



The wheel®

VOL. 59 | DECEMBER 2018

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



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or alangulo530@gmail.com



JANUARY 2018

On the Cover: Photo by GotBlueMilk.com.
Photo Above: Rd 14: Alex Jordan finishes third in SP in his 1974 Alfa Romeo GTV. Photo Ric Quinonez.

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

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 shall not be published.

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

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

The **wheel**
SCCA

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CALENDAR

2018 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

FEBRUARY 16-18
DRIVERS SCHOOL
Thunderhill

MARCH 3-4
REGIONAL 1 & 2
Thunderhill Raceway

MARCH 16-18
REGIONAL 3 & 4
Mazda Raceway Laguna Seca

APRIL 7-8
MAJOR
Thunderhill Raceway

APRIL 21-22
REGIONAL 5 & 6
Thunderhill Raceway

MAY 3-6
FERRARI CHALLENGE
Mazda Raceway Laguna Seca | Limited SCRAMP Support

MAY 18-20
SPRING CLASSIC
Mazda Raceway Laguna Seca | SCRAMP Support

MAY 31-JUNE 3
TEST DAY & REGIONAL 7 & 8
SPEC RACER FESTIVAL
Mazda Raceway Laguna Seca

JUNE 29-JULY 1
MAJOR & REGIONAL 9 & 10
SPEC MIATA FESTIVAL
Sonoma Raceway

JULY 27-28
REGIONAL 11 & 12
Mazda Raceway Laguna Seca

AUGUST 18-19
PRE-REUNION
Mazda Raceway Laguna Seca | SCRAMP Support

AUGUST 23-26
REUNION
Mazda Raceway Laguna Seca | SCRAMP Support

AUG 31 - SEPT 2
REGIONAL 13 & 14 SEASON
FINALE
Thunderhill Raceway

SEPTEMBER 7-9
IMSA
Mazda Raceway Laguna Seca | SCRAMP Support

SEPTEMBER 27-30
RENNSPORT
Mazda Raceway Laguna Seca | SCRAMP Support

OCTOBER 16-21
SCCA RUNOFFS
Sonoma Raceway

OCTOBER 25-28
PIRELLI WORLD
CHALLENGE
Mazda Raceway Laguna Seca | SCRAMP Support

2018 FRESNO SOLO SCHEDULE

2018 AUTOCROSS SCHOOL

Saturday, January 27, 2018
Fresno Fairgrounds, Fresno, CA

Event #1 for 2018 season (Jan. 28th) is included in your Autocross School registration fee.

Register: <http://sfrscca.motorsportreg.com/>
Registration closes on January 25, 2018 10:00 PM PST

Limited to 35 drivers.
Additional details can be found at our website & Facebook page located at:

Website: fresnoscca.com

Facebook SCCA Fresno: www.facebook.com/groups/SCCAFresno/about/

ENTRY FEE:
Student Non-members: \$80 *
Student Members: \$60
**Up to two weekend memberships may be applied towards the cost of an annual SCCA membership (60 day time frame).*

Lunch is included in your entry as well as an entry to Event #1 (1/28/18). You must register for Event #1 but you will not be charged.

CHALK TALK: A classroom session to introduce and educate novices about the sport of autocrossing, autocross vocabulary, what to expect, etc.

Date: January 26 prior to the school. Location and time: TBD

EVENT SCHEDULE:
Check in and registration starts at 7:30AM, closes at 8:30AM. **School starts at 9AM.**

2018 SACRAMENTO CHAPTER SOLO SCHEDULE

April 21 - Shriner Event – Round 1 – Mather Airfield

April 22 – Round 2 – Mather Airfield

June 2 – PAL Event – Round 3 – Mather Airfield

June 3 – Round 4 – Mather Airfield

June 23 – Round 5 – Stockton Fairgrounds

June 24 – Round 6 – Stockton Fairgrounds

July 14 – Round 7 – Stockton Fairgrounds

July 15 – Round 8 – Stockton Fairgrounds

August 18 – Round 9 – Thunderhill Raceway Park

August 19 – Round 10 – Thunderhill Raceway Park

September 15 – Round 11 – Thunderhill Raceway Park

September 16 – Round 12 – Thunderhill Raceway Park

October 13 – The “Bill Fleig Memorial” Enduro Practice – Thunderhill Raceway Park

October 14 – The “Bill Fleig Memorial” Enduro – Thunderhill Raceway Park

Annual Competition Licensing School
16-18 February 2018

THUNDERHILL RACEWAY PARK

<http://www.sfrscca.org/event/2018-driver-licensing-school/>

SFR COMPETITION LICENSING SCHOOL

ONLY ONE SCHOOL IN SFR THIS YEAR - FEBRUARY 16-18 - THUNDERHILL PARK

If you want to race this year, you need to start planning now!

START HERE

1. Join SCCA if you are not already a member: you can join online at any time on the National www.scca.com
2. Schedule your physical and have doctor completely fill out the SCCA Physical Form: http://www.sfrscca.org/wp-content/uploads/Physical_Medical_v2016.5.23.pdf
3. Fill out the Novice Permit Application: <http://www.sfrscca.org/wp-content/uploads/2015-Novice-Permit.pdf>
4. Send to National SCCA Licensing: Physical form, novice application, and copy of current state driver's license: licensing@scca.com UPS/FedEx/ address: SCCA, 6700 SW Topeka Blvd., Bldg. 300, Topeka KS 66619
USPS address: SCCA, PO Box 19400, PO Box 299, Topeka KS 666015.
5. Enter the school at <http://sfrscca.motorsportreg.com/> You do not need to have your novice permit before you enter the school (but you should be working on it). Credit cards are not charged until after the school. Entering allows us to send you any updated info and help you make sure you have everything you need before the school starts.

GET YOUR REQUIRED SAFETY GEAR

While waiting for school day, you can gather all the required drivers gear:

- Helmet with a Snell sticker of 2010 or later,
- Head and Neck Restraints meeting SFI 38.1 or FIA 8858
- One-piece driver's suit that covers the entire body from the neck to the ankles and wrists. All suits shall bear an SFI 3.2A/1 (or FIA 1986 Standard) or higher, underwear of fire resistant material unless you have a drivers suit SFI 3.2A/5 or higher.
- Gloves, driving shoes and socks made of fire resistant material

PREPARE YOUR CAR OR RENT A CAR

Local rental car providers and travel tech info:
<http://www.sfrscca.org/racing/services/>

Even more info here: <http://www.sfrscca.org/racing/race-school/>
Contact the Region Office if you have any questions: 888-995-7222 or office@sfrscca.org.

2018 SFR BAY AREA SOLO SCHEDULE

Any changes will be shown on www.sfrscca.org

FEB 11TH, CROWS LANDING
Round 1 "Boondoggle"

MAR 10-11, CROWS LANDING
Round 2/TNT/Starting Line

APR 7TH, MARINA
Round 3

APR 14-15TH, CROWS LANDING
Round 4/Champ Tour

APR 21-22ND, CROWS LANDING
Pro Solo

MAY 12TH, MARINA
Round 5

JUN 9-10, CROWS LANDING
Round 6/7 with AAS

JUN 23RD, CROWS LANDING
Round 8

JUL 21ST, MARINA
Round 9

AUG 4-5TH, CROWS LANDING
Round 10/11

SEPT 29-30TH, CROWS LANDING
Round 12/13 with AAS,

OCT 13TH, CROWS LANDING
Round 14

OCT 27TH, MARINA
Round 15

NOV 10TH, MARINA
Round 16

DEC 1ST, CROWS LANDING
Round 17



THIRTY YEARS OLD AND STILL LIVING AT HOME

WHEELWORKS BY BLAKE TATUM

San Francisco Region of the SCCA holds fourteen regional races a year. We run six run groups. Each run group has an average of thirty cars per race. That adds up to 7,380 entrants for the season, so why I am writing a story about a guy who has a total of six regional races to his credit, does not own a race car, and plans to move to Germany this month?

