCR for the SpecRacer Ford.

CREDIT CARD PAYMENTS - We now can take payment with a Visa card. We can accept payment over the phone or at the track with a swipe.

NEXT DAY SHIPPING OF PARTS - We have made a large investment in inventory and can ship most parts the same day with next day delivery. We can use a low cost local shipper like OnTrac or the standard UPS or FedEx.

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2017 DRIVER'S SCHOOL

BY KEVIN ROGERS

The 2017 San Francisco Region, Sports Car Club of America's Drivers School from February 24th through February 26th at Thunderhill Raceway Park is fast approaching. We at SCCA and Thunderhill Park have been working throughout the fall and winter to make this the best Drivers School that we have ever put on. A number of changes have been made to this year's school to give students both beginning and advanced more track time and more individualized instruction.

One of the things that make this school such a success is that we teach our students how to race. Most professional driving schools will teach you about racing but they do not want you in close proximity to other race cars. That is how race cars get damaged. However, that type of instruction leaves their students unprepared for what happens in real racing. Please be aware this school is not an HPDE (High Performance Driving Experience). It is an HPDE on steroids. You will be in close proximity to other cars throughout the entire racing surface. We strive to make the experience as safe as possible; however in any type of racing stuff happens. Please be aware when you take a race car onto a track there is a possibility that it will be destroyed through no fault of your own. In any type of racing drivers need to understand that no matter how much money you have invested in a race car you need to be ready to walk away from your entire investment should a crash happen. I don't mean to be negative, but last year we had a student going through school that spun and was stopped facing the wrong way on the track and another car hit him totaling his car. The driver of the totaled car had been doing HPDE's and did not understand that the car that ran into him was not liable for the damage. He then went on to have a hissy-fit on social media. We work very hard to make this school as safe as possible but **THIS IS A RACING SCHOOL.**

Our school is so successful because of the personalized instructional format. Students who

are coming to Driving School will have a student to instructor ratio of two/three students to one instructor. In addition, we work to match the students with instructors who have personal experience with the type of car the student is racing. That is why all students entering Driver School fill out a Driver Profile that allows us to match students to instructors. This instructor matching allows the student to gain specific information concerning the students chosen car and class. In addition we offer instruction to include currently licensed racers who wish to refine their talents. This is a fantastic deal, for a little more than the cost of a double regional race weekend you get 4 1/2 hours of in car one-to-one instruction with instructors who are infinitely familiar with the type of car you are driving and 3 races. Currently licensed racers will be working with their instructor to develop a set of specific learning objectives to allow the student to lower lap times, be more competitive, and have greater car control.

This year there is a new process for completing the mandatory Ground School which must be completed prior to the start of Drivers School. When filling out your entry for Drivers School at <http://sfrscca.motorsportreg.com/> you will be asked to fill out a Drivers Profile. This profile will allow us to send you a link to the online Ground School training. The Ground School consists of two 45 minute interactive training presentations. **BOTH TRAINING SESSIONS MUST BE SUCCESSFULLY COMPLETED PRIOR TO ANY ON TRACK SESSIONS.**

If your car does not have a current **SCCA LOG BOOK** you should have the car Tech'ed prior to school. Each year we have drivers who come to school with a car that has been raced in another series or has not been recently raced in SCCA and assume the car will be legal for competition, do not assume, have the car technically inspected prior to school. That way if any problems are found they can be rectified prior to school. Cars participating in Drivers School must meet the minimum safety standard for

SCCA's Improved Touring Classification. If you have a car that needs to be Technically Inspected please see the Region web site www.sfrscca.org for a Travel Tech.

The paddock (pits) will be open at 4:00pm on Thursday February 23rd for participants to set-up their pit area.

To enter Drivers School please see the regions web site sfrscca.org and click on the Drivers School Tab for the step by step entry process

If you do not currently have a race car for Drivers School see the list of rental car providers on our web site.

Be prepared for rain. It tends to rain at Drivers School. Waterproof your car and its electrical system now! Rain-Ex is a good thing on glass and helmet visors both inside and out. You need to have some type of rain tires available in case it rains. In certain car classes there are mandated tires to be used in the rain. In Drivers School we do not care about mandated rain tires. Drivers may use any treaded type tire which will work in the rain on their particular car. If you and your crew don't want to be wearing trash bags all day (ask my crew about driving school, we were the trash bag kids) you might want to buy rain suits and some type of waterproof footwear.

As coordinator of this event myself and my staff will be at Thunderhill from Thursday through Sunday. Our job is to help you have a fun and successful school experience. All of us are licensed drivers who have been involved in SCCA racing for years. If you have any questions concerning policies, procedures, mechanical problems, etc., please do not hesitate to ask.

I look forward to meeting and working with you. If you have any questions prior to the school you can contact me at the numbers below or contact Sherry at Thunderhill Raceway Park 888-995-7222 or at office@sfrscca.org.

