



VOL. 58 | MARCH 2017

The wheel[®]

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

HALL OF FAME

p. 7

FIRST SOLO OF THE SEASON

p. 10

DRIVERS SCHOOL

p. 18



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March 2017

Above: SFR Solo, Curt Thill takes third in his Blazer in CAM, Photo by Paul Tibbals

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

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CALENDAR

2017 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

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

IT'S BACK!! RDC FOUR-HOUR ENDURO

October 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.

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

BAY AREA SOLO CALENDAR 2017

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>



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RANDOM THOUGHTS

WHEELWORKS BY **BLAKE TATUM**

The road to Indy has already begun. Cal Club hosted a super majors event, our own Chuck Horn dominated Formula F (formally Ford) in his Honda Powered Swift.

Help wanted sign is out in bold type at the San Francisco Region Race events:

Current openings: Timing and Scoring Chief, Announce Chief, Social Chief

Fortunately the course Marshals Crew has been solidified. Nothing happens until the course Marshalls show up. They are:

*Don Landers
Christopher Likous
Jerry Fox
Yongzhe Wen
Jon Cronk*

Thank you to the entire crew, the club appreciates the work you do!

Changes at the WHEEL, new race reporter none other than the PressSnoop herself Lynne Hunting, Thank you Steve Jaroch, the past race reporter, for all of his efforts.

Got Milk? Actually we want you to have Blue-milk. New race photographer is Dito Milian owner of gotbluemilk.com. Like them on Facebook. I bet all of you Star Wars fans will know where the name gotbluemilk came from.

Driver's school is over. Nice to see all of the new Students. Too bad the wide variety of cars we used to see is no longer present. Lots of Miatas and Spec Racer Fords.

Additional Changes. New Trophy supplier Brian Linn. Please provide feedback to me, the goal is to make your trophies the coolest in the land.

Stockton project is still moving forward. 15 acres of Autocross heaven awaits.

Classified Ads: before taking on the WHEEL the first place I looked in the magazine was the classified ads. Little did I know that would be the hardest area to keep up to date. Those of you that have had problems, I apologize for any issues.

James Chartres, social media advisor, wants your videos. He is in the process of getting the region's YouTube channel going. He says we have the sexy we just don't sell it good.

Speaking of Social Media, Brian Ghidinelli reminded me that having someone do social media

is not exactly new to our region. He was posting pictures on Facebook while he was on the Board. The problem lies with the succession plan. Who carries on the work once the creator is gone?

Runoffs at Sonoma in 2018. Do you think we can get the Board to at least have a three day Major's event?!

Good thing about all of this rain, the background for pictures should be nice and green well into May.

As I type this Marcy Crawford has stepped up to be Timing and Scoring Chief!!! Marcy Rocks!!!

With so many track days it makes it hard to make slot sales (adding an outside race group to a regional weekend)! Last year's bottom line was enhanced by Slot sales; this year slot sales are down.

New engines, better tires, Spec Racer Fords are five seconds faster than three years ago!!!

Surprise, Surprise, Surprise, Mazda Raceway at Laguna Seca added some pro-events to the schedule. Calling all club members, we can use your help on our all-volunteer race staff.

Anyone taking bets on how long the next CEO of SCCA will last? I think the job of being a stepfather to a 13 year old girl would be easier.

E46 wherefor art thou?

Wherefor art thou, Thunderhill Rewards? Got an e-mail from driver's complaining the program was not in place. If you are interested in bringing it back let a Board member know.

Paradigm Shift, got lots of comments, see the letter to the editor. I love feedback, it shows that

members place a value on the magazine.

Don't recognize the voice on the other end of the Regional office phone? Nan Mendes, has been working part time for the region for a year-and-a-half now.

Sherry Grantz is still in the office, working part-time now, too.

Gary Pitts promises us this is his last year as the Regional Executive (we will miss him), former Board members start thinking about your acceptance speech!!

Drivers School is done and social was handled by the crew at Thunderhill. I heard it went real well. Jim Thompson can handle anything thrown his way!

Sometimes a good idea does not work that way. Starting to hear more reasons why the banquet does not work well for the volunteers and drivers. Please feel free to chime in on this.

Its official! We will bring back the four-hour Enduro at the last race of the year. It just did not feel right ending the year on a Saturday night.

I think the Russians are to blame for the Academy Awards screw up!

THE RACERS DENTIST



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THE SAN FRANCISCO REGION OF THE SPORTS CAR CLUB OF AMERICA INDUCTS THREE MEMBERS INTO THE HALL OF FAME FOR 2016.

Chuck Tatum

David Vodden

Mary Lou Robson

CHUCK TATUM

BY BRUCE BRUNNER

CHARLES W. "CHUCK" TATUM (1926-2014)

While he is best known for building the Crusader Formula Vee's he began his car building career shortly after returning from WW II where he served as a Marine in the battle of Iwo Jima. While in his early 20's, Chuck built several Jalopy stock cars to compete in oval track racing based out of his Stockton, CA home. This led to road racing in 1953 with his own car.

Chuck was also quite active in helping to promote road racing in Stockton which began at the Stockton Airport in 1952. This was a sorely needed addition to the SFR schedule which included only three other road races that year. Working behind the scenes, Chuck actively worked to bring the races to his hometown. There were 103 entries for the first race and 12,000 spectators in attendance which not only made this a successful event but also ensured it would be on the SFR race calendar for 1953. In fact the Stockton Road Races remained a part of the SFR schedule until the last race in 1966. At that time, Stockton had been the longest running event in the club's history.

The Formula Vee (FV) idea was simple enough: build a racecar to a set of specific rules from a readily available supply of parts that anyone interested in going racing could afford. This was

not a new idea, as others had tried to create inexpensive cars, but in 1959, Herbert Brundage (SCCA HOF inductee in 2016), a southeastern distributor for Volkswagen, thought he could make it work. Brundage commissioned Enrico Nardi to construct a single seat, mid-engine Formula Junior car built around a standard Volkswagen engine, transmission, brakes, wheels and suspension. This first car handled poorly and was set aside.

A chance encounter between Brundage and retired Col. George M. Smith brought new life to the project which resulted in a car they named Formcar. Smith began to receive orders for his car, and set about promoting the class to SCCA. In 1963 he received permission to run FV's as an unofficial class with full recognition beginning in 1964.

Here in the West, local racer and car builder Chuck Tatum happened upon a Formcar at the Candlestick Park races in September 1963. One thing led to another and five weeks later, Tatum became one of the earliest U.S. manufacturers of Formula Vee's when his newly named "Crusader" was completed. At the June 1964 Stockton races, Tatum and fellow Crusader drivers Jerry Demele, Bob Doctor, John Grove, Ken Livesey, Tony Simonaro and seven were part of the first



SFR grid of Formula Vees. Little did he know how popular this class of cars would become. Tatum would eventually build in excess of 150 cars in succeeding years and outlast most of the other original builders.

Chuck wrote the acclaimed novel, "Red Blood, Black Sand". He helped produce a PBS documentary based on his book which won him an Emmy Award. His novel was credited as one of the three books in HBO's mini-series, "The Pacific". During his service in WW II, he was awarded the Bronze Star and Purple Heart. He was a past president of the Stockton Marine Corps Club.

A unique soul, he was gregarious and quick witted, with a fantastic memory and a great story teller.

DAVID VODDEN

BY RJ GORDY

David was born in Billings, Montana, one of seven siblings. Before leaving for Orange County, California, he acquired a taste for auto racing courtesy of his older brother and mentor, Lee.

David founded the California Jalopy Association on KTLA-TV running on Sunday afternoons. While growing up in the dirt-track

circle world of racing, David earned BA and MBA degrees in business at Cal State Fullerton. At this early juncture his resume did not include driving. After college he purchased a sprint car and then later a three quarter midget. David drove at Ascot, South Gate, Ventura, Orange County, Saugus, Las Vegas and lesser known spots in between.