San Francisco Region of the SCCA holds fourteen regional races a year. We run six run groups. Each run group has an average of thirty cars per race. That adds up to 7,380 entrants for the season, so why I am writing a story about a guy who has a total of six regional races to his credit, does not own a race car, and plans to move to Germany this month?

Because it is how this racer made it to those six races that should inspire us not only in our racing pursuits, but in our life's path. Because this young man has a dream and nothing is going to get in his way of achieving that dream.

Ken Fukuda is a very driven 30 year old man and the story of how this man made it onto the race track is certainly worth sharing. Ken comes from a very hard working family. His mother was a teacher and his father taught farming techniques to people from under developed countries. This is not the normal background that most racers come from. Ken never had the opportunity to go out in the garage with his father and do a tune up on the family grocery getter. In fact the only close encounter to an automotive experience Ken ever got with his family was a trip to the Stoneridge Mall. He happened upon a Sharper Image Store and on display in the store was a Porsche 996 Le Mans car painted in the Mobil One livery.

Seeing this car was the only motivation Ken needed to decide that he wanted to be a professional racecar driver. Of course he could not tell his Parents anything about his dream. Mom had visions of Ken being a doctor and dad saw his son playing shortstop for the Giants.

So this ten year old boy keeps his dream to himself, but secretly figures out how he is going to become the next Randy Pobst or Allen McNish. He knows in his heart of hearts that he has the skill the only thing holding him back is a thing called money.

The first part of young Ken's plan was to buy a copy of Going Faster by Carl Lopez and Danny Sullivan. The second part of his early plan was to hitch a ride to Laguna Seca. Ken was a smart young man; he brought the tattered book and a broom and dust pan. He then stalked people to listen in on their conversations. He stood at the pit wall and watched all day every day. He tried to get people to talk to him just so he could absorb all the racing insight he could that was not part of the book.

Finally at the end of one of the days an instructor came up to him. He asked Ken what he was doing there. Young Ken said that he wanted to become a racecar driver and was willing to do whatever it took to get there. Ken showed the instructor the well-read version of Going Faster and his broom and dust pan. Ken's desire and fortitude must have hit a nerve with the instructor because before the cars could be put away for the night he gave 14 year old Ken a ride around the track in one of the Dodge Neon SRTs that the school was using.

The problem as far as his parents go was this one little ride around the race track solidified his desire to become a racecar driver. Young Ken would never forget the multitude of sensations that he was experiencing for the first time, the dopamine rush to his central cortex, the tickle in his stomach, the g forces against every part of his body. As the instructor flung the car around the tight hairpins, the fast sweepers, and over the crest of the corkscrew. Ken's desire grew by the second. These sensations would become his driving force and would be called upon to overcome all the obstacles that came his way.

The next big step towards Ken's six races with the SCCA was when he got his learners permit. Ken figured he needed seat time. He had two problems: one was his parents had no idea he wanted to become a racecar

driver; and two was that he did not have a racecar or a place to drive. As far as Ken was concerned the solution started with the purchase of a Mazda Miata. Not quite a racecar but a very suitable streetcar. Then he decided that he would sneak out of his house once his parents went to bed and practice at the closest thing resembling a race track near him which were the roads winding through the Oakland Hills.

He was smart about these practice sessions. He did not worry so much about top speed; he concentrated on refining techniques such as left foot braking and heel and toe. Along the way the local law enforcement never came across him, but three deer did get hurt in the process.

From sneaking out at night he graduated to signing up for Doc Wong's driving clinics. Doc Wong is a chiropractor in Woodside, California. People sign up via the internet and meet at his office. They then go over some rules of the road and the drive for that day will work on one of the featured topics. The topics include field of vision, friction circle, braking and entering. Ken is now getting seat time but in a safer and much more organized manner.

Unfortunately all of these late night Oakland Hills sessions and the Doc Wong Clinic only fueled his desire to race. Ken looked for any outlet he could find to scratch his racing itch. He bought every racing book he could find. He started going to Autocrosses. While not actually doing racing activities he thought of ways to make money. He got a job at Safeway, he got another job at Bank of America, and he got a job painting curbs. He did whatever he could to save money towards his racing goal.

Ken is able to save up enough money to go to the Jim Russell Racing School at Sonoma Raceway. This was a karting school and most of the students had previous experience. Naturally they were initially faster than young Ken. Of course Ken gets initiated to the racing world the proper way: like all of us he gets yelled at by one of the instructors. From that point on Ken thought the instructor hated him.

Six months after attending the school Ken received a letter in the mail from the Russell School. They invited him back with a chance to win a \$100,000 scholarship towards a racing career. The only problem was he needed \$15,000 to enroll in the school. At this point Ken had \$10,000 saved up and he seriously considered enrolling. This was a crossroads decision in Ken's life. With every big decision in life we can look back on it and decide if it was the right decision. This is what Ken has to say about it today: "It was 15K for a potentially life-changing scholarship, or 15K towards a degree. I chose the safer route and haven't been able to sleep right since."

All along Ken had a desire to help others. During high school and college he volunteered a lot and he had always fostered a dream to volunteer for the Peace Corps. So when he attends UCLA he focuses on International Development. He studies Swahili and applies for a Peace Corps position in Sub-Saharan Africa.

At the age of 22 Ken was picked to go to Liberia where Swahili is not spoken and the native tongue is Gio. Ken is amongst the first group of Peace Corps volunteers to go to Liberia after the civil war tore the country apart. He is sent there to teach the people English Composition. Ken said the whole country suffered from PTSD. His students ranged from people in their forties to young boys just removed from the front lines of catastrophic inhumanities.

One of the problems with emerging countries is they are ripe for corruption and it is hard to carry out idealistic goals when over half of the staff is on the take. Ken is able to power through the shortcomings and establishes himself with the locals. He learns their language, he builds a science center, and he triples the graduation rates. He had to chase former child soldiers away from his hut with a machete after he caught them cheating. Ken said "There were cannibals that lived in a village 30 kms away. Monkey and bushmeat were the only source of protein available at my local markets. And there was a civil war in Ivory Coast that erupted about an hour away from where I lived." Because of his 100% commitment to the people of Liberia, the locals bestowed a name of Sonkarlay, which means a man of free will, a man who can walk amongst the people.

After two and a half years it was time to come home, but before he did, he and his Peace Corps buddy decided to take a two-month motorcycle ride across Africa. They bought 125cc Hondas, loaded them with



African Motorcycle trip

saddle bags and started on their journey. Now you have to realize Africa is not littered with Motel 6's and McDonalds. In fact the vast majority of the country is very undeveloped. They started in Cape Town and ended in Tanzania. Along the way he was able to climb to the top of Mount Kilimanjaro, he was chased by a herd of elephants, and he went bungee jumping right when fresh ropes were installed since the previous ones broke just prior to his arrival. Most of the roads were either dirt or gravel and the bed usually consisted of his sleeping roll and a mosquito net. He used iodine tablets to sanitize his drinking water, which was the easy part. The hard part was making sure there were no crocodiles around as he filled his canteen. This trip with the two suburbanite Americans taking on the third world on two over loaded Honda Motorcycles would make a great movie which Ken should sell to Disney.

After the trip Ken returned to the United States. You never realize how things change when you're in the midst of them, but Ken's culture shock moment came when he realized that SMART phones ruled the world, everyone dated online, and electronic music was hip. Other than that, everything in the civilized world was the same, traffic started about 1:30, gas prices were higher, and toilets flushed clockwise.