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SAN FRANCISCO REGION MEMBERS HONORED AT SCCA NATIONAL CONVENTION



Jim Rogaski, SFR Steward, is this year's recipient of the Woolf Barnato Award, SCCA's highest award, presented to the member who has made the most outstanding long-term contribution. Winners are nominated by the last three recipients and approved by the Board of Directors.

Allen Davis, San Francisco Region Tech Chief, and Dave Kettler, of the Milwaukee Region received the John McGill Award. This honor is presented for significant contributions to the Club Racing Program. The winners were chosen by the Club Racing Board and the Vice President of Club Racing.



New SCCA Hall of Fame member Joe Huffaker, Sr.

For more than 30 years, Joe Huffaker Sr. was one of the most successful racecar constructors. In 1954, he was contracted to build an Austin-Healey Special. The car, known as the Huffaker-Healey, was a common sight in the late 1950s on race tracks in Northern California. In 1959, Huffaker joined British Motor Cars in San

Francisco to open a competition department. Known as BMC Competition Department, this effort spawned a very successful string of cars includ-



ing the BMC Formula Juniors and Genie Sports Racers. During this era, BMC Competition Department became one of the largest racecar manufacturers in the United States.

From 1964 to 1966, Huffaker's attention was turned toward Indianapolis 500 competition. He helped build the famous MG Liquid Suspension Specials, for which he received an engineering award for design and development. Huffaker also helped develop safety technology in

the form of the deformable fuel cell.

Not forsaking SCCA racing, BMC Competition continued to build dominate production racecars such as MGBs and Jaguar XKEs. But in 1967, Huffaker left BMC and formed Huffaker Engineering where preparation of winning cars continued. These included SCCA championship winning MG Midgets, MGBs, Triumphs and Jensen-Healeys. In the 1980s, Huffaker Engineering built Pontiac cars for the Trans Am and IMSA series.

"I really appreciate being involved in the SCCA all my life," Huffaker told Saturday's audience via Skype. "Thank you for including me in the SCCA Hall of Fame. It's a big honor for me."

Huffaker was inducted into the San Francisco Region Hall of Fame in 2007.

2018 RUNOFFS



It was also announced that the 2018 Runoffs will be held at Sonoma Raceway (aka Sears Point) October 16 - 21.



CHUCK KOEHLER
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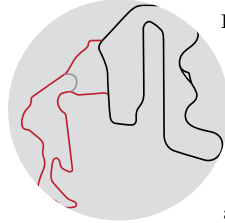
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THUNDERHILL REPORT

BY DAVID VODDEN



I just got back from the 2017 edition of the SCCA National Convention. I go there to learn from the people, the presentations, the networking, and anything else I can. Events and directions taken by the Big SCCA do impact Thunderhill. For example: it was announced that the 2018 SCCA Runoffs will take place at Sonoma Raceway in the fall. We tried to get this event as part of our 25th anniversary, but I was told that Thunderhill is not a "signature track". We do not have a major-league reputation nor a NASCAR race.

I also learned that some drivers attempting to enter the 2017 Runoffs at Indianapolis may be turned away. This caused a big outcry from those present. The Big SCCA said that there will "not be enough room to accommodate over-subscribed fields". The car count on track "could" be exceeded by those wanting to attend. Eric Prill of the Big SCCA noted that there were concerns that this would happen at Mid-Ohio this year. It did not. The same concern was expressed about the Daytona Runoffs. Both Daytona and Mid-Ohio attracted between 550 and 650 entries, nothing like the 900 that was forecasted. And now Indianapolis?

I made a contact that may result in us offering car insurance for open track participants who come to our track. That would be good. Because of a presentation by Brian Ghidinelli, Thunderhill will host a series of meetings at Thunderhill with our track renters. Brian will present his "30 Ideas in 30 Minutes" Powerpoint. After seeing Brian's program, I am confident that those attending will leave with new ideas that will increase their bottom line. When the date is established customers of Thunderhill including: Hooked On Driving, Northern California Racing Club, NASA HPDE, Audi Club, BMW Club, Keigwin's at the Track, Shelby Club and many more will be the first to know. The afternoon event will offer a good lunch, Brian's presentation and a report from Shannon Ell describing our plans to make the "25th Anniversary of Thunderhill in 2018 a marketing bonanza for all who are a part of this historic landmark - 25 years!! Wow!

I enjoyed meeting with our insurance carrier representative Paul Underwood of K&K Insurance. Thunderhill Park has a very good pay-out ratio which is how the insurance industry rates its customers. Mike Collins of Pro Racing asked if I would be interested in becoming a part of a specialty board that he is creating having to do with track operations. That was nice. I must go through my notes to identify the many other ideas that this year's SCCA banquet offered. I will use them all at Thunderhill.