In 1980 he became the General Manager of Baylands Raceway Park in Fremont. He got behind the wheel again. Sprint cars would dominate his racing agenda until retirement in 2003. When Baylands closed, a friend of a friend, Geoff Provo, suggested that David be considered as a candidate to run the San Francisco Region of the Sports Car Club of America's (SFR/SCCA) new road track. This was 1987, almost thirty years ago.

David was a consultant to our track effort when our beloved Region Manager, Don Wixcel became ill. David was asked to take over as Region Manager while Don recovered. Once in the seat at the clubs office on Pacific Avenue in San Francisco, he was on his way to not only make our track a reality but to help the clubs bottom line as well. He moved our office to Livermore. He brought a successful merchandising program to the club that not only added a bottom line but spread our logo and our



message wherever the shirts, hats and jackets were worn.

Using his business education and unusual resume in the sport, David worked with a bevy of great people to build Thunderhill Raceway Park from a dream to what it is today, a \$14M multi-dimensional motorsports business that enjoys success at the bottom line and a fantastic reputation in the motorsports industry.

In 1990 David climbed back into the driver's seat and began racing in SCCA. He has raced in ITD, ITC, ITB, ITA, SSA, PT, RX7, SM, STL and anything else he could talk people into letting him drive. He has won several Regional Championships as well as Pacific Coast Road Racing (PCRR) titles.

Today, David is the CEO of Thunderhill Raceway Park and is most proud that Thunderhill has no debt and is positioned today to survive well into the future for members of the SFR/SCCA. David is also blessed to have three successful children and five awesome grandchildren. He is further blessed to be married to Terry Taylor as his partner in the mission of life.

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MARY LOU ROBSON

BY BARBARA MCCLELLAN



Mary Lou was born and raised in Denver and graduated from the University of Colorado with a BS in Nursing. She moved to California in 1961 and worked on the Trauma Team at

San Francisco General Hospital. She switched to office nursing because she started working races and needed weekends off.

She was first introduced to racing on a date at Cotati Race track with her late husband Rocky Robson who was crewing for a friend. After they were married, he decided he wanted to be a flagger at the races. She got bored and knew

she need to find something to do at the track, so she started working turns as a Communicator in 1962—at which time she joined USARM (United States Auto Race Marshals). A year later she was asked to become Chief of Communications. So she and Rocky decided that if she held that title, she needed to join SCCA—which she did in 1964.

Along with racing, she and Rocky were very active in the SF Region's Concours de'Elegance program. Rocky was the Chief Field Marshal and she was a Field Marshal, also serving as the Chief Field Marshal at Hillsborough, Sacramento, Livermore, and Palo Alto. In 2005, she renewed her concours work as announcer at Palo Alto and Marin.

Besides being Chief of Communications, she has been Chief Announcer, worked with the ladies in Race Central (now known as Race Administration because of multiple duties), Membership Chair, founded the Chapel services at club events as Chapel Coordinator and in 2004, she joined the Stewards team. She has been on

the SFR HOF committee since its inception. She has also been on the SCCA National HOF Nomination Committee for three years.

After Rocky died, Mary Lou renewed an acquaintance with a friend from the Concours days—Ernie Mendicki, who also raced at the Monterey Historics. They were eventually married. She went through Drivers School in 1993 at Thunderhill in Mike Benson's Spec Racer Renault. There was a mouse which didn't live to tell the tale of her hitting his hay bale that weekend, hence the "Verminator" license plate on her race car. She eventually bought a Crossley Hot Shot and raced it at the Monterey Historics for three years until Ernie passed away.

Things have changed over the years at our various race tracks. At Sears Point (called Sonoma Raceway these days), Race Control started in a school bus parked on S/F straight, then moved to the pagoda above where Emergency was stationed, next to the drag tower, and finally above the main grandstands. At Laguna Seca, Race Control was a table on driver's right, about half way up the S/F straight. Then to the half bridge, where the starters worked, on the end and were again out in the open air, this time above the ground. Next it was to the upstairs of what was then called the Newman Building (later Skip Barber school), where you couldn't see anything. Of course it now resides next to the Timing & Scoring building on the fourth floor of the control tower.

Mary Lou, has received a number of awards over the years:

- Premier Award of Merit in 1975
- SCCA Regional Executive Award in 1976
- RDC Worker Performance Award 1991 (to the Announce crew when she was Chief)
- Thunderhill Worker of the Year in 1998
- SCCA Worker of the Weekend Oct. 6-8, 2000
- SCCA Board Award 2002
- SCCA Board Award 2003

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Drew Mathers finishes in first in STF in his Honda Fit.

SFR AUTOX GETS OFF TO A GREAT START

By Ryan Panlilio Photos by Paul Tibbals

The first round of the San Francisco Region's Solo Series was held at Marina Airport on February 19, 2017. Despite the threat of rain, 134 competitors showed up for the course designed by Mack Tsang.

Here are some victory stats compiled by Isaac Ken Mollenauer took first place in AS in his '07 Chevrolet Corvette Z06. He was closely followed by Mary Pozzi in her '04 Corvette Z06. Dusty Perryman rounded out top three in his '08 Saturn Sky Redline.

Larry Sharp, in a '16 Ford Focus RS, finished in first place in BS. Navid Kahanghi, also in a '16 Focus RS, finished second, and Youmna Zalzal, in

a '04 Honda S2000, took third. Jamie Leckrone, in a '16 Focus RS, took first place in BS-L over Connie Lu, in a '00 S2000.

Maurice Velandia took first place in CS over Sean Velandia. Maurice was in a '13 Scion FRS, Sean was in a '16 Mazda Miata. Mark Lewis took third in his '16 Miata.

Mark Scroggins, in a turbo '16 Chevrolet Camaro, finished in first place in DS. He was followed in second place by Jonathan Stroud, in a '13 FRS, and Gaganpreet Bains in third place in a '14 Subaru BRZ.

Dennis Hubbard led the drop-top contingent in ES in his '99 Miata. Craig Boyle was a close

second in his '91 Miata, and Vernon Head took the last podium spot in his '99 Miata.

BMW M3s swept the top three spots in FS, with Sean Boyle taking first in his '13 M3. Richard Jones took second in a '12 M3, and Michael Do Couto took third in his '10 M3.

Howard Yang, in a '16 Focus ST, took first place in GS over Christopher Smith, who was driving a '13

Focus ST. Al Anderson, in a '03 Volkswagen GLI, finished in third.

The SS category was swept by one maker, Porsche, with less than 0.921 separating first from third. Monty Pack led SS in his '14 GT3. He was closely followed by Alan Jung in a '16 Cayman GT4, with Joe Weinstein taking third in his '16 Cayman GT4.

Jake Obniski took first place in CAM in his 1996 Ford Mustang. John Lawrence, in a '15 Camaro ILE, came in second, and Curt Thill, in a '72 Chevrolet Blazer, rounded out the top three. Kelly Prior ran uncontested in CAM-L in the '96 Mustang.

Nicholas Sharp ran uncontested in SSR in his '16 Nissan 370Z.

Drew Mathers had a comfortable lead over Jonathan Ewing in STF. Both were driving a '07 Honda Fits.

It was a one-model show in STP, with Troy Jennings taking first in his '14 Mustang GT. John Fabela finished second in his '15 Mustang GT, and Glenn Bennett took third in his '16 Mustang GT. Colleen Echter ran uncontested in STP-L in a '16 Mustang GT.

It was an all-Miata show in STR, with James Laeno, in a '13 Miata, finishing in first place. Karlton Lew came in second in a '16 Miata, and Blaine Sparling came in third in his '11 Miata.

Randy Krider took first place in STS in his '89 Honda Civic Si. He was followed by Edison Ong in a '96 Miata. Gary Tran rounded out the top three in his '94 Miata.

Paul Tibbals, in a '06 Subaru Sti, finished in first place in STU. He was followed by Teddie Alexandrova in a '13 BMW M3. Hal Dorton took the last podium spot in his BMW M3.