When Ken returned to the states he thought about his students in Liberia. He thought of all of their potential and thought about how none of them were able to realize their potential. He then thought about his own personal dilemma and how he was torn between his desire to make the

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world a better place and his desire to be a professional racecar driver. As he contemplated his next move, Ken decided to do what his students would do. His students appreciated the fact that they were alive. They did not have running water or electricity. If anyone of them had a chance to leave their current living condition they would jump in with both feet. His students have seen so many people killed, so many families torn apart, so much corruption, they realize that you only have one chance at this life, so if you can you need to chase your dreams. In the spirit of his students from Liberia, Ken decided he was going to do everything he could to become a professional racecar driver.

Ken's first order of business was to make money. He started a start-up that did online tutoring, he worked for the Bureau of Veterans Affairs, he did private tutoring. His goal was to work for one year and save enough money to enroll in the Bridgestone Racing Academy in Ontario, Canada. He would enroll as a mechanic and trade hours for seat time. The Bridgestone Racing Academy was very prestigious; famous drivers such as Jacques Villeneuve, James Hinchcliffe even Danica Patrick, have cut their teeth there. Everyone enrolled in the school figures they are going to be the next Ayrton Senna and most everyone except Ken had spent time in some very serious competition series.

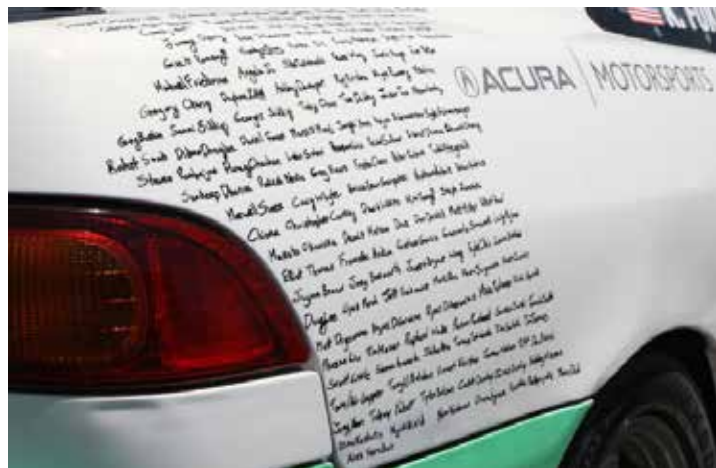
Undaunted Ken forged ahead. When his first race came around, Ken made it partially around his first lap and was t-boned by another competitor. Not only did this end Ken's first race it also used up all of his crash fund money. Needless to say Ken did not let this mishap slow him down and by the end of the school he was setting fast laps and recorded a time faster than the chief instructor.

When the academy was over Ken came back to California. The first order of business was to find a job, especially a job that would pay him enough to fund his racing aspirations. So Ken figured he would apply for a job in the tech industry. He had several interviews and at one of the companies he was invited back for a second interview. When he met with the interviewers they told him his content was good, but he lacked enthusiasm. After another interview he was told the same thing. It was at this point that he realized that these people were right. They could see right through him and they knew his heart was not in it. Ken walked away from the interview and called his friend Tim Moser at Simraceway Performance Driving Center in Sonoma. Tim told Ken that he needed to be around the racing world and offered him a job instructing at the school. Ken accepted the job and has since been promoted to lead instructor.

Ken still had a problem. He was involved in the racing world but he was not racing. He needed money and felt that racing in the SCCA would be his



Ken giving his speech to guests at the Gala



All the names of contributors

best bet. So one of his friends felt that he should do a GoFundme campaign to buy a car and race in the SCCA.

From an idea of a simple GoFundme campaign evolved this idea that Ken would host a black tie Gala at a friend's house. He got all of his friends to donate items. He had friends who were acclaimed chefs do the cooking, he had friends that were artists decorate the house with their art, ex-girlfriends that were dancers, they all volunteered to donate their services. The night turned out to be an outstanding success and he raised enough money to buy an Acura racecar. That's the good news, the bad news is he could only afford the car and did not have a trailer, he did not have tires, he did not have any spares, but he did have a car.

Ken's SCCA racing experience matched his other racing experiences. His first race at Thunderhill he was black flagged for sound. His second weekend he scored big with a victory and second at the Super Tour Majors race in Buttonwillow. His third weekend he took the pole by two seconds at Sonoma but suffered engine problems in the races. In his final weekend at Laguna Seca he scored two poles and took first and second. The best part about this was he was able to win with his father present, who found about his son's racing desire only six months prior.

Ken has since sold his car, bought a one way ticket to Cologne, and contacted all the top racing teams in Germany. He told them he was coming over. So far two have offered an invitation and Ken plans on winning at the Nurburgring. He figures that if he can win there, he can win anywhere and hopefully attract the attention of a major car manufacturer or sponsor.

For the next few weeks, 30 year Ken Fukuda will be living at home with his parents. Most 30 year olds they would be embarrassed to be in that position. Ken Fukuda could not be happier.



Everyone had a good time!

WIDE WORLD OF MOTORSPORTS

BY DAVID VODDEN

With the 2017 racing season in the books I would give the year a big "A" for overall value and entertainment. Martin Truex Jr. rightfully won the coveted title, "NASCAR Monster Energy Champion" when the thirty-six-race season ended in late November.

He did so in convincing style driving for a team that was not "big and bad" and expected to beat all the Goliath teams that compete in the Monster Energy sponsored series. The championship winning Toyota-powered, Furniture Row Racing effort was a two-car team located in Denver Colorado. The owner, Barney Visser, paid the bills with personal funds based on his passion for the whole experience. Toyota also earned the car-brand title for the second time in a world historically dominated by Chevrolet and Ford. It is worth noting that no Chevrolet teams made it to the final four in the ten-race NASACAR playoffs. The Xfinity series title was won by youngster and video-gaming-expert, William Byron who drove a Dale Earnhardt Jr., Chevrolet to the title. 2017 truck champion, Christopher Bell of Chili Bowl fame and sprint cars, dominated the Camping World Truck series in NASCAR behind the wheel of a Kyle Busch Racing Toyota Tundra. Both Bell and Byron are moving up to the next class in their career paths in NASCAR this year. Toyota won the Monster Energy Cup and the Camping World Cup brand titles. In the Xfinity series Toyota had almost double the wins of Ford. Ford won that car-brand title. Swapping Xfinity drivers is what kept Toyota from winning all three NASCAR premier series car titles. The loss of Danica Patrick, Matt Kenseth, Dale Earnhardt Jr., Michael McDowell, Landon Cassel and others will change the draw-power of NASCAR for seasoned fans. The constant harping about empty seats and lower television ratings by media at all levels and silly fans lacks merit. This is, in fact, just a change in the way fans experience the sport. If anything, the sport of NASCAR stock car racing is more popular and more widely viewed than ever before. Do you have a smart phone? Too many races, races that are too long for the millennials and Gen- "X'ers" and Gen "Z'ers", plus market saturation are real issues that face the big-money NASCAR company. I expect 2018 to be good for all the right reasons. Daytona will start it all over again on February 18th.

Indy Car Racing showed signs of improvement at all levels with good racing and growing recognition for their international cast of racers driving uniquely American cars. Josef Newgarden captured the championship in his sixth season in the series driving Roger Penske to his 15th Indy Car title. Forty-year old Takuma Sato won the 101st running of the Indianapolis 500 making history on many fronts. He drove a Michael Andretti/Bryan Herta - Honda powered car to the win. Both driver and the race car engine represented Japan. Indy car racing is big in Japan. The Indy 500 is clearly climbing back to its place of prominence in the world of great motorsports events. New car designs with less down force are suggesting that Indy race cars will require driver-throttle control to win in 2018.

The World of Outlaw, winged sprint car series saw Donny Schatz continue his climb to match the legendary Steve Kinser as the best winged sprint car pilot in the long history of this form of racing. He earned his ninth W.o.O. driving title behind the wheel of his Tony Stewart owned #15. The World of Outlaws series has one of the most grueling race schedules in motor-sports. Schatz has 249 WoO feature wins which is third overall behind Sammy Swindell [294] and Kinser [577]. The traveling series has ninety-one races on the schedule as of today in 2018. This will be the 40th season since the first W.o.O. race in Texas in 1978.