It was interesting to note that the people representing the Big SCCA last year were not present this year. Lisa Noble was in charge when the SCCA Convention opened in 2016. She had Indy Car executive, Derick Walker, in tow. Their plan was to make big things happen and now they are both gone. To be honest, this happens a lot in the Big SCCA. You might guess why but you would be correct if you said that a well-thought out vision and long-term planning is hard to achieve if you change leadership and key players on a predictable, if not well-thought out, schedule. No new President for the Big SCCA has been selected yet but the headhunters have whittled the list down to a manageable number. [Why does a relatively small enterprise like the Big SCCA need to use expensive headhunters?] Stay tuned.

This year the SCCA Convention provided some very special moments. I was witness to Allen Davis winning the John McGill award for his contribution to the SCCA at the highest level. All drivers in our region have had some dealings with Allen in Technical Inspection. They know that he is special. Since day one, Allen has balanced the need to get cars inspected and on track with the attitude that the driver of the car is a good guy and worthy of respect. It is so important for the men and women who do all that it takes, and it takes a lot to race, be treated with respect. It helps to err on the side of the customers and, in the end, it is critical to make them feel good. It is a real challenge for those with authority on the week-ends not to let it go to their head. They are there to help, assist, educate and make good for those who come to their segment of the race weekend. It's not that hard. Congratulations Allen Davis!

Equally good and exciting was the honor presented to our Club member and official, Jim Rogaski of the Woolf Barnato Award, SCCA's highest award. It is presented to the member who has made the most outstanding long-term contribution. Like Kyle Larsen, Jim Rogaski, with copious amounts of help from his number one partner, Linda Rogaski, earned this honor by working for it, a job at a time, a year at a time. In doing so he produced excellent results. Members of the SFR SCCA should feel some sense of pride that its members, including Jim, are frequently identified as worthy of the highest honors and that they do their work and make their contribution to the Club with humility and skill in ways that make people great. Congratulations Jim!

The 2017 Big SCCA Hall of Fame also inducted Joe Huffaker Sr., Peter Brock, Dennis Dean, Larry and Linda Dent, Lynn St. James, Phil Hill and Jim Kaser. I was impressed that Dennis, Brock and Joe were replete with praise for the San Francisco Region of the SCCA. It turns out that these inductees started or had significant presence in their earliest days with our Club. Names like the great Roger

Eandi, Marty Kaufman and many others that I did not know, were responsible, in some way, for the achievement of these new Hall of Fame members.

Throughout the convention, the SFR SCCA was cited, quoted, mentioned and complimented for this and that and a wide range of exceptional achievements in the past. You should be proud! Those times of great achievement occurred when our Club sought to be the best, to win and to lead the way for others. We pushed membership up over 6,000. We contested for recognition and awards to show that the SFR SCCA was the best. We created special races and classes and we made money, that enabled us to have the best event equipment, the best services and reward those who won in the competitive environment we created.

If I had control over the Club, we would return to those days of heavy-duty competition at all levels. Being the best would be the mantra of our programs. Building classes and encouraging all-out racing would be first. Promoting membership would be next because good people come from membership. Believing that membership is too expensive to impose on all but the racers in our Club says to me that we do not think what we do is worth very much. Bunk. You want to race with the best, join the Club. You want to be part of the best Region in the Big SCCA, get out your wallet. If you see the social as the core value of what we do that's great, join the Club. The social interaction of our members at events and in other ways is great, but it is an outcome of a dynamic and fierce racing Club.

It happens at a higher level and with greater frequency when the Club's racing and Solo programs are fired up with competitive juices. The winners win. The rest of us strive to be winners. To mean anything what we do has to be significant. Let's make winning significant. People will catch on and thank us for making the ten or so weekends of life on the edge we spend together, different, meaningful and rewarding in ways that only racing and members of a racing club can appreciate. All of this applies to every member who signs a release form at the gate. It applies to Solo. It applies to being a volunteer and it applies to you.

Finally, I was greatly impressed to see the status and reputation that our Regional Executive, Dr. Gary Pitts brings to the Big SCCA and to our Club. It is one thing to have a good R. E. who wants to do his or her best. It is another when your R.E. knows everyone, has had dealings with everyone, and was President of the Big SCCA as well as Chairman of the Board. I don't think it is obvious that Gary Pitts is an amazing fellow whose passion for the Club is second to no one. It does not hurt when the person pitching your case hired the person who makes the decision. Thanks Gary. I know you do not go to all the events and I under-

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1221 Fourth Street, Berkley
510-525-1164
www.alfapartscatalog.com

FUELS AND OILS

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

HOTELS

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

PARTS

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

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

Trasko
Trasko.usa.com

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

RACE CAR RENTALS

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

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

SERVICES

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

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

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

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

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

TRACK EXPERIENCES

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

VRMotioncorp.com/scheduler
503-720-3290

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

<< CONTINUES FROM PREVIOUS PAGE

stand why but I also know that you can get more done with your network of friends and critical knowledge without doing so. The San Francisco Region of the SCCA is well positioned and remains a significant and powerful force in all SCCA.