Subaru BRZs swept the top spots in STX, with Tony Rodriguez taking first in his 2014. Brothers Justin and Mack Tsang took second and third, respectively, in their 2013 BRZ.

Gary Ratliff took first place in his '69 Dune Buggy in M class. He was followed by Greg McNair in his '69 Dune Buggy. Jason Garcia, in a '64 VW Buggy, rounded out the top three.

Warren Chuong, in a '14 Subaru WRX, finished in first place in N class. He was followed by Dustin Yee in a '91 Suzuki Cappuccino. Kyle Christie finished in third place in his '11 WRX.

NS class was another one-make race, with Dickson Fong taking first in his '13 BRZ. Daniel Marien, in a '17 WRX, came in second, and Alfred Te taking third in his '14 BRZ.

Josh Salvage barely eeked out first place over co-driver Isaac Acks in SM. They were splitting seat time in a '06 Lancer Evolution.

Darrell Moskowitz, in a '94 Honda Prelude, took first place in SP. He was followed by Daniel Stalcup in a '15 Cadillac for second place. Alex Jordan, in a '74 Alfa Romeo GTV, finished third.

Benjamin Himley finished in first place in T2 in his '07 Subaru Legacy. Tyler Colgett came in second in his AE86 Corolla.

Rob Luis, in a '11 Mini Hardtop, took first place in X with his index time. Alex Muresan took second in his '06 S2000, with Mark Allen taking the last podium spot in a '11 Mini Hardtop.



Tyler Colgett puts his AE85 through its paces in T2 for second place.



Alan Jung takes second in SS in his Cayman GT4.



James Laeno finishes in first place in STR in his Miata.



Alex Jordan takes third in SP in his 1974 GTV.



Justin Yee finishes in second in his 1991 Cappuccino in N2.

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STANDING

THUNDERHILL PARK REVS UP FOR 2017

PRE-SEASON TESTING BUSY AT THUNDERHILL PARK

Pre-Season Testing for drivers in SCCA and other race programs has been very busy at Thunderhill Park. These testers are taking advantage of special winter pricing on the 2, 3, and 5-mile tracks at the Willows road course property. Availability of future “open test days at Thunderhill Park” can be viewed by visiting: www.THUNDERHILL.com and navigating to the “Schedule of Events” tab. Whether you need a couple days to shake down the racecar for the upcoming season or just want a fun, easy day for you and your friends, Thunderhill can provide a turn-key, low-cost experience unmatched by other tracks. One track day user said it best, “Everyone who works at Thunderhill is incredibly friendly, accommodating, and helpful. As both a track day organizer and participant, I could not feel more welcome. THANK YOU!!!”

To host your own day or find out more about participating in one of our Open Test days visit the Thunderhill Park webpage or call the track at 530-934-5588 ex 103 for Shannon Ell, 105 for Ray Mudd, or 107 for Schuyler VanBuskirk. You will be glad that you did. See you at the track!

2017 AT THUNDERHILL – BEST EVER?

As we launch into 2017 the Thunderhill Park schedule of events is turning out to be undeniably awesome. Almost 500 events are already on the

books between the 2, 3, and 5-mile tracks and the Skid Pad. One of the highlights of the spring racing season is the SCCA Majors Race scheduled for April 1st and 2nd. Racers from all over the West will be in attendance to test their mettle on the fast, sweeping 3-mile track. In addition, Thunderhill is hosting the SCCA Driver’s School Feb 24th-26th. Add to this the season opener for the SFR/SCCA Regional points series set for March 11-12. There will be another SCCA regional points weekend on May 6-7, and then the season will end on October 27-29. Admission is always free for all who pass through the gates at 5250 Hwy 162 in Willows, Ca. Attendees are encouraged to bring their friends and family to share some of the best racing on the west coast. “Come for the racing, stay for the food,” pleads track events manager Schuyler VanBuskirk!

While you are there check out Thunderhill West, the new 2-mile track opened in 2014. It has become home to a variety of motorsports enthusiasts including go karts, motorcycle track days, and SCCA Time Trial events hosted by the Reno Region. The new track offers a very different



Thunderhill continues to embrace green with over 325 solar panels located on the tops of just about everything. The solar effort offsets approximately 70% of the annual Thunderhill P. G. & E. service costs.

experience from the 3-mile. It is tight and technical, requiring a different approach to achieve a good lap time. It does share one major attribute with the 3-mile, however- runoff area! It is very hard to find something to hit at Thunderhill, this makes it the perfect location for worry-free testing or putting your street car on track. You can host your own event here easily- we offer a variety of different packages to suit 1 car, 2 cars, or an entire paddock full. Unlike other tracks we are a one-stop-shop for your perfect track day with electronic flagging, medical, and catering all in-house. To rent any or all of Thunderhill contact Shannon Ell at 530-934-5588 ext. 103. There are still 200+ days available to rent, but they’re going fast!



Thunderhill Park is ready with plenty for paddock space for driving students, their race teams and helpers plus what is always a huge turnout of SCCA Specialist who perform a wide range of event tasks that make the SCCA Driving School the best of the best!

THUNDERHILL DRIFT – THE HIDDEN GEM OF THE NORTH STATE

The Thunderhill skid pad is nestled among the rolling hills that contain 5 miles of renowned road racing courses – it is a hidden gem. Over 170,000 square feet of new, smooth asphalt surface awaits you for drifting, auto-cross, car control practice, and much more. The Skid Pad, expanded in 2014 as part of the Thunderhill West construction, has garnered a heavy following amongst Northern California drifters. With restrictive schedules and car counts other venues struggle to keep up with what the Thunderhill Skid Pad can offer.

Many of our loyal customers have enjoyed the freedom and accessible pricing in place to enjoy their favorite sport. Additionally, for a minor fee, the Skid Pad can be added to any full track rental to use as needed. The skid pad gets busier every year so make sure you get on the calendar now! Call Shannon Ell @ 530-934-5588 ex 103 or shannon@thunderhill.com to reserve your date!



Unmatched comfort awaits those SCCA members who attend all four of the Club road racing events At Thunderhill as part of the 2017 Season Championship racing schedule. The Club house plus this relaxing shaded area make those watching a happy lot while watching the family race car take the Checkered flag at Thunderhill Park!

SPRING CLASSIC MAY 19-21 AT MAZDA RACEWAY LAGUNA SECA

MONTEREY, Calif., January 13, 2017 – Mazda Raceway Laguna Seca has added a new event to its 2017 schedule. The Spring Classic will take place on May 19-21 at the fabled raceway.

Recognizing the demand and popularity of vintage automobile racing, the three-day event was created to showcase racing from several different eras. The event boasts nine different race groups that will qualify on Friday, May 19, and race on Saturday, May 20, and Sunday, May 21.

The nine groups of historic race cars that will be in competition include 1967-1972 Formula B, 1973-1984 SCCA Production GT Cars, 1966-1972 Trans-Am, 1966-1974 Can-Am, 1973-1979 Formula Atlantic, 1966-1972 Trans-Am 2.5 Liter, 1983-2007 World Sports Car – Le Mans Prototype, 1979-

1994 Historic Stock Cars, and 1967-1984 Formula 1. Two-wheel enthusiasts can also enjoy historic motorcycles making exhibition laps each day.

The primary focus of the groups are race cars from the 1970s, 1980s, and 1990s.

“Adding the Spring Classic to an exciting slate of events this season is a great way to celebrate 60 years of Mazda Raceway Laguna Seca,” said Gill Campbell, CEO and general manager of Mazda Raceway Laguna Seca. “The response to vintage racing has sparked a demand by automobile

enthusiasts all over the country. We are happy to be able to provide a showcase for race cars from those eras at the Spring Classic in addition to the earlier eras of automobile racing that are at the forefront of our Rolex Monterey Motorsports Reunion.”