In NHRA drag racing Brittany Force stole the Top Fuel dragster title from Steve Torrence at the season finals in Pomona Cali-

fornia. John Force' Top Fuel Funny Car driver, Robert Hight, won that title adding to the legacy of team owner and sixteen-time NHRA National Champion, John Force. Force has an unequaled 144 wins in side-by-side racing on America's drag strips. Bo Butner won the Pro Stock title and Eddie Krawiec won the Pro Stock Motorcycle title.

Formula One was more of the same in 2017 but with that international back-drop and a host of global personalities that make Formula One racing unique. Lewis Hamilton won his fourth world title. The British racing celebrity has sixty-two Formula One wins adding nine to the Mercedes team effort in 2017 in route to beating his Ferrari-rival and four-time F-1 champion, Sebastian Vettel. Vettel finished second in the world points.

Moto GP saw Marc Marques of Spain repeat as the big-bike world champion on a Honda making him a four-time titlist. Ducati powered Andrea Dovizioso of Italy took second with Spaniard Maverick Vinales earning the final spot on the year-end podium riding a Yamaha. Moto GP circumnavigates the globe and will stop in America in Austin Texas in April of 2018.

The Flying Lizards race team, headed by team owner Darren Law, drove their blue and white Audi to its third consecutive win in the 15th running of the 25 hours of Thunderhill in 2017. The annual longest endurance auto race in America continues to grow in international stature in the world of motorsports. The race returns to Thunderhill the first weekend in December in 2018.

2017 was a profitable year for the San Francisco Region of the Sports Car Club of America despite a host of challenges in race class entries and sizes. Long-time Club supporter and official, Barbara McClellan is in charge. She will need a new and clear vision of what racing needs to be to address the challenges the Club, all Clubs, face in 2018 and beyond.

January for road racers is all about the 24 Hours of Daytona but the biggest auto race in the entire world of motor sports in January is the Chili Bowl. 342 dirt-track, non-wing midget entries will compete in front of everyone who is anyone in any form or racing. Seriously, this is a correct assessment of this little, indoor, dirt-track midget auto race that pays a meager \$10,000 to the winner.

Thunderhill Raceway Park never stops running with events most days, every day, all year long. Go to www.thunderhill.com to see what is on track. Call 530-934-5588 extension 101 if you have any questions that need answers.





INTRODUCING THE NEWEST RACE CLASS: SSC5

BY TIM SULLIVAN

HOW MANY CLASSES OF CARS ARE IN SCCA.. MORE THAN ONE WOULD THINK! NOW THERE IS ONE MORE! THE NEW SSC5 (SPEC SEALED CORVETTE 5TH GEN)

SO WHAT DOES IT TAKE TO GET INTO THIS CLASS. SIMPLE...

Generation Corvette (1997-2004, Z06's excluded) Pretty simple.. The C5 Corvettes, when they came out, were great handling cars. Chevrolet had a C5 racing team. The new LS Gen 3 engine was phenomenal, and pretty bullet-proof. They are plentiful, and the price is right.

The first two cars in this class were purchased for \$7500 and \$6700. The cars are out there! But, you say, you can't just race it stock. No.. we have a uniform set up for them, much like the Spec Miata's. But the cost is reasonable. We have made some deals to get the main compo-

nents (supplied by LG racing) at a discount. The first build came in at just about \$20,000. Not much more than the good old Spec Miata.. but a bit more horsepower and fun.

HERE IS THE "SNAPSHOT" OF THE NEW CAR:

The Recipe For A Sealed Spec C5 Corvette (in a Nutshell)

Take one base-model (non-Z06) manual shift Corvette made between 1997 to 2004 (that's a C5), then stir gently by:

[1] Gutting the interior more or less as you see fit - front seats, all seat-related wiring, sun visors, seat belts and their attaching hardware and brackets, carpets, carpet padding, center console, floor mats, headliner, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms, radio and speakers, any removable covers for the spare tire, tools, bins, etc., and all other interior trim panels -- except the dashboard - electric door locks (but then add mechanical door latches as both doors must be able to be opened from inside and outside), door glass and steering wheel lock, sound deadening (melt sheets) and undercoating (on the interior only) and heating and/or air conditioning ducts under the seats -- if you want.

Rolling door locks may be deactivated by

unplugging the components - if you want - but passive restraints (air bags) must be deleted or removed, and hatchback "privacy covers" and convertible tops must be removed. Factory T-tops and sunroofs must be securely retained in the closed position, and a glass sunroof must be replaced with a metal or fiberglass panel the same thickness as the roof.

[2] Next, add a cage per Section 9.4.E of the GCR, plus a window net, belts, fire extinguisher or fire system, and towing eyes or towing straps, all per Section 9.3 of the GCR, then add an OEM or aftermarket hardtop attached with positive fasteners (a must for convertibles), plus modify the pedals, and add hood pins to replace the stock hood latch or a more accessible release cable, a removable steering wheel and an electrical master switch (if you want).

[3] Only minor engine modifications are allowed, which include replacing the air intake with an aftermarket unit housing any air filter that fits it, adding an OEM equivalent throttle body with the original method of actuation (fly-by-wire or cable), adding an aftermarket radiator with enclosed overflow tank and any (or no) thermostat and any cooling fan(s), adding an unmodified LS6 intake manifold, using any ignition wires and any brand or heat range spark plug, and replacing the exhaust system with an LG Motorsports SSC5 kit [C5 1 3/4 upper Pro Headers and X-Pipe replacing the catalytic converter (SKU 2139), and (2) FlowMaster Mufflers (Part #: left 525802-L & right 525802-R)] - if you want. Balancing and blueprinting is allowed, as is honing the cylinders to OEM standard (3.898 +.002/- .002), but no increase in stock displacement is allowed (the engine may have cast iron sleeves, if needed). Air conditioning may be removed if at least compressor and condenser are removed (unless the compressor is an integral part of the drive system, then the compressor may be retained and disabled or replaced with an idler pulley that serves no other purpose). Compression may be increased slightly from 10.1 to 1, to 10.5 to 1, in order to allow for minor truing of the heads, but a standard 3-angle valve job is all that is allowed. An oil accumulator may be added, any brand/viscosity engine oil is allowed, and any brand or octane of unleaded fuel may be used, plus an auxiliary aftermarket fuel transfer pump may be added (to scavenge the funky saddle tanks).

[4] Then the engine must be dynoed and sealed by Kevin Murray or his technician at MCE Racing (530.934.3237), or by another SFR-approved dyno shop and technician (none chosen so far) at no more than 350 RWHP (+/- 1.5 HP) or 355 RWTQ (+/- 3 ft lbs).



[5] The manual transmission must remain stock with a stock 3.42 final drive coupled to either a C5 limited slip or locked rear end. Any transmission or final drive lubricant is allowed.

[6] The suspension can have any of 3 configurations:

- (a) The stock base-model C5 suspension package.
- (b) The GM Motorsports T1 package. (Discontinued)
- (c) An LG SSC5 Suspension Kit consisting of ride-height adjustable GT2 coil-overs on 12-way adjustable (non-reservoir) shocks and struts (SKU 2176), sold as part of GT1 Sway Bar Package (SKU 2210) comprised of mono ball pivot mounts, a 38mm tubular front sway bar, an LG 27mm solid three-way adjustable rear sway bar, and an optional adjustable end link kit; plus LG Motorsports Bushing Kit (GM Performance SKU 1813), and LG Motorsports Camber Kit (SKU 6699).