See you at the Club Driving School February 24,25 & 26 at Thunderhill. Please take some time to recruit a new driver. Also, please call me to secure your Event Sponsorship benefits for the races at Thunderhill. You will be so glad that you did and so will the Club and Thunderhill. Call now 530-934-5588 Ext. 101. hill.com to start the process. Heck, you can even buy ad space on our web page. Will it never stop?

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



Super competitive SRF Gen 2. Top 10 in Runoffs past 2 years. Fresh national motor+ quality regional motor. 3 sets of wheels with tires including new rains. Brakes and rotors have one race session. Re-built transmission last year. \$15,500. Open trailer available for \$1000. Call/text Dan @ 443.742.7702 1702



1992 Van Diemen FF. Loyning Runoffs motor. Stack dash, Technomagnesio wheels, Penske shocks. This model FF has almost won the SCCA Runoffs and currently wins races in England. RACE READY. \$10,000 Jerry Pacheco 530-367-3899 1612



1985 REYNARD FORMULA FORD PACKAGE DEAL: CAR, TRAILER, ALL SPARES FOR \$10,000 Early 1985 chassis, updated to later rocker arm rear. Freshened Kent motor, .005" over. Lots of spares and lots of new parts. Car currently set up for autocross C/Mod, could easily be converted back to roadrace configuration. Charlie Davis STXE36@gmail.com 650-740-7898 1612

For Sale 1974 Lola T 320 Formula Super Vee, Ground up restoration Everything is new or rebuilt. Beat the Atlantic cars for 1/3 the price \$35,000.00 Ed (415) 883-4824 1612



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 heim and suspension bushings. 2012 Complete chassis reset- paint, heim, 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 1812



SPECRACER #33 FOR SALE OR RENT Fast and clean SpecRacer for sale or rent as a GEN2 or GEN3 after October. Updates include: new paint, Butler seat, in-cell fuel pump, new air Intake tube, new fuel regulator, Penske shocks, 2 sets of Shelby rims, transponder, removable steering wheel, and Laguna muffler. Motor has 104+ hp and 120 ft-lb of torque. Strong, solid car currently second in points in the San Francisco Region. GEN 2 Price \$17,500 GEN 3 price \$36,000. For more info and rental rates go to www.accelracetek.com or contact Bruce Richardson @ (669) 232-4844 or brichardson@accelracetek.com 1811



Spec Racer Renault #434 ,Rebello motor, Spare motor and Transaxle, Spare Radiator, Jack stands & Jack, Spare nose & tail, Misc parts, 6 spare aluminum wheels, 6 spare steel wheels, \$8500, Jeff Francis 559-307-5878 1508

FENDERED RACE CARS



ITR/STU/EP 2003 BMW Z4 FOR SALE,

\$18,950 OBO. 13 WINS. TOLLEFAB Cage, 200 HP REBELLO ITR Engine, FACTORY Hardtop, DIFFSONLINE Getrag 5 Speed with CAE Short Shift Kit, 4.10 Diff with OS GIKEN LSD, GROUND CONTROL Bump Steer Kit, TURNER MOTORSPORTS Transmission/Subframe/ Suspension. Bushings and Adjustable Camber Arms, APEX Wheels, AST Double Adjustable Coil-Over Shocks, K&N Cold Air Box, Supersprint Header, and 3 Quart Accusump. CONTACT: clintdewitt@comcast.net, or 916.622.6678 1702



Turnkey, race-ready HP Honda CRX Car has 4 SCCA National Championships with 4 different drivers; third at Laguna Runoffs with 5th driver. 138 MPH trap speed at Daytona Runoffs. No possible effort left undone. Car comes with - Jongbloed wheels; Houseman, 5 racing gears trans; custom air dam/splitter; Tran-X limited slip; highly developed, "bagged" SS header; water-to-oil heat exchanger; custom water radiator; Comptech prepared engine; AEM Infinity ECU; data collection sensors; and "owner's manual" with track session/setup data. Comprehensive spares package available. Contact hussey.steve@gmail.com or 650-823-9927, \$27,500 1702



Spitfire Roller For Sale. MUST SELL --- Please Make Offer. Ex-Tom McCarthy Car. Tom Ran at Atlanta, Then sat one season, I bought it. I made numerous improvements, used it for my Driver's School at Sears Point, got my two races in. And then divorced. Stored indoors since. Complete EXCEPT NO engines, transmissions. Has very rare Positraction, McCarthy axles, full gauges, three sets of wheels Spare Spring Towers, Used Super Trap Muffler. rhostler@gmail.com 1811



1986 Porsche 944 Turbo Race Car GT 2 - 2400lbs. 568 HP/DYNO SHEETS, Low Hours, NASCAR Style Cage, 968 6-speed, BIG RED Brakes, Adjustable boost, MOMO Wheel, ACCU-SUMP, etc. all the best \$100,000 plus invested. SCCA, NASA, PCA logbooks NEW HOOSIER R7's --285/30ZR/18 Front & 335/30ZR/18 Rear Car located in Santa Barbara. \$27,500 OBO Steve 617-838-4648 info@americanglobal.org 1811