Owners and drivers interested in participating, may complete an entry request at www.springclassic.org. Cars will be evaluated by an experienced panel of individuals who will examine each car’s authenticity and relevance to the group.

Mazda Raceway Laguna Seca is home to the Rolex Monterey Motorsports Reunion (Aug. 17-20), the largest event during Monterey Classic Car Week, which is described as a museum springing to life. The high demand to participate in the event – 550 cars of historical significance are accepted based on authenticity, race provenance and period correctness out of more than 1,000 entries – and extraordinary popularity created the need for a new event for vintage cars from around the country to race on the historic track.

For more information and ticket prices, visit MazdaRaceway.com or call 831-242-8200.





RACING IN THE RAIN

BY JAMES CHARTRES

Most drivers dread the rain, some won't even run but others get excited. With the heavy rains in recent months in California, now is a good time to get prepared for inclement weather. Here are some tips to help you get excited and improve your lap times.

CLEAN FOG FREE WINDSHIELD / VISOR

In open-cockpit cars, it's the visor that is the challenge. In closed-cockpit cars, it's the windshield. The goal is the same, if you can't see, then you can't put the car where you want it, making it very difficult to drive. Before any wet track sessions make sure you have a clean windshield or visor. Use some anti-fog on the inside to prevent it from fogging up. Even with anti-fog you can still have an issue with visors, try cracking the visor just a smidge to get a little more air flow without allowing the water in. One thing I learnt from motorcycling in fog is that if you turn your head slightly left or right the air can help to clear any water. Of course this trick only works with open cockpit cars. For closed cockpit cars make sure you have new wiper blades. Racecars normally sit around in the heat and sun between sessions meaning the wiper blades are likely hard, cracked and of little use in the rain.

USE A CLEAR VISOR

If it is raining then you don't need one of those fancy tinted or colored visors, go with the standard clear visor. Most new helmets come with a plain clear visor. I get a tinted visor and use the clear visor as my rain visor. If you have extra cash you can buy a new visor, that is one without a lot of stone chips or scratches as water will tend to stick and pool in those areas. You can also apply window cleaner with hydrophobic elements (such as Rain-X) to help the water bead and clear quickly. The same is true for a windshield on a closed cockpit car. A little Rain-X can help bead and clear the water faster, especially at speed.

AVOID THE SHINY STUFF

Now that you can see, you need to know what to look for. Smooth or slick surfaces in the wet will pool water and end up creating areas of standing water or puddles. Obviously you want



<https://youtu.be/i73cCeE5PqY>

to avoid these areas. Common slick areas include paint, large rubber build up or concrete repaired sections of the track. When driving on your out laps you should be able to spot these areas of the track, they will look shiny. The sections of the track with more grip will look more matte.

NOT THE TRADITIONAL LINE

The traditional racing line on the track doesn't always work in the wet. The racing line tends to have oil and rubber on the track making it slip-



pery with water present. The main reason there can be less grip is the aggregate in the track surface is less sharp as it has been polished. Similarly with street courses the road is polished by all the cars and street tires passing over.

In the wet you sacrifice the traditional line for grippier parts of the track. Often this means driving on the outside of turns or mid track in some sections. Try to keep your braking in a straight line and take the grippiest line you can that will allow you to get on the throttle as soon as possible, in a straight line if possible.

So why don't people drive those lines in the dry? Because they don't always result in the smoothest arc or highest speeds possible. Yes the lateral grip achievable might be higher but you have to compromise the turn or cornering speed and therefore a slower overall lap time.

SMOOTH INPUTS

Racing in the rain is great practice for driving in the dry. In the rain you want to be smooth with your inputs gas, brake and steering. You want to

drive smoothly managing the balance and weight transfer of the car. Jerky quick movements should only be used to react to slides or save the car from a spin.

SETUP CHANGES

Depending on how wet the conditions are you might want to change the setup on the car. If it is just damp and you expect it to dry up, don't change the set up on the car. If it is really wet out, you want to soften up the car. As an example for the Spec Racer Ford we extend the sway bars to maximum or disconnecting them completely.

<Insert Photo - Thunderhill Turn 10 in the wet>

WIPE THAT VISOR

This one applies to open cockpits only. Each person does it different but find a way so that you can wipe your visor during the race. Tear offs are next to useless as the water gets between the layers. Wiping with your gloves can often result in smearing dirt, oil or grease across the visor. I have seen some drivers tape a strip of microfiber



<https://youtu.be/aAykaw09zll>

towel to the back of their glove. I like many other drivers tend to just put a microfiber towel where I can reach it in the cockpit.

The warm up lap and start tend to be very dirty as cars kick up a lot of muck in the spray before they start to spread out. I put a single tear off strip on my helmet for the start and get rid of it before there is too much dirt or the water gets underneath.

WET OR DRY TIRES/TYRES

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 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.

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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NOTES

from the *Archive*

VACA VALLEY 100 MILER

BY GARY HORSTKORTA



Karting Feature - Motor Trend - April 1960

Vaca Valley Raceway was built in 1958 as a multi-purpose facility with a drag strip, oval track with banked turns and a 2.1 mile road course. It was the first such course of its kind in the U.S. according to its General Manager, Harry Burd. The track offered the SF Region a second, purpose-built road course (after Laguna Seca) to add to its annual schedule and would do so until the track closed at the beginning of 1972.

Wait a second, three pitstops for fuel? Driver changes? The first 100 mile race in the State? Something doesn't sound right. Well, I did leave out one fact...this was a go-kart race! I know, what does this have to do with sports car racing? It's common knowledge that in today's world, if a young, aspiring driver wants to gain experience and seat time, karting is generally the place to start. Karting is a reasonably affordable



One of the 300+ manufacturers ads

One early race date was August, 28, 1960 for the scheduled 100 mile endurance race at Vaca Valley Raceway for the Pacific Championship. While the majority of drivers were from Northern California, there were entries from Nevada and Southern California for this first ever 100 mile race in California. The drivers would use the shorter 1.5 mile long course completing sixty-seven laps with three mandatory pit stops for fuel with the majority of teams also switching drivers for this grueling race.

way to get started in the sport and since the competition is fierce, it's a great way learn race krait. Many great modern day drivers began their careers in karts including Many of the well known modern day drivers started their careers in karting including Michael Schumacher, Ayrton Senna, Sebastian Vettel, Max Verstappen, Kimi Raikkonen, Danica Patrick, Jeff Gordon and Tony Stewart. As a result, I thought it would be interesting to have a look at how this sport got its start.

The acknowledged originator of the sport was Art Ingels, who built race cars at Kurtis Kraft in Southern California. In 1956, Ingels designed and built a kart just for fun. After completing his creation, he realized the kart provided more performance per dollar than just about any other type of vehicle and it wasn't long before his friends were building their own karts. Since this was strictly a do-it-yourself hobby with no manufacturer yet turning out karts, fathers and sons gathered together the necessary materials and built their own to enjoy.

As interest in go karts gained momentum, a small group of enterprising Southern Californians formed the first manufacturing company in 1958, appropriately named Go Kart Manufacturing (they copyrighted the name). As a means to publicize the company and show karts weren't a toy, they gathered together twenty-eight drivers to race one kart around a 2.5 mile road course for seven days and nights covering 5,260 miles! I wonder how many kidneys survived that ordeal.