[7] Front and rear brake rotors must be OEM rotors or equivalent aftermarket replacements, and front calipers can be either OEM calipers or Wilwood SLC56 calipers, but rear calipers must be OEM. The parking brake and dust shields may be removed, metal-braided brake lines and brake ducts may be added (using up to 14.5 square inch openings in the front fascia, but not the headlight openings), and any brake pad or brake fluid may be used.

[8] For wheels and tires, only C5 Z06 18 x 10.5 wheels with spec Toyo Tires (either 275/35-18 RRs or 275/35-18 R88s) are allowed.

[9] Minimum weight is 3,250 with driver (and cool suit system, if used).

[10] An SSC5 car may also compete in the T1 class, but there is no guarantee of competitiveness.

The end product is a truly competitive car. It handles well. A lot of folks may wonder how the Toyo RR's perform, they do well. With a set of #25 Carbotech pads in the front and #12 in the rear, the brakes work great! And best of all we have kept the cost down.

So, who wants to go fast in a Corvette! Remember, this is a SFR SCCA only regional class. Get your builds started and lets go racing!



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E

STANDING



The start of the GEN2 race

GENO AND BRUCE'S INDY ADVENTURE

BY R BRUCE RICHARDSON

When I was a kid, I dreamed of racing at the Indianapolis Motor Speedway. At some point in my teens, I realized that racing at Indy was a dream that would never come true. However, about a year ago, my racing buddy Geno Barbera and I were talking and decided that we might be able to live the dream that we both thought was out of reach. Early in 2017, we made it a goal to qualify for Indy and to make the pilgrimage across country together.

In the spring, we both ran two “national events” and two plus regionals events and were able to qualify for the Runoffs. As the trip got closer, we both realized we would be able to live that lost dream and were getting more and more excited about the trip.

About a week before the first day of practice at Indy, we started the journey. With the help of my son, Perry, we got the trailer packed up with three cars. I started my trip from our shop in Los Gatos and made my first stop in Carson City, Nevada to pick up Geno and his car. Geno had a gig at the Genoa Bar that night and I was able to see his band, The Lost Reverends play at the oldest, and coolest, bar in Nevada.

At the crack of dawn, the next morning, we hopped into the dually hooked up to my



Geno's band playing at the Genoa Bar

52-foot trailer and headed east. The sun came up just about the time we passed through Mustang Nevada and Geno pointed out the historic ranch in the town. We passed through all the small towns off Hwy 80, most of which Geno had flown into over the years in his small plane. Before we knew it, we were into the state of Utah. This was the first time I had ever driven into Utah and I was excited to see the great Salt Lake.

We were inspired as we passed the Bonneville Salt Flats and I got the truck and the 52-foot trailer up to 85 miles per hour. We think we now hold the world land speed record for 4 SpecRacers in a trailer! After the Salt Flats we, made our way through Salt Lake City, Utah and on to Park City. As sun set we made our way into Wyoming.

The mountains of Utah and Wyoming were inspiring and reminded us what a great a country we live in. As we approached Rock Springs Wyoming, I grabbed my cell phone and Yelped some restaurants hoping to find a good local establishment. Most of them didn't sound that exciting. We were looking for good old heart-land American food. I found the Open Range restaurant that looked interesting and had good reviews.

Geno pulled off close to the restaurant and we ended up stopping at a Best Western in Rock Springs named the Outlaw Inn. As we checked in, Geno asked the person at the desk, “What is a good restaurant around here?” She replied, “We have one of the better restaurants in town here at the motel, the Open Range restaurant.” So, we



Driving past the Great Salt Lake in Utah

thought we would get settled in our room and then try one of the town's best.

Once seated at our table, we realized we were in Wyoming and things were different. The wine list included red, white, and rosé. It was when we got our salad and the dressing came in a sealed package that we realized we were in for something not special, but at least the people were nice.

We turned in for the night and got up at the crack of dawn and decided to eat at the Open Range restaurant again for breakfast because it was easy. To my surprise, they had fruit as an option over hash browns and I thought, “Wow, they have healthy options.” When the meal came, I again was surprised. The fruit cocktail was out of a can. We at least got on the road before sunrise. We made our way through Raw-

lins, Laramie, and Cheyenne and then made our way into Nebraska.

As we crossed into Nebraska, the mountains started to disappear and things got flat. Listening to the radio, we found out that the low oil prices had made a negative impact on the local economy of Wyoming and Nebraska. It was interesting to see a lot of windmills generating not only power but jobs. There were numerous ads on the radio looking for people to build and service windmills. An account of a trip through Nebraska wouldn't be complete without the mention of corn. For miles and miles all we saw was corn and corn and corn. We stopped in Iowa for the night, grabbed a quick meal, and turned in.

From one cornfield to the next, not much changed as we passed into Iowa and then Illinois. One break in the corn was our drive over the Mississippi River on our way through Davenport, Iowa. After Iowa, we made our way into Indiana and we started to get excited. We were almost there. We put the hammer down and were drafting other trucks going over 75 mph. As we got closer to Indianapolis, the anticipation started to build. We pulled off the interstate and within 10 minutes we saw it, the Mecca of motorsports. The Indianapolis Motor Speedway, the indy of our dreams.

The main entrance was a sight but going through the tunnel running under the straight between turns 2 and 3 was when it really struck us. We were at Indy, baby.

We maneuvered our truck and trailer onto the infield and parked for the night, checked into our hotel, and went to a cool restaurant downtown called Bluebeard's. The restaurant was highly rated by Yelp and we weren't disappointed. At the restaurant, we were joined by Jerry Aplant, a GEN3 SpecRacer who had just flown in from San Francisco. After dinner, we went straight back to our hotel for an early start.

We got to the track just about sunrise and Jerry and Michell Hemus, Jerry's top-notch mechanic and the SCCA mechanic of the year, joined us and we setup the pits. Jerry was the only one to practice the first day and so Jerry's mechanic Michelle went to work preparing his car while Geno and I got our cars ready for practice the next day.

Jerry in his GEN3 was the only one from our pits practicing the first day. Geno and I watched him from the grass going into turn number one. Watching Jerry got the both of us excited to get on track. After the session, we met Jerry in the pits and he had one of the biggest smiles around. Jerry had some problems with brake fade that made the session even more exciting. Jerry had three practice sessions that first Thursday. At the end of the day we cleaned up and went to a small restaurant close to the track called Barbeque and Bourbon across from Dallara racing. Geno ordered probably the best meal, all you can eat fried catfish, but we had to wait for Geno to stop eating.

The next day was a practice day for all three of us. Geno and I were running a GEN2 and went out at different times than Jerry. Both Geno and I



The tunnel under the track leading into the infield

got into our cars and made our way through the infield maze to the starting grid. Both of us decided to start at the back to be sure we stayed out of traffic. My goal was to not crash the car the first day. That would have been a major bummer. We gridded up in the infield and after the



one-to-go signal we were off. We headed down pit lane and onto the track at the end of the straight. The track we used went the opposite direction of the Indy 500 so we entered the track just before what most people know as turn 4. Once on track I quickly got focused and zeroed in on driving.

The first turn was a tight right turn that lead right into a tight left turn and then into a short straight. In the straight, you grabbed a gear and then headed into a moderate speed right turn and another short straight. At the end of the straight you braked hard and late into almost a U-turn left. You had to hit your mark at the exit to carry as much speed as possible into the next right turn that lead into the back straight. You had to nail this turn. If you didn't take this one fast, you didn't carry speed into the back straight and if you went too fast, you would go off and hit a wall. At the end of the back straight is a series of turns similar to the esses at Sonoma. The only differences was they started with a left-hand turn. At the exit it was important to get a good speed going into the right long banked Indy turn 2. At the end of the sweeping right turn, you needed to brake hard and get as close to the wall on the left to carry speed through the next right and left turns. Those two turns were important because they preceded the right hand sweeping turn into the straight. This last right hander, Indy turn one, was banked and was a no lift turn.