The car is a 2006 Mustang prepped to SCAA T-4 specs. Cage is custom made by TC Design. Suspension is Ford Racing. Ford limited slip rear end. ECU has been tuned for max. power and torque. Motor and transmission are stock and low mileage. Hawk brake pads, Cobra racing seat, FIA six point harness and NRG steering wheel and removable hub. Spares as well. Trailer is nearly new two axle car trailer with 4 wheel electric brakes. Wooden deck and ramps. Asking \$14,000 for the whole package. My phone number is 925-389-0447 1808



AV8 Supercars has two Spec Mustangs for Sale. Both are ready to win and have!! \$35k each. Darrell Anderson. AV8 Supercars 510-928-2423 1808



2005 NISSAN 350Z GT-3 or GT-2 Built by Ken Murillo on a Neely/Murillo chassis. 2 Runoffs wins, 3 podiums, 4 poles in GT-3, 1 pole in GT-2. It is race ready with current annual tech good till May 2017. Hewland trans newly rebuilt, Speedway Mini Stock newly rebuilt. Two KA24DE engines, new spare Speedway Supermax, 3 sets of rims, new cool suit not installed. Contact: John 530-412-0649 jblacksrf17@hotmail.com, \$32,000 1608



2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX "Wonderbread" Car. Square tube chassis, Lotus link, flat floor, driver's side exhaust, Rebello 2015 Spec KA24 3-Valve motor, 32mm SIR, built NEW for the 2014 Runoffs on a virgin block and crank (all new parts with the absolute latest trick internals, engine and chassis dyno tuned). Completely sorted, 3rd Place finisher at the 2014 Runoffs,

2014 NORPAC Division GT-3 Championship, 1997 NASPORT Championship and current lap record holder at the Thunderhill "new" 5 mile course and previous lap record holder at the Thunderhill 3 mile course. PRICE REDUCED - INQUIRE - Includes 2 motors, 3 sets of wheels, extra carbonfiber body parts, 24' Haulmark enclosed trailer and spares. With 19 years of continuous development and more than \$125,000 invested, this is a winning car! Call or e-mail me for a complete spec sheet and photos. Chuck McKinney (510) 812-1140 chuck@amtmetals.com 1802



T1 2013 Ford Mustang Boss R Fastest T1 Mustang on the West Coast. Ford Factory Built Race Car. New Huf-faker Motor with zero hours, New Dry sump system, New fuel cell bladder and pumps, complete Cortex Extreme Suspension with JRI double adjustable shocks. This car has the best of the best! Call for more details. Darrell Anderson, American V8 Supercars 510-928-2423 1802



Spec Mustang/T2 Mustang. New build by American V8 Supercars. Ran two races and a test. Car is ready to win a championship!! This car has the best of the best! We can also build you a car to your spec's or Rent you a Spec. Mustang for the season or a race weekend. Call for more details. Darrell Anderson, American V8 Supercars 510-928-2423 1802

SPEC MIATA



1999 SM for sale/TPD Trailer combo Race winning car. Refreshed for 2014 Runoff's. Top 10 at the Runoff's. Stored since. Great spares. 3 sets of wheels. Drago motor. Will part with 24ft fully loaded 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



1990 Sealed Spec Mazda Miata with a very strong Haag engine. Many spare rims and tires along with extra parts. Car also has current SCCA log book. In great shape, just needs a driver. Also selling with or separate, a 2014- twenty foot trailer, basically like new. Asking \$11,500 for Miata and \$4,500 for trailer. Excellent deal and it is stored in Monterey, please call Frank @ (714) 394-1631 1810



FOR SALE: Top of the line / winner in STU and PTD - FOR SALE: Top of the line / winner in STU and PTD - \$24,999. Add excellent South Wind 35 Class A motorhome with 50k miles, plus two axle trailer for Super [Marc-Hoover built and maintained] STL/PTD Miata, plus all the tires, wheels, two transmissions and a pile of awesome parts, some brand new, for an additional \$25,001 and take it all in time to win in the NASA championships at Buttonwillow next month!! All good stuff with more value than offered by all similar Miata deals. Call 530-934-5588 Extension 101 before it is all gone. 1810

1991 Spec Miata - 1.6 I Mazda race limited slip diff, race wheels and set of street wheels, some suspension and steering spares, \$3000 SCCA and NASA logbooks tandem axel open trailer also available. Eric Hernandez 650 208-3544 threebeanracing@netscape.net 1704



1991 Seal Spec Miata For Sale. Chassis up build with all suspension parts new during build. Lots of thought went into this build with too much to list in the ad. Driven for two SFR region seasons and a clean SCCA Logbook. Sale includes a spare engine and transmission. Asking \$14,000 please email for details Graduate.JoshuaFine@gmail.com 1803