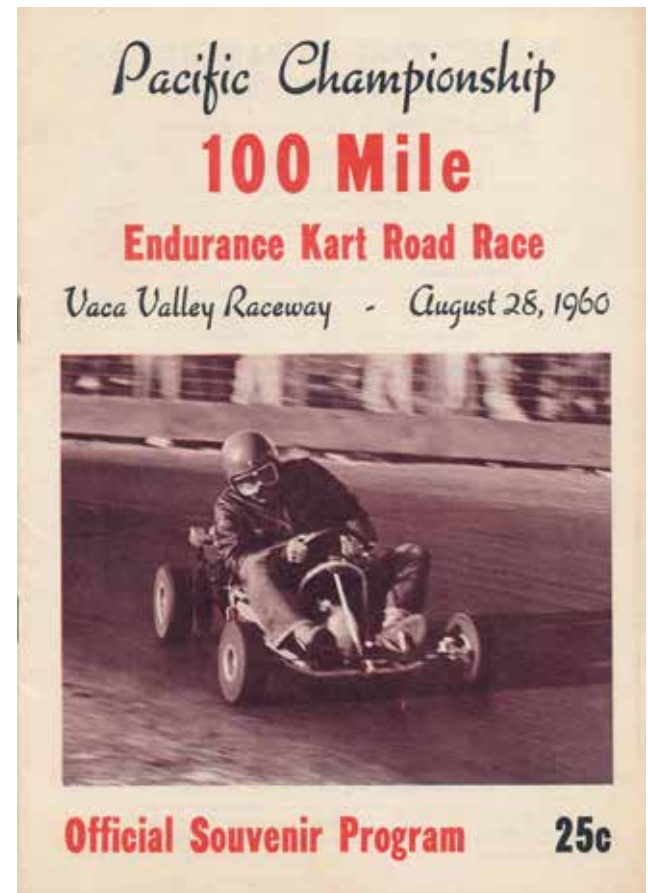
With more companies joining in to build karts their popularity exploded, so much so, many of the major sports car magazines including Road & Track, Motor Trend and Sports Car Illustrated all wrote feature articles about this new sport in 1959 and 1960. Builders like Bug, Dart, Hoffco, Fox, Go-Boy, Go Kart, Gopher, Hovey Hawk, Li'L 500, Percival, Swoopster, Mantis, Acer, Cool Cart, Pixie and Simplex were among 300 manufac-

turers which drove kart sales to a \$3.5 million business in 1961. With over 4000 certified kart tracks in the U.S. and a set of rules for competitive karts developed by the Go Kart Club of America, this sport had gone from one man's project to a national phenomenon.

With U.S. manufactured karts being exported around the world, it wasn't long before the FIA became involved and sanctioned a championship race at the 1959 Bahamas Speed Week. Several well-known drivers competed in the kart races which were mostly for fun, including Dan Gurney, Skip Hudson, Pedro Rodriquez, Denise McCluggage, Augie Pabst and Jim Rathman.

Back to the Vaca Valley kart race which was an outgrowth of the first races held in Northern California in June 1958. The sanctioning body for the Vaca Valley event was the Pacific Association of Racing Karts which had several had functions - ensure compliance with the rules; issue competition licenses; create a race schedule; create favorable public relations and form a Northern California Kart Club Council. By the Vaca Valley race date, fifteen kart tracks were already in operation north of the Kern County Line

with more under construction. Competition licenses were issued to drivers once they had completed three sanctioned races with proof of courteous driving and proper driver



Kart Race Program Cover

attitude. Sound very much like the early days of the SFR.

As we all know, karting continued to grow and now there are thousands of tracks both indoor and outdoor all over the U.S. Karting is both a highly competitive sport and good fun for the casual enthusiast. There are several kart tracks right here in the Bay Area and if you haven't driven one in a while, go out and have yourself some fun!



They start them young in karting.



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 Elizabeth Wheeler mixes it up

2017 SFR DRIVERS' SCHOOL

BY LYNNE HUNTTING PHOTOS BY GOTBLUEMILK.COM

The latest edition of the San Francisco Region Drivers' School started and ended with bright, but chilly sunny weather at Thunderhill Raceway Park - not a drop of rain in sight all weekend. That's so rare



#28 Justin Lerman

not even veteran driver Instructors could remember the last such occurrence. It was a good thing, too, as the track was in need of a good drying out after the last rain storm. Bye-Bye Drought! Our ever-creative TRP President/CEO, Dave Vodden, was one step away from renting out some of the track runoff-area for rice paddies.

Forty-four hardy souls, with family and crews, braved the trek to TRP, pleasantly surprised that I-5 was not only open both lanes in both

directions, but the week's previous flood waters had receded.

The students in the three Race Groups were a diverse group: two females; four high school or college students-ages 17 to 25; one third-generation student; several family groupings; and students of all ages, from teens to seventies. While the majority of students claimed SFR as their region of record, four came from Cal Club, and one student hailed from South Carolina, near Road Atlanta.

This was one of the youngest graduating classes, according to one Group Leader, although at least one graduate admitted to being retired. Bill Blake, the NORPAC Executive Steward, included in his remarks to the graduates, that he looks forward to more younger students in subsequent graduating classes. "They're our future."

Nearly half the field rented their race car, and two-thirds of the students drove Mazdas of one kind or another in the two Closed Wheel Groups. In the Open Wheel Group, six of the nine cars were one or another generation of Spec Racer Ford (SRF). There were no big bore or high-speed formula/open wheel cars this year.

Many students had prior experience in a Drivers' School, either ours or a professional one. More than a few came from one or more various available Track Days or HPDE's (High Performance Driver Experiences) such as Hooked On Driving. Several already had their SFR competition licenses, and were getting a 'refresher' course. Others started with Solo - including the SFR 2016 B Street Stock Champion, Tony Rodriguez; and past Regional/National Champion, Rick Myllenbeck back from military deployment and going through school with his son, Nicholas. Lots of students have karting in their backgrounds. Others came from motorcycle racing, dragsters

or dirt stock cars. And there was the occasional Sim racer.

This year's Chief Instructors/Group Leaders, Dave Arken, Jon Becker and Bruce Sevier, have a depth and breadth of experience unmatched in any other SCCA school around. Kevin Rogers is the Drivers School Chief, who oversees and runs the whole operation, a position he's held for fifteen years. He and Bruce are educators in their day jobs.

SFR has been conducting its Drivers' School since 1965. Prior to that, RDC (Racing Drivers Club) put on the school for SFR dating back to 1957 at Lodi. Then SCCA National decided it would sanction and run the schools. That's sixty years of SFR Drivers' School. And still going strong.

Early on Arken started as an Instructor, becoming a Group Leader in 1974 and School Chief Instructor in 1975. He held that position for 25 years or so, through the hey-days of 150-160 students, and one great year in the 80's with a class of well more than 200 students. Many

credit Arken with the success and good reputation of SFR's School, and call him 'the Father' of SFR's school. It was he who was instrumental in developing the structure, format and model for Drivers' School which exists to this day, with modifications and tweaks along the way.

In those good old days, only SCCA-sanctioned



E-crew signals one lap to go



#52 Ben Ford



schools could grant a SCCA Driver's License. Then came the nineties when SCCA opened up the licensing process to allow other, professional driving schools to grant SCCA licenses and SFR's numbers declined. Arken retired (the first time) from Drivers' School, and Becker took over as Chief Instructor in 2000.

Becker had been an instructor since the early seventies and became a Group Leader in 1983,

with Closed Wheel drivers.

Sevier and Ronnie Chuck have been instructors since 1975 and Open Wheel Group Leaders since the late '70's. Chuck was unable to be here this year. Sevier had two 'Instructors in Training' in his Group - Kurt Ladendorf and Scott Vreeland.

Arken came out of 'retirement' in 2010 to again be an Instructor and Closed Wheel Group

Leader in 2011. The late Scott Rubin had also been a Group Leader.

Prior to arriving at the track, the students receive a comprehensive informational packet from the SFR Office. Included is a Driver's Profile and two-hour ground school interactive video, both of which must be completed before going on track. The profile is

used to help determine which group a student joins, matching students with instructors. There also is a video sent by School Chief, Kevin Rogers.

The three-day track weekend format basically includes a class welcome and introduction to School for all students led by Becker. Then there are break-out sessions with the three Groups, their Leaders, Becker, Arken and Sevier, and the individual instructors. The instructor to driver ratio is impressive - two or three students per instructor; and in the Open Wheel Group, it's practically 1-1. All instructors use their race cars as Instructor Cars.