Heading into the main straight for the first time; passing over the strip of bricks and under the flag tower was something that I will never forget. The was only my first practice run: I hadn't even raced yet, nor even qualified, but I already felt like I was living my dream. I had run at Indy.

I met Gino in the pits and he was living the dream, the same as me. It took a while to come down out of the clouds and get back in the game to get our cars ready for the next session. For the rest of the day, we managed to bring our times down and to stay out of trouble.

The rest of the practice days went well for all of us. We gained speed and stayed out of any contact. We reviewed videos and data and worked together to find speed. One of the more exciting skills I had to learn was drafting. We would shift into 5th about a half-way down the main straight and the GEN2's were hitting a buck twenty and the 3's about one-thirty. You could really feel a pull and had time to get a good draft. I had to learn to hold the draft as long as possible, something I had limited experience with. The track was so smooth and the side walls were monotone so didn't feel like you were going that fast. It seemed slower than at ThunderHill.

The night before qualifying, SCCA sponsored a track walk that started at the start finish line. Drivers, crews, and workers gathered at the strip of bricks that start at the Pagoda (infield tower), crossed the track and ended at the elevated start finish booth. Everyone was able to take pictures and socialize with other drivers and crews. After about 30 minutes, we started the walk around the track. The track had a very interesting texture, not like any I had ever seen. It was very rough and porous, almost like lava rock, and it was very flat. As we walked, we scrutinized the grip and camber to find clues to the best line. The walk reawakened our sense of awe and the realization of how lucky we were to be racing at Indy.

Qualifying started on Monday with 18-minute qualifying sessions for four days. In the first qualifying session, we gridded up and the order was determined by national points. Connor Solis, another San Francisco Region driver finally got a chance to get on track. He was a late entry and couldn't get any practice sessions. The San Francisco Region had three GEN 2's qualifying and they all did well without incident. I decided to lay back so I could run in clean traffic so I didn't get held up or get in a crash. Geno qualified 22nd, I came in 18th, and Connor bettered us all in 11th out of 47 cars. It was amazing to see Connor go out and on his first time on track qualify 11th.

Each day we worked together to exchange video, data, ideas, to better our times. We also made a smart decision to run Connor's and my car on the dyno. Kevin Murray of MCE Racing, who shows up at most or our races back home was there the entire time. Thanks, Kevin! Perry used all his tricks and knowledge on the dyno to get about 5 more horsepower out of both cars. Perry, an accomplished mechanic, also spent late nights working his magic and checking Connor's and my cars so that we could get the most out of them.

Most of the nights, when we weren't working on cars, we were eating good at the local restaurants. There were a lot of great restaurants just 5 minutes from the track.

The qualifying results for the top ten, San Francisco, and other west coast racers are

Jerry was doing well in the early qualifying sessions, but didn't qualify in

GEN2							
Pos	#	Name	City	State	1st Qual	2nd Qual	3rd
Qual	4th Qual						
1	42	Todd Harris	Portland	OR	01:54.4	01:54.7	01:54.1
2	11	Mike Miserendino	Bakersfield	CA	01:54.9	01:54.6	01:54.2
3	7	Denny Stripling	McKinney	TX	01:54.8	01:54.7	01:54.8
4	17	Scott Rettich	Columbus	OH	01:54.8	01:54.9	01:54.5
5	9	Todd Vanacore	Ormond	FL	01:54.8	01:54.9	01:55.0
6	51	Charles Turner	Montpelier	VA	01:55.0	01:54.9	01:54.8
7	3	B.Doug Mead	Melbourne	FL	01:56.8	01:55.5	01:54.9
8	77	Matthew Harper	Charlotte	NC	01:55.6	01:55.4	01:54.8
9	25	Richard Baldwin	Covington	LA	01:55.2	01:55.9	01:56.3
10	8	Dave Ogburn	San Angelo	TX	01:56.7	01:56.7	01:56.9
11	22	Connor Solis	Prunedale	CA	01:56.8	01:56.3	01:56.2
23	40	Bruce Richardson	Los Gatos	CA	01:58.0	01:58.1	01:57.4
25	54	Geno Barbera	Carson City	NV	01:58.5	01:58.3	01:58.2
26	72	Vince Balch	San Diego	CA	01:58.4	01:58.1	01:57.7

GEN3							
Pos	#	Name	City	State	1st Qual	2nd Qual	3rd
Qual	4th Qual						
1	17	John Black	Olympic Valley	CA	01:51.3	01:51.3	01:50.8
2	7	Tray Ayres	Gainesville	GA	01:50.5	01:51.5	01:50.5
3	11	Mike Miserendino	Bakersfield	CA	01:51.4	01:51.1	01:50.2
4	84	Todd Lamb	Atlanta	GA	01:51.5	01:50.5	01:50.2
5	141	Denny Stripling	McKinney	TX	01:51.6	01:51.1	01:50.3
6	19	Bobby Sak	Mattawan	MI	01:51.0	01:51.4	01:50.5
7	27	Colin Kaminsky	Homer Glen	IL	01:51.8	01:51.5	01:50.5
8	31	Robeson Clay	Spartanburg	SC	01:51.8	01:51.6	01:50.9
9	51	Charles Turner	Montpelier	VA	01:52.0	01:51.6	01:50.5
10	97	Grayson Strathman	Jennings	OK	01:51.8	01:51.8	01:51.2
11	24	Todd Harris	Portland	OR	01:51.3	01:51.1	01:50.8
16	34	Umberto Milletti	Hillsborough	CA	01:52.5	01:52.3	01:51.4
20	20	Steve Fogg	West Linn	OR	01:51.8	01:51.6	01:51.0
22	49	Jack Willes	Palm Desert	CA	01:52.1	01:51.8	01:51.0
44	57	Bill Booth	Cupertino	CA	01:53.6	01:53.6	01:52.0
58	2	Lee Douglas	Portland	OR	01:52.6	01:54.3	01:52.8
62	88	Mark Ballengee	Shafter	CA	01:53.2	01:53.4	01:52.8
73	71	Jerry Aplash	Newcastle	CA	01:53.3	01:55.7	01:53.7

the top 60 at the end of qualifying so he got to run in the Last Chance Qualifying race. The top 12 in this race would qualify for the main race and the others would be going home. Jerry was disappointed, but not broken. Both Jerry and Michelle worked hard to be sure they would make the main event.

The Last Chance Qualifying race ran at the end of day and was the first racing we would see. All the AccelRaceTek team got high in the bleachers close to the first turn. It was impressive to see 60 SpecRaces make their way down the straight with the safety car leading them. As the cars made the turn heading to the green flag, we all were rooting for Jerry and anxious about what could happen. After the green flag dropped, Jerry was amazing. He got a great jump and passed a bunch of cars leading into the first turn and then gained more spots going into the first turn. We all were astounded and happy



Bruce drafting down the main straight

for him. Jerry ended up in 4th place and Mark Ballengee, from SoCal, ended up in 2nd place and earned their right to race in the main race come Saturday.

Friday was my day to race. I was 23rd on grid and was happy to be on the inside on grid. I felt I was in a good position with Geno directly behind me and Vince not too far behind. We got the call and headed off to grid. At grid, I mentally prepared by visualizing the track and reviewing the areas that I needed to work on. It was a great feeling when I entered the track. I was racing at Indy! On the warmup lap, I made sure to keep room in front and behind me while I warmed up the tires. We went from single file into the two-wide race formation and headed into the main straight. I focused on the flag tower and after a few seconds we went green.

I was concerned about the first turn and got my car into a good position to survive the first few turns. As I made my way into turn one, I could see cars spinning out in front of me. I dove to the inside a car sideways in front of me but he made some contact with the rear of my car. After the close call with one car another car spun in front of me and I cleanly avoided him. Finally, things cleared up and I had room to race and I was happy to have survived. The crashes brought out a full course yellow and the pace car. After one cleanup lap, we got the green flag and we were back to racing. I started to get into a rhythm and passed a few cars and was probably in about 20th place when something broke on the left rear of my car and I had to pull in to the pits. My race was over but the experience will live with me for the rest of my life. I was able to see the end of the race and it was great to see Connor and Geno finish.