1999 Spec Miata - Nearly Race Ready. 1.8L / 5 speed / Torsen, Haag motor with

only one break-in weekend, Team Dynamics race wheels w/ RA1s, Upgraded roll cage, Evil Genius exhaust, Kirkey 71300 seat, Advanced Autosports splined quick release, Rennenmetal ballast weights and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013 Clear CA title with plate n drive it to the track! Extras! Stock wheels w/ new Dunlop Direzzas, Advanced Autosports fuel pressure regulator (2x), Lightweight tow hitch and ball mount. Fluids, filters, brake pads, restrictor plates, etc. Tim Ryan tim@seventhcirclaudio.com \$17,950 1803

"1989 Chevrolet Camaro IROC-Z "Players Challenge Series" car is FOR SALE. Raced professionally by Kathryn Teasdale in the Players Challenge and is a legitimate 1LE R7U Camaro. Raced in SCCA and CASC after it became ineligible to compete in Players. 305 cu in w/5 speed transmission, Ford 9' Ready to race with new tires, fresh maintenance, and has some spares that will go with the car. Have all log books for Vintage verification. \$17,500. Mary 831-905-8668 or pozzimotorspords@gmail.com 1802



Two BMW E36 IT-prepared rollers for sale, one with some front end damage. Complete race-ready drivetrain for ITS 2.5l and complete drivetrain for ITA 1.8l available, prepped to IT limits and chipped. Agressive limited slips for each. Fully built suspensions. 2002 ITA 3rd place SFR region championship car. Make offer. banta@racer.net, 650-472-1486 www.fizzball.com/bmw01 1701



Pro-built Honda S2000 track car/STU?? - new paint - F/G top-rear wing Tolle roll cage - helmet fan - 2 Recaro seats - Sparco wheel - Stop Tech brakes - Eibach coilovers - APR frt. nose and splitter - AIM dash W/GPS-OZ wheels - cat drop pipe. Frank Shoemaker (916) 919-5750. \$22,000 OBO 1808

SOLO RACER & TRACK CARS



Prepared-class Autocross car for sale. Well built, but needs suspension development. 1994 Camaro "Convertible", with Autocross cage. "Brand New" Paul Casese-built 302" (3.0" stroke) L98-style motor.

AFR Aluminum heads, Gromm ported - Holley Double-pumper. Roller cam, Canton pan. (~450+HP) MSD. Lakewood scattershield/bellhousing, Centerforce Clutch, Super T10/Hurst. 3.73 w/ Auburn posi Koni coilovers, 2002 Brakes front/rear. 16" Real 3-piece wheels. Herb Adams Torque arm. All Autometer gauges. Kirkey seat. Rear Battery, Electric water pump. Perfect Red paint. Upper-half finish at my first SCCA Solo 2 Nationals! \$6000 - Many spares/alternatives. More Photos if desired: Email to: sethracer@aol.com. Seth Emerson - San Jose, CA (408) 247-2237 1809



2000 Toyota Turbo Spyder autocross car. Original owner, 80k miles, fresh acrylic paint, Veilside body kit, Sparco racing seats, Turbo (240 hp to the wheels), power controller, Tien coil-overs and sway bars, custom Cusco diff., turbo twist wheels and star spec tires. Set up for autocross racing. 2 time SCCA SFR class champion. Never been in an accident or needed major repair. Will throw in the trailer set up for another \$300. \$14,995 obo. Call, text or email John @ 510.409.8678 john@fabinc.biz 1808



Formula 1980 Red Devil formula 440 Chaparral engine. Nice original car unmolested and never crashed or hit.. This is a very low hour car. Never log booked and has only been used for autocross. This is a 35 year old race car it has some bumps scratches and wear but I bet its one of the best early 440's left \$2500 775-721-1568 1808



Street-legal Palatov D2 An Atom on steroids. California SB100 registered, licensed, insured by State-Farm, smog-exempt for life! 2200 lbs, 480hp! 6,500 miles all street speeds, never tracked. LS376 GM LS3 motor. Race-quality six-speed sequential Quaife transaxle with LSD. All LED lighting. Tablet-based dash with integrated data-and-video acquisition, wireless upload. Alcantara, Momo, Wilwood, Bilstein, ceramic-coated exhaust and more. It would take over \$100,000 to replace, not

including the SB100 registration. \$85,000 925-247-0846 More info: <http://tinyurl.com/palatov4sale> 1000

2000 BMW M Coupe, TRACK CAR. Original owner, low mileage (53K). Street legal. Smogged, and has CA tags valid through April 2017. Excellent condition. Titanium Silver, Imola Red interior. \$25,000. Professionally prepared for track driving. The perfect track day car. It is stiff, light, fast, and bulletproof, yet can be legally driven to the track. Has done 30 track days before being kept in closed storage for the last eight years. Mostly garaged California car. Features and Upgrades: Stock S52 engine, 240 hp, 236 lb.ft. Custom roll-cage and sub-frame reinforcement. Recaro race seats with 6- and 4-point harnesses. Removable Momo steering wheel. Traqmate data acquisition and Chasecam SD video. Bilstein Sport Shocks and H&R springs. Larger diameter anti-roll/sway bars. Front strut brace. Zionville radiator & oil cooler. Additional ducting for front brake cooling. Partially stripped interior. Many extras. https://docs.google.com/document/d/1CeJOr_QLHOvKebUe61Mx8qnUAh-7buL09F1-Y_kCCbGg/edit?usp=sharing for full details and pictures. bryn.dole@gmail.com, 650-224-5029 1005