After each on-track session, the Group Leaders hold a critique, review/preview session, then breakouts with the individual instructors. The student's Log Book goes back and forth to the instructors, students, instructors, and then to Race Admin.

On Day One, the emphasis is on the Driving Line. The starting premise is that the student has never done this before and goes from there. The on-

track sessions include various scenarios, such as Black Flag All, yellow flags, and follow-the-instructors. The students get three 25-minute sessions on Friday. Ride Alongs for students and instructors in street cars happen during lunch breaks.

Day Two the students work on Going Faster. They get four 25-minute track sessions, which include Practice Starts, Safety Cars, Red Flags and threshold braking exercises in the second session. During each on-track session, the individual instructors place themselves around the track and Pit Lane, to observe the students. That's two full days on classes and on-track sessions.

Day Three the students have a fifteen-minute Warm-Up. This is followed by three fifteen-minute races. The day ends mid-afternoon.

After successfully completing the school, the students get their Log Books back with Graduation Certificate and Novice Permit, at the Graduation Ceremony.

The students all drove with a highly visible neon orange designation sticker on the rear of their race cars, and a large N on the car door next to the number.

After each of their first three competition events, the Novices take their log books and results sheet to the Chief Steward for signing off. Once done, the orange sticker and N can ceremoniously be removed from the car, and the student trades the Novice Permit for a SCCA Regional

Driver's License, good at any SCCA-sanctioned club event.

One aspect that separates SFR from professional drivers' schools is the skill level of the SFR-trained driver. Professional schools issue the SCCA license after completing their school, whereas SCCA requires three competitions prior to getting a Regional License. Those events must include at least two road races. The third can be



#12 Jeremy Burke



#69 Matthew Morehead



Closed Wheel Group 1 start



Aaron Devenport hanging it out



#63 David Benett



#11 Philip Cruell



Hugh Cornish



Open Wheel Group following the pace car

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Tires

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Thunderhill Park
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PROXES R888 - street/track
PROXES R1R - street/track
PROXES TQ - DOT Drag Tire

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Alfa Romeo '61 Sprint Speciale	Lola '83 596C
Alfa Romeo '61 SZ	Lotus '69 Elan S4 Roadster
Alfa Romeo '62 SZ II	Maserati '73 Bora
Alfa Romeo '62 Spider	Mazda '70 Cosmo Sport
Aston Martin '52 DB2 Vantage	MB '55 300SL Gullwing
BMW '80 M1	MB '57 300SL Roadster
Cisitalia '46 D46 Monoposto	Nissan '70 Fairlady Z432
Citroen '72 SM	Porsche '58 356A Coupe
Ferrari 250 TR61 Recreation	Porsche '62 356B T6 Cabriolet
Ferrari 250 GT PF Coupe	Porsche '73 911 T Targa
Ferrari '66 275 GTB	Porsche '73 911 T
Ferrari '72 365 GTC/4	Porsche '87 930 Turbo
Ferrari '85 GTS QV	Porsche '79 930 Turbo
Ferrari '88 TR	Shelby '66 GT350
Fiat '53 8V Elaborata	Siata Ford Roadster '52
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Fiat '70 Dino 2400 Spider	Sunbeam '67 Tiger Mk II
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a Time Trial, such as those put on at Thunderhill by Reno Region. Think Solo I.

The instructors were favorably impressed with the progress of the 2017 class. Some were fairly quick right away, and others made substantial improvement during the weekend. All three-day students graduated.

Another thing which makes the SFR school so great is everyone's willingness to help one another. During the weekend, Kevin Rogers and Scott Vreeland worked on and helped students with their cars so they could continue the school. Also pitching in were folks from the professional shops, with parts and repairs on student's race cars.

The weekend was relatively safe and sane, with a few students testing their limits. But no really big dramas.

The beautiful lush green hills were a vibrant contrast to the newly flowering fruit trees lining the road to the track. In the carport garage area close to the Karen and Paul Lamm Grid, a Great Horned Owl with a five-foot wing span kept a watchful eye on the Mazdas below his rafter roost. His two companions were out of sight, but heard at night serenading the campers.

The Friday night Social was dinner for all - volunteer race workers and officials joined by the students and their companions. Sunday afternoon was another Social for all as part of the Graduation Ceremonies.

The next event for the students could be Regional Races 1 and 2 at Thunderhill 11-12 March 2017, either as a driver or volunteer Worker with a DRAFT card, earning credit towards a race entry fee.



Closed Wheel Group 2 start

DRIVERS SCHOOL INSTRUCTORS

Drivers' School Chief - Kevin Rogers

Group One - Closed Wheels - Jon Becker, Chief Instructor

David Allen

Yehia Eissa

Lynn Griffiths

Tupper Hull

Andy Juner

Gary Gueithlien

Ali NaImi

Allison Palitz

Jim Wickersham

Group Two - Closed Wheels - Dave Arken, Chief Instructor

David Arken

Justin Cone

Mike Cummings

Alan Gjedsted

Bob Murillo

Arti Ohi

Fred Peterson

Juan Pineda

Chris Plescia

Behram Soonawala

Kirk Uhrlaub

Dan Wise

Group Three - Open Wheels - Bruce Sevier, Chief Instructor

Randy Cook

Bob Fox

Bill Jordan

Jeff Lederman

Manuel Leonardo

Mike Smith

Instructors-in-Training

Kurt Ladendorf

Scott Vreeland



Andrea Correll



Bill Blake



Jon Becker and Elizabeth Wheeler



Tony Rodriguez and Bruce Sevier



Tyler Lee and Bruce Sevier

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Class of 2017

FULL BODY CONTACT

BY BRUCE RICHARDSON
SPECRACER ENTERPRISES NEWS

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.

To register for the Ford Performance Contingency go to the link: <https://performanceparts.ford.com/contingency> Each racer must register with Ford Performance to receive the Ford Cash Contingency. The Enterprises PCV's will be administered by Enterprises and no registration is needed with Enterprises.

Once a racer is registered, Ford Performance will send a free welcome kit which includes:

- Racing decals
- 2 - Ford Performance die-cut decals
- 2 - Ford oval decals
- 1 - Patch for racing suit
- Welcome letter
- 2017 parts catalog

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 tail pipe may now be tack welded to the muffler to keep the muffler from twisting. Note that there is also 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 New Gen3 Clutches and gears are still in the design & testing stage. The current gears and clutches are the only ones available and should be used final production of the gears and clutches are approved.

Brakes - The new Wilwood SRF Brakes are still in the design & testing stage. The new "SRF Wilwood Caliper w/Bracket, Pins & Seals" part number 800038 and has a list price of \$392. Look to March for earliest production.

Quick Disconnects – Adding quick disconnects for all lines except the Fuel Cell Filler Hose is allowed. This will enable faster motor changes.



SPECRACER SFR CSR NEWS

INSTAGRAM ACCOUNT - We now have an Instagram account; #accelracetek. We are now and will be posting photos from races and other interesting SpecRacer photos. Please feel free to follow us.

SFR DRIVERS SCHOOL – There were 6 SpecRacers at driving school in February, two GEN 3's and four GEN 2's. The weather turned out to be the best we have seen in years, not one drop of rain and the sun was out. The SRF drivers were some of the fastest to go through driving school and they all had smiles the entire weekend. Photos from the weekend can be seen on the #accelracetek Instagram account.

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LETTERS TO THE EDITOR

Dear editor:

The Feb., 2017 issue of The Wheel contained an excellent article entitled, "Spun and continued...maybe", by The Racing Dentist. One thing I would add: Drivers, when you see the waving yellow, slow down!

Aloha, Dick Anderson
Turn Worker

Dear editor:

Great article putting our racing expenses in perspective. What is hard for people to understand the fun per dollar ratio with what I spend racing vs. eating out in a 4 Star restaurant or shopping at Needless Markup or staying in a fancy resort with a pool and sauna I don't use....just to "relax"!