Geno ended up in 24th place, I ended up finishing in 41st place, and Connor moved up 4 places and finished an amazing 7th. I feel that if Connor had been able to get at least one full practice day, he could have won the race or at least would have stood on the podium. At the later stages of the race, he was running lap times just 1/4 of a second slower than the fastest lap time. All of the guys with faster lap times ran two classes and probably had at least 8 hours of practice to Connor's zero practice time.

The SCCA On Demand video for the GEN2 race is available at: <https://www.scca.com/videos/2033585>

The race results for the GEN2 top ten, San Francisco, and other west coast racers were:

Pos	Start	#	Name	City	State	Best
1	2	11	Mike Miserendino	Bakersfield	CA	01:53.9
2	1	42	Todd Harris	Portland	OR	01:53.8
3	4	17	Scott Rettich	Columbus	OH	01:53.9
4	3	7	Denny Stripling	McKinney	TX	01:54.0
5	8	77	Matthew Harper	Charlotte	NC	01:54.1
6	6	51	Charles Turner	Montpelier	VA	01:54.0
7	11	22	Connor Solis	Prunedale	CA	01:54.1
8	10	8	Dave Ogburn	San Angelo	TX	01:56.1
9	14	181	Todd Fox	Memphis	TN	01:04.7
10	18	36	Craig Blackwell	Carmel	IN	01:04.7
24	25	54	Geno Barbera	Carson City	CA	01:57.8
28	26	72	Vince Balch	San Diego	CA	01:56.8
41	23	40	Bruce Richardson	Los Gatos	CA	01:58.1

All of the GEN2 racers went out for a celebratory dinner but Jerry went to his hotel to prepare for his race on Saturday.

There was a lot of anticipation with the GEN3 race due to the number of cars. In the GEN2 race, there were only 50 cars and the GEN3 race had 72 cars. For the GEN3 race we again sat in the bleachers at the end closest to the first turn at the end of the straight. Seeing all 72 cars about seven wide roaring into the first turn was incredible. We were surprised that all of the cars made it through turn one. A few cars made contact after turn one but nothing like the GEN2 race. It was great to see John Black, our local racer and a nice guy, lead the pack. Jerry got another great start and passed a bunch cars and ended up 51st place after the first lap.

John Black led the race for the first few laps but Tray Ayres braked late into turn one and was able to make the pass to take the lead with Mike Miserendino just behind both of them in 3rd place. Both Tray and John traded places a few times until John braked too late and lost momentum. Tray went to the lead and Mike took over second. Mike played it smart and didn't trade places with Tray, but used drafting with Tray to open a gap between the both of them and John Black. Mike and Tray continued to work together to increase the gap between them and John. Mike tried to pass Tray after getting the white flag but Tray did make it hard for Mike to get a good draft and Mike couldn't make the pass. Mike made an attempt to pass by braking late into turn 12 but overcooked it, locked up the brakes, and couldn't make the pass. Tray went onto win with Mike in second and John in third. Jerry Aplash had a great race making his way from 64th to 36th position.

The SCCA On Demand video for the GEN2 race is available at: <https://www.scca.com/videos/2033611>

The race results for the GEN3 top ten, San Francisco, and other west coast racers are:

Pos	Start	#	Name	City	State	Best
1	2	7	Tray Ayres	Gainesville	GA	01:49.8
2	3	11	Mike Miserendino	Bakersfield	CA	01:50.0
3	1	17	John Black	Olympic Valley	CA	01:50.1
4	8	31	Robeson Russell	Spartanburg	SC	01:50.3
5	7	27	Colin Kaminsky	Homer Glen	IL	01:50.2
6	14	61	Brian Schofield	Lakeland	FL	01:50.3
7	10	97	Grayson Strathman	Jennings	OK	01:50.3
8	4	84	Todd Lamb	Atlanta	GA	01:50.5
9	12	8	Scott Rettich	Columbus	OH	01:50.3
10	13	58	Cliff White	Huntsville	AL	01:50.1
13	18	62	TJ Acker	Saugus	CA	01:50.2
20	16	34	Umberto Milletti	Hillsborough	CA	01:50.9
33	35	45	Thomas Burt	Woodway	WA	01:51.4
37	56	37	Corey Condit	Scottsdale	AZ	01:51.8
38	50	70	Paul Goudy	Portland	OR	01:52.1
43	44	57	Bill Booth	Cupertino	CA	01:52.4
46	64	71	Jerry Aplash	Newcastle	CA	01:53.2
50	58	2	Lee Douglas	Portland	OR	01:52.9
51	62	88	Mark Ballengee	Shafter	CA	01:52.2

After the GEN3 racer, racers and their families went out for a final celebratory lunch at Big Woods Speedway restaurant just across from the Allison transmission factory. After lunch, a lot of the drivers and family went to the Indianapolis Motor Speedway museum. The museum again made me realize what an adventure I had experienced and how I will cherish it for the rest of my life.

We were tired, and we had made our runs at Indy, so the trip home wasn't as exciting as the one out. We were happy to get back to the West Coast. The people of Indianapolis were great, the food was great, and the Indianapolis Motor Speedway was awesome and I hope I get a chance to do it again. Who says you can't live a dream more than once?

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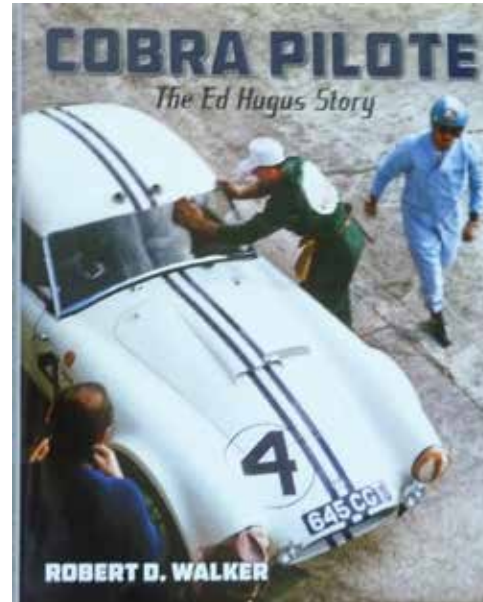
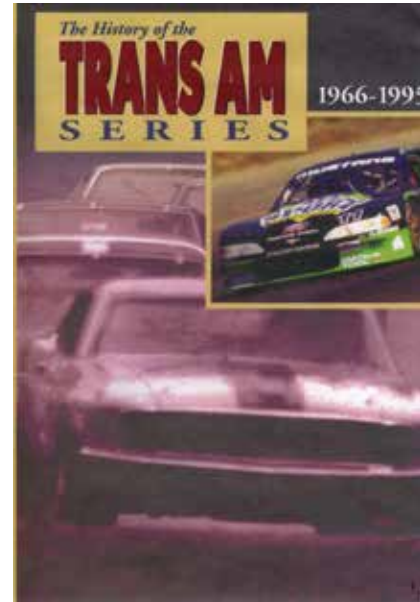
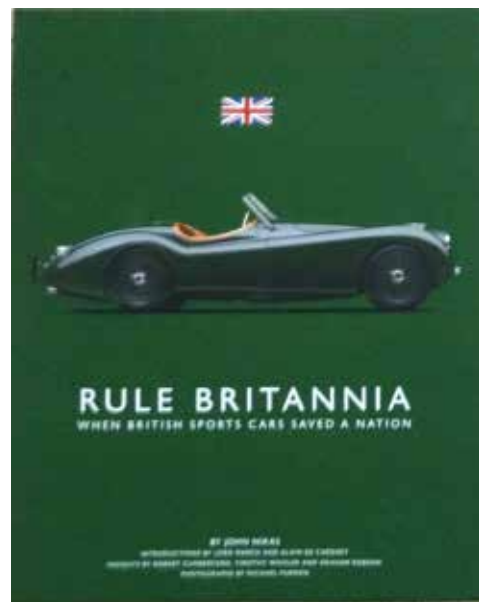
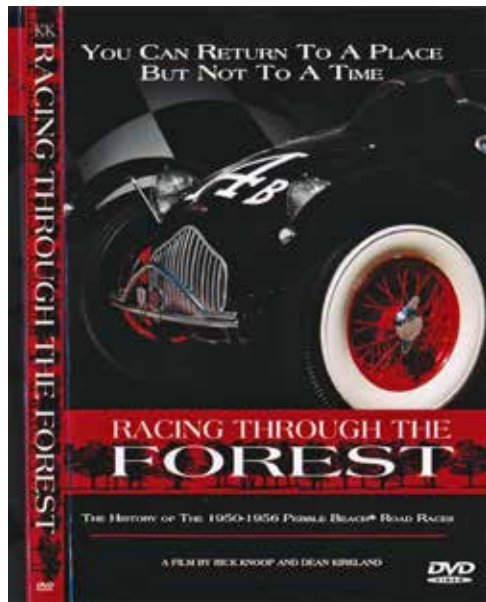
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NOTES