2000 ZX2 SR (special edition Ford Escort) 18,000 miles, came in three colors, this is one of 500 in red. SR stands for street racer. Fully adjustable factory suspension. All original except wheels and header (original parts are part of the package). Immaculate condition very rare. drive to the solo event, take home the trophy, and then drive home, all for \$13,000. do not miss this opportunity!!! contact Tim Van Ravenswaay 616-443-3313 1005



Pro-Built EP/DP Miata. Only the best: Penske, Rebello, TC Design, OS Giken 949Racing, E85, Proven D-Prepared & Index Solo winner. Craig 408-460-1201 cnorthc1400@yahoo.com <https://sites.google.com/site/craigsdpmiataforsale/> 1410

STREET CARS



Street Car classified: 1988 Fiero GT, 5 speed transmission, runs great, fresh

paint, \$3400 obo. Photo is pre-paint. Contact Maggy Kelly: ' to 'Street Car classified: 1988 Fiero GT, 5 speed transmission, runs great, fresh paint, \$3400 obo. Photo is pre-paint. Contact Maggy Kelly: 925-413-8015 1011

Street Camaro for sale. Classic American Muscle Autocross/Track build? 1997 Camaro Z28 Hardtop (not a T-top) Crank Windows! Brand new - Bob Gromm-built 383 LT1 motor (Stroke 97 motor). Canton Road Race pan/pickup. Air Conditioning hardware removed. GM showroom-stock cam + kit installed. 6-speed - T56 - Hurst shifter. Dual-adjustable Koni shocks all around. Sam Strano lowering springs - HD sway bars. New OEM-type catalytic converters & Flowmaster. 18" C6 wheels and older Hoosier DOTs. Very good body - White/Black roof. Cloth interior. Power door locks - OEM Radio/CD works! Includes new Autopower Rollbar - not installed. Includes correct long-tube Hooker headers - not installed. Includes new smog-legal short-tube headers - not installed. Asking \$4200 - or offer? (much less than the motor cost). Car in San Jose, CA - Seth Emerson (408)247-2237 Photos if desired: Email to: sethracer@aol.com 1010

KARTS



TAG Parilla Kart for Sale. 2008 Rocket Kart RK2. 100cc Pirella tag motor. Micron 4 data acquisition. Extra seats. Never raced, very fast \$2500 Blake Tatum 209-403-2452 sfrwheel@gmail.com 1005

TRAILER/TOW



2006 Pace 7x14 Enclosed Trailer Nearly new with less than a 1000 miles, bright red enclosed trailer that's nearly perfect. It has a custom diamond plate front box, man doors on both sides so you can pit on either side, and a ramp door with extra ramps. It has a few pit pal accessories inside and can be towed with a 1/2 ton vehicle since it weighs only 2400 lbs. dry and 7' wide. \$5000 contact Rob Shaw (916) 952-7809 1012



2002 TPD CAR TRAILER 36 Foot goose-neck two axle with about 3000 miles. 28 Feet inside - room for 2 cars, no cabinets, mounted spare and new tires. \$16,000 209-894-3949 bsgil99@hughes.net 1012



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 1010

Top of the line, four-axle trailer \$2500. 530-934-5588 E-101 / 530-330-2186. 1000

2000 Excellent condition South Wind RV - \$25k. If you buy both the RV and STL Miata, will include \$2,500 top of the line, four-axle trailer as a bonus. 530-934-5588 Ext 101 / 530-330-2186. 1000



For Sale Haul Master Utility Trailer. 870 max capacity. 8 in. Wheels. Only used 3 times to haul racing tires like New Tool chest with spare tire, Jack, etc. Call Joel or May. 925.687.8148 1005

Trailer, light and strong. 12' x 5' flat bed on an aluminum frame. long ramps with secure stowage. with a set of Willans tie down straps. \$800. johnhstreets@gmail.com. com. 650 704 9200 1005



Featherlite Model 3110 open Alum. Trailer - 17'6" - 2014 - Alum Air Dam - Spare tire - 6 ft. pull out ramps. Removable fenders - two 3500 lb torsion axles, etc. \$5000 OBO Frank Shoemaker (916) 919-5750 1000

Tools/Equipment /MISC FOR SALE

Large collection of historic autocross photos looking for a new home. Contact NorPac Archivist Gary Horstkorta if interested: norpacarchivist@comcast.net 1002



Seat For Sports Racer For Sale. Never used, Fiberglass, Make offer rhostler@gmail.com 1011