And don't even get me started on ocean cruises! Talk about a rip off.....trapped out at sea with 5000 people with whom you have nothing in common except the flu bugs you will eventually share courtesy of the common air conditioning system whose filters have yet to be serviced, semi-washed silver ware, bratty kids with runny noses, etc.

Holding your breath going into Turn One at T'hill is my form of relaxation, NOT sitting on some damn lounge chair with a view reading the local paper. When, or if I look forward to those boring kinds of "vacations" at those inflated prices, you may commit me to the nearest Rest Home for old geezers.

Blake, I think you struck a nerve. Ouch!

Art

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CHUCK KOEHLER
PHOTOGRAPHY

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DRIVER AND WORKER OF THE WEEKEND AWARDS

DRIVERS SCHOOL, FEB 24-26 AT THUNDERHILL

The Driver of the Weekend and Worker of the Weekend Awards are given to an individual or crew who shows outstanding performance in their role during that weekend's event.



Seth Reid
WORKER OF THE WEEKEND

The SFR Emergency Crew, with new Chief, Seth Reid, was named by the Paddock Marshal as Worker of the Weekend at the 2017 SFR Drivers' School.

Paddock Marshal Chief, Cecil Barbee, said "Seth and his crew stepped forward to ensure our Emergency Crew performed as always. Many emotions are dealt with, demonstrating a unity for leadership and crew. This also demonstrates the professional aptitude of all our crews."

Kevin Carter
DRIVER OF THE WEEKEND

The Flagging & Communications Crew selected Kevin Carter of Suisun City CA as Driver of the Weekend at the SFR 2017 Driver's School, saying "Kevin had good lines, and kept improving. Good Job."

Kevin graduated Sunday after going through School in his SMT No.89 1996 Mazda Miata in Group Two - Closed Wheels. At the Graduation Ceremonies, Group Two Chief Instructor, Dave Arken, presented Kevin with a special track wall hanging, along with his graduation certificate.

Kevin is a Sacramento State college student, instructor and member of the college's chapter of Formula SAE (Society of Automotive Engineers). Long-time SFR Worker, Marcy Crawford, had contacted his chapter a year ago, invited and then hosted twelve Chapter members to work at a SFR Thunderhill race. Kevin and the others listened, observed and performed their jobs well. He already was familiar with SFR, coming from a racing family which has been members for the past 25 years.

Kevin's prior track experience includes numerous Thunderhill track days, as well as a couple of Solo II events. He also races his kart at local area kart tracks. His future racing plans include Regional Races.

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If you've been to any track days in the past ten years, you are probably familiar with the Got Blue Milk photography service. Look for the big white trailer with the GotBlueMilk logo in the paddock at all SFR events this year.

GotBlueMilk offers CDs of all your photos for the day, as well as prints and enlargements. In fact, getting your photos at the track even saves you money - the all day photo package is normally \$75 at the track, usually \$90 online.

You can stop by throughout the day to view and/or purchase your photos. To see photos online, go to gotbluemilk.com. The current gears and clutches are the only ones available and should be used final production of the gears and clutches are approved.

Brakes - The new Wilwood SRF Brakes are still in the design & testing stage. The new "SRF Wilwood Caliper w/Bracket, Pins & Seals" part number 800038 and has a list price of \$392. Look to March for earliest production.

Quick Disconnects - Adding quick disconnects for all lines except the Fuel Cell Filler Hose is allowed. This will enable faster motor changes.



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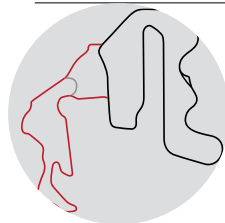
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THUNDERHILL REPORT

BY DAVID VODDEN



By the time, you are reading this the 2017 SFR SCCA race driving school will be completed. The count was 44 students, meaning 44 new race drivers!

More good news, the 2017 SFR SCCA racing series will be next. Starting on March 11-12, this event will begin the battle for SCCA class championships in 2017. It will also offer race wins on the 3-mile, 15-turn, very exciting and forgiving road course. Finally, it will be the beginning of new relationships and friendships. Who will be the 2017 Class Champion in Spec Miata, Spec Mustang, Spec Racer Ford and in each of the other classes when the final checkered flag falls on October 27-29 at Thunderhill? It could be you. Stay tuned.

There are four club race weekends at Thunderhill this year with three starting the season and the final race in October. As you can imagine, the team at Thunderhill wants you to race these races.

To motivate you to enjoy our track at each of the four race weekends, we are offering a prize package of over \$5,000 based on the following criteria.

You must race all four races.

When you do, your name will be placed in a drawing with all the other drivers who competed in all Thunderhill SCCA races.

We will draw a winner for the grand prize.

If we get more prizes, we will continue to draw from the pool of names who attended all four races here.

If you test at all four of the test days before the SCCA race weekend you will receive another ticket for the big drawing that will also reward FREE test time in 2018 to the lucky winner.

The bottom line is that you can win big just by making sure that you and your race car are registered and appear at each of the four races run at Thunderhill in 2017. Easy enough!

Check this out all you Oregon and Washington SCCA drivers and all NASA folks wanting extra track time for the NASA Western States Championships to be held at Thunderhill in October. Now you are incentivized! It is the best incentive to race other than to win a class champion which likely will also require that you race all of the Thunderhill Park SFR/ SCCA road races in 2017.

To be clear the four races are: March 11-12; April 1-2; May 6-7 and October 27-28. The drawing will be held on Saturday October 28th. Enter now! Be there!

THE PRIZES WILL INCLUDE:

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AND MUCH MORE.

As our race season begins for the 64th season, so too begins the world of racing for Formula One, Indy Cars, NASCAR's top divisions, the World of Outlaws, Moto G.P., and a plethora of other racing series that dot the American landscape. If you keep track of one or more of these racing contests then you know there are changes in the works at all levels. The single shared goal of all these groups is to increase awareness and attendance at their events.

Motorsports is a dynamic sports entertainment product. The element of danger, including risking one's life, separates racing from a host of popular games. These games include: NFL Football; Major League baseball; NBA basketball and several other games involving balls, sticks and scoring. Even these sports are looking at what they do and how they can improve their appeal to a vastly changing consuming public.

It is a challenge shared by everyone, especially motorsports, down to the local Club level. That would be us. Especially challenged for their survival are the Saturday night race tracks commonly a part of California Fairgrounds. Silver Dollar Speedway in nearby Chico is a fairgrounds track. There are very few privately owned small circle-track properties in the State today. Confusion as to what these programs are and who they serve is killing them. Designing programs for the racers is what the SCCA does but the history of Saturday night racing was "local entertainment". It is hard to be both.

Racers and car owners are not long-term, big-picture visionaries. In my experience the perspective of these members of our sport ends at the finish line. Their only mission is to win. With that motivation car owners and drivers will do anything to gain an advantage including designing race programs that favor them at the total expense

of the fan. The result today is that programs influenced by these people are performing in front of these people and no one else. Fans will not pay to see what drivers and car owners design to make sure that they are the only beneficiaries. They are heading toward, and may have achieved, the SCCA model of racing called, "pay to play".

In our world, we face a similar challenge. Do we design race weekends, our Regional and Majors and whatever other race program that come along, to appeal to the vocal minority, to enable cars that have no cars to race against, to maximize the experience of volunteers and staff whose purpose is to serve the racing program. We need to ask, "How will this help us create a better, long-term future that is interesting to new people?" Rethink what we sell, who we are and consider the long term. The best racing programs will succeed. The most rewarding weekend adventures will attract new participants.

Being different and dynamic and energized is the look of a prosperous racing Club. We can do this. We must do this. Others will and they will take an ever-larger share of the demand for what we used to be the best at doing – providing race weekend experiences that make those who attended feel good, special, and on the edge of life. When I say, we can do this I mean you, of course? If you are reading this, you have some ability to make things happen. Why not? Why not you? Do you want your kids and your grand kids to have an SCCA race program to build their self-esteem and to enjoy? Start now!