from the *Archive*

WINTER ENTERTAINMENT

BY GARY HORSTKORTA



With the racing season over and winter setting in, there may be a need for some of you to find other forms of entertainment to wile away the hours. There are several racing related videos, DVDs and books that you might find interesting. For example, www.youtube.com has many videos uploaded of racing footage from back in the day. Here are just a few links to SFR and other races from the past:

<https://youtu.be/hU9BdOb9ESA> - Arcata 1956

<https://youtu.be/-l8Z6LjLxqg> - Candlestick Park

<https://youtu.be/dlu3zvDB68k> - Vaca Valley - mid 1960's

<https://www.youtube.com/watch?v=dFJbLrSvKfo> - Stockton 1956

<https://www.youtube.com/watch?v=VFjxD8hkt8k> - Santa Barbara

- 1962

<https://www.youtube.com/watch?v=vVG19SsPOVs> - Pacific Coast Championship 1962

Thanks to Joe Stephan for sending these links.

Racing themed DVDs are also widely available with excellent local material. Two of the best are *Hay Bales and Asphalt* and *Racing Through The Forest - Pebble Beach 1950-1956*. Hay Bales is a collection of color, 16mm film segments from a variety of Northern and southern California races in the 1950's and early 1960's. It was available on VHS and may have been converted to a DVD. I was unable to find a source for this film but its worth tracking down

since the image quality is excellent plus you will recognize many SFR racers shown in the content.

Racing Through The Forest is a more recent documentary by racer Rick Knoop and producer Dean Kirkland, both from California. This excellent program chronicles the racing through the Del Monte Forest at Pebble Beach during the years 1950 - 1956. Using archival film footage, period photographs and interviews with drivers who drove in these races, this is the best program I have seen on the subject. Available through Amazon Video.

There are several other videos in DVD format on three very popular subjects that are worthwhile watching - Bahamas Speed Week, Trans Am and Can Am. *Bahamas Carnival of Speed 1962* is available in black and white on DVD from www.raresportsfilms.com.

Many SFR drivers competed in these races especially in the late 1950's when this event drew racers from all over the world. It was race during the day and party in the evenings for a whole week. Must have been worth the trip across country. Also available from the same website is coverage of the *Times Grand Prix of 1966*.

A good video on one of America's most popular racing series is *The History of the Trans Am Series*. This is a seventy-five minute long presentation on DVD, in color with narration including interviews with drivers and personalities. Available from www.fantasymotorcars.com.

Another great series of course was Can Am which several SFR drivers competed in. The video *Can Am Memories* offers a selection of six DVDs, individually or in a bundles, which covers the drivers, cars, personalities and reunions from the series. Available from

www.mcssl.com/store/foxyventures.

For the book readers, there are three books I can recommend, two are relatively new with another published several years ago. The most recent and one British sports car fans will enjoy is *Rule Britannia* by John Nikas who oddly enough is an American. Nikas' extensive research included searching through car manufactures archives in the UK which produced a wealth of information most people may not have seen before. Wonderful story on the rise of the British car industry, their devastation due to World War II and their comeback which helped put England back on the road to recovery after the war. An excellent book.

Cobra Pilote covers the history of the man who was not only an accomplished race driver but a successful car dealer. Written by Monterey author Robert Walker, the story is about Ed Hugus, his racing career and the little known fact that he was the first person to assemble and sell AC Cobras. His early relationship with Carroll Shelby was quite interesting.

This next book is not only covers a different era but also primarily one manufacturer and one racing series. The title is *Mercedes Benz - Grand Prix Racing 1934 - 1955* and was published in 1983 with text and photographs by noted British motorsports reporter, George Monkhouse. Monkhouse was one of the very few non-German journalists to be allowed inside the Mercedes Grand Prix Team in the 1930's then again after the team resumed racing after the World War II. Wonderful photos and an excellent inside look at some of the greatest Grand Prix race cars ever made.

Perhaps the best website on the Internet for period racing photos and information is tamsoldracecarsite.net. If you have never visited this site, you are in for a treat since the depth of material will keep you staring at your computer screen for hours. One link leads to another then to another and so on, it's easy to lose track of time as you explore this site.

Enjoy the videos, books and websites. Happy Holidays.

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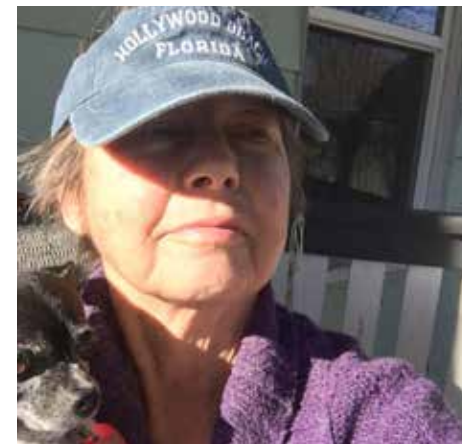
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'TIS TIME

FRANK EMMETT ANNOUNCES HIS RETIREMENT

After seventy-six combined racing years together – hundreds of races – thousands of tires – umpteen body parts (if you know what I mean), John and I have decided it's time to make a career move, called retirement.

What a wild and wonderful ride it's been! And the memories that can never be duplicated – the sights, sounds & even the smells (Brats & coffee in the morning, Road America), the beauty of a purpose-built race car – the thrill of getting into these cars just never ends & is a huge part of the excitement of that environment...

John and I are so proud, grateful & lucky to have been part of the show... I miss it already.

Helping make this decision easier was when a Sheriff came up to my house with siren on in early October and told me I had 3 to 4 minutes to evacuate to ... he didn't know where because everything in Sonoma county that wasn't burning looked like it was about to. He turned as he was getting into his car and said, "You can leave too early or you can leave too late." How applicable! I get it!

Thanks for the memories everyone.

SIGN UP EARLY FOR NEW GARAGE AT THUNDERHILL PARK

The ever-improving property at our Club-owned race track will feature a new executive building that includes: eight garages – sized at 30'-W and 45' deep; 2,750 square feet of office space; 2,750 square feet of showroom, 1,350 square foot conference room, plus shower and full service bathroom area. Interested parties are encouraged to contact the track as soon as possible to place their business or team name on the waiting list to secure all or part of the new structure. The entire complex would be ideal of a professional, at-track driving school. The 17,000 square foot structure will rest on the three-mile side of the race complex just south of the existing garage space that houses the