The Wheel "Garage": Three Vertex Std. 5 watt, 16 channel radios with two crew headsets and three chargers. \$575. Longacre Laser Pyrometer. \$40. AMB My Laps battery powered transponder w/ charger. \$250 Terry Gough (775) 857-2407 1010

Spec Miata Motor Haag Performance 1999 Spec Miata motor with 1 season - no issues - \$2000 OBO. Call Brian Ghidinelli @ 415.568.8927 1007



Set of 4 Porsche alloy wheels (used) and 4 BF Goodrich g-Force R1 tires (like new) - (2) 225/50/16 and (2) 245/45/16 \$1,495 obo. Call, text or email John @ 510.409.8678 john@fabinc.biz 1000

Weber 3 x 45mm DCOE kit for E24 BMW series 630 1977 - 1989, fits other 3.0, 3.3, 3.5 engines, new in the box never mounted, all parts necessary, linkage manifolds hardware etc. Best offer. Contact 831-917-5952 1000

SHOP/STORAGE SPACE

Garage Space Available at Thunderhill, located along the paddock, near AIM Tires. You would share space with two other cars, one car is unused/storage only, the other is Spec Miata. Garage is furnished with storage rack, fan, table/coffee maker, fridge & tools. Plenty of free space. Will consider track day or race weekend short-term rentals also. If interested, contact Al Gjedsted @ 415-694-8519 or alangi@comcast.net.

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

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

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

SERVICES

Race Car Fabrication and Dyno Tuning Chassis Fabrication, Fiberglass, Custom Bodywork, Engine Building, Welding and Dyno Tuning. 925-455-1066 Hoover Chan HooverC@TurboHoses.com TurboHoses R&D 1509



All-Weather Storage Lockers - Now @ Thunderhill Park! Finally a solution to having to deal with all your race equipment! Don't bother lugging your gear around or leaving it out in the cold. Rent a 4' X4' X8' Thunderhill locker daily, weekly, monthly, or even yearly to make sure you always have a place to keep your important and valuable items. These lockers are big enough to store almost everything you could need for your time at Thunderhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1507

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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

RACE CAR RENTALS

Larry Oka

Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services 11771 Foothill Rd. P.O. Box 350, Sunol, CA 94586 925-890-3555



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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

Mazda Miata Rentals Good Times Racing- Ron Carroll and Donna Gilio. We have front running, winning Miata's for rent for all SCCA and Nasa events, SMT SM ITA PTE. Arrive and drive with full support, coaching also available. Contact Ron 530-210-3848 recmotor-sports@gmail.com or Donna 775-781-3385 racecarbetty5@gmail.com

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

Formula First race car for rent for SFR drivers school and select regional races. The car is very well prepared and ready to go. It will fit large/tall drivers. It has a full GPS based data system and cameras onboard for driver development. Take advantage of my 35 years of racing experience to help you learn, or fine tune you're driving. Call Scott 916-801-9728



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. SPEC RACER RENTALS & SUPPORT: AccelRaceTek has fast cars for rent and offers great arrive and drive trackside support. Rental cars are well maintained and have the latest upgrades. Trackside support includes more than

just getting your car to the track, we will help you get faster. Our attention to detail and experience will give you a competitive advantage. Our rigorous service and preparation results in reliable cars, we don't have any DNF's due to poor maintenance. AccelRaceTek is now the SFR CSR and can support any SpecRacer driver with parts and support at the track. www.accelracetek.com. Bruce Richardson @ (408) 499-7266 or brichardson@accelracetek.com 1007

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THE POSITION OF TIMING & SCORING CHIEF IS CURRENTLY VACANT.

After 10 years on the job, the prior Chief has retired. This is a great opportunity to make a difference in the Region and the racing careers of all SFR drivers.

The Timing & Scoring Chief is responsible for producing and verifying results for SFR regional races, specifically by:

- Making sure T&S equipment is set-up and in working order, prior to the start of each event.
- Managing current T&S staff (back-up tapers, 4 computer operators, results producer).
- Verifying that each competitor is registered properly in the system.
- Compiling and publishing the Provisional and Official Results and Race Grids.
- Working with drivers that are late entries or have problems with numbers or transponders.
- Breakdown and storage of T&S equipment at the end of the event.

TIME COMMITMENT

Prior to event weekend: 30 minutes (email crew about event, etc.)

Event days: full day plus 30 minutes prior to start and 60 minutes after final checker flag.

After event weekend: 30 minutes to record attendance and update the Attendance Chief and send out an email thank you.

To learn more about this opportunity, contact Regional Executive Gary Pitts or the Region Office:

Gary Pitts: gary365@aol.com or 530-559-1064

Region Office: sherry@sfrscca.org or 530-934-4455

SFR'S ANNUAL
(IT REALLY HAPPENS ONLY ONCE A YEAR)

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Ground school will be covered in an online class before the school weekend.

In addition to registering, you need to obtain your Novice Permit which requires a physical form, photos, and additional information from the SCCA National Office. You **ALSO** need to provide your car (probably a rental) and all your own safety gear.
Entry fee = \$649

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