Come help us at Thunderhill make the four race events held in 2017 the shining example of what is best about SCCA weekend road racing. Be a sponsor for one of the four races on the schedule. Sign up now by calling me today. We need more prizes for our Thunderhill Race Rewards Program to motivate race people to try what we offer, our new ideas. It only takes a few people to make a difference. Imagine what can be done and then sign on to make a difference. This is not brain surgery it is just that we have too many segments and too many small-agendas and virtually no one who is looking at the big picture, from the top of the grandstands with a vision of what might be. That, be you!

Call now and make tomorrow a better world for you, your kids and the rest of us who are stuck in the past relying on visionary leadership spawned decades ago or, as some like to say, "back in the day".

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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 heims and suspension bushings. 2012 Complete chassis reset- paint, heims, bushings- cleanest SRF on the planet! Includes tons of spares: 3 sets wheels and tires, quick jack, complete bolt on string bars for alignments, quick disconnect steering wheel, hot lap timing set, Butler racing seat upgrade, fire system, 2 sets brake pads, suspension spares, dynamic number system, oil filter, fuel filter, and spark plugs/plug wire set. Please email for extensive photo package. \$13,500 OBO, James "Cotch" Cotcher cell: 530-545-1765 home: 530-573-0505 jamescotcher22@gmail.com 1612



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 1611



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 1500

FENDERED RACE CARS

2 Austin Healey Sprites For Sale! \$1,000.00 obo. 1 1962 and 1 1965 Sprite projects. To start with I am selling these Sprites for a fellow race partner, John True. He needs to move these cars so he can move. 1 has been seam welded and cleaned and premiered. The other has been cleaned and premiered. There are engines, transmissions, rear ends and suspensions should be enough parts to

build 2 cars, too many parts to list. There are several racing parts that are very hard to find and come with them. The Parts were from Butch Gilberts collection of parts. If you only want one that is ok it can be worked out. I do have pictures and can text to you. Great Project for someone to build one for vintage racing and the other for the street. I am not sure if he has the titles for the cars? But I am sure you can get a title. If you contact me I will give all that I know as that I helped with the project but things changed. Paul Gilbert 775-762-4431 paulracer152@sbcglobal.net 1703

FOR SALE, 1967 FORD CORTINA, \$1500.00 OBO. In excellent condition 4 door Ford Cortina. I am selling this for my race partner John True. He bought the car from a gentleman on a business trip many years ago and had it shipped here in Reno. I put a better intake manifold with a Weber carburetor on it and it runs great. It has the 1500 cc engine with a 4 speed. The car is really clean and straight. No title, but I know there are ways of getting it. It is clean title as we know. The White with white/blue interior; very clean and straight. Great little car and fun to drive. I will text pictures if you ask. Paul Gilbert, 775-762-4431, paulracer152@sbcglobal.net 1703



For sale: 2006 Winning Blue MX5. Full STR prep. I drove this to second in pax at last SSSC event of the season by 0.1 seconds. Two sets of wheels with good rubber. RE71R's and R1R's. \$13000 obo Will deliver with a deposit up to 1000 miles from 99338 for \$0.75/mile. Trophied at the Packwood Tour in 2013 (Rex), 2014 (Mark, Lynn and Dennis Healy), 2015 (Mark & Lynn) and 2016 (Lynn). 2006 Mazda MX5 GT with 74XXX miles Winning Blue, 60,000 when we bought it in 2012. We are the second owners and can put you in touch with the original owner if needed. All in decent condition (for an autocross car, not a show queen) with minor road chips on hood and at rocker panels. 6 speed with stock Mazda LSD. (Only mod it does not have is the OS Giken) PPE Engineering LT Header and midpipe put on in 2014 and much more. Contact me for details. roadracerex@gmail.com 509-551-2681 1703



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/

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Spitfire Roller For Sale. MUST SELL — Please Make Offer. Ex-Tom McCarthy Car. Tom Ran at Atlanta, Then sat one season, I bought it. I made numerous improvements, used it for my Driver's School at Sears Point, got my two races in. And then divorced. Stored indoors since. Complete EXCEPT NO engines, transmissions. Has very rare Positraction, McCarthy axles, full gauges, three sets of wheels Spare Spring Towers, Used Super Trap Muffler. rrhostler@gmail.com 1611



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 1611



The car is a 2006 Mustang prepped to SCAA T4 specs. Cage is custom made by TC Design. Suspension is Ford Racing. Ford limited slip rearend. 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 1609



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 1602



AV8 Supercars has two Spec Mustangs for Sale. Both are ready to win and have! \$35k each. Darrell Anderson. AV8 Supercars 510-928-2423 1600



2005 NISSAN 350Z GT3 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 jblacksfr17@hotmail.com, \$32,000 1606



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 Champion-

ship, 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 1607



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 1610



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SPEC MIATA



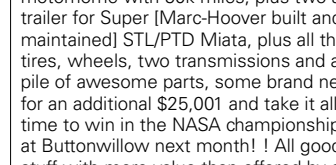
1999 SM for sale/TPD Trailer combo Race winning car. Refreshed for 2014 Runoff's. Top 10 at the Runoff's. Stored since. Great spares. 3 sets of wheels. Drago motor. Will part with 24ft fully load 2012 TPD with every option as package. 18K for car + spares. 35K for both. Email for build sheet for trailer or more info on car. Located in Pleasanton. Barretttilley@hotmail.com 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 1610



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. 1610



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 threebearracing@netscape.net 1604



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 1609



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, Rennemetals ballast weights and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013 Clear CA title with plate ñ 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@seventhcircleaudio.com \$17,950 1603

"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 pozziomotorsports@gmail.com 1602



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



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 1603

SOLO RACER & TRACK CARS



1971 F Prepared 240-Z autocross/track day car for sale. L28 engine, 40 over, P90 head ported by former IMSA tech, makes 195 HP and 190 torque on pump gas. Triple webbers - 5 speed - LSD.

Super light weight (1,900 lbs. potential) extensive carbon fiber. Weight and HP claims are verified. 15x10 wheels with Avon slicks. Custom lower control arms, coil overs and Bilstein shocks. \$16,500 and 30 years of spares. Health forces sale. stevec1456@gmail.com 1703



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 Cosco 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 unmo- lested 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 1808

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. 1701

\$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 1805



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 1805



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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 1701

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 1805

TRAILER/TOW

2002 WELLS CARGO AUTO WAGON 10,000 gvw, 32' inside length, 8' - 6" full width, bumper pull, 6000 miles total, diamond plate floor, small workbench. double axles with brakes, 6 brand new 10 plys with two spares mounted. Can carry a full size sedan and a Miata, or a couple of formula cars . Saves towing two trailers. Can deliver 100 miles from Bay Area. \$8000. 831-917-5952 1703



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 1812



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 1812



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 1810

Top of the line, four-axle trailer \$2500. 530-934-5588 E-101 / 530-330-2186. 1808

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. 1808



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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 1808

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WANTED: Fun-loving SFR members to participate in a wild and crazy party Saturday at Thunderhill Raceway Park at days end of the Season's Finale Regional Race 28 October 2017. Come One! Come All! The Party Posse Wants You! 1703

Snow Tires on new aluminum rims, both less than 300 miles. Bridgestone Blizzak studless tires, 225-60/16, set of 4. Practically new, Fits 2002 Honda Odyssey van. \$600.00. 1703

Arthur Muncheryan rose1art@earthlink.net Large collection of historic autocross photos looking for a new home. Contact NorPac Archivist Gary Horstkorta if interested: norpacarchivist@comcast.net 1702



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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 1810

Spec Miata Motor Haag Performance 1999 Spec Miata motor with 1 season - no issues - \$2000 OBO. Call Brian Ghidinelli @ 415.568.8927 1807



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 1808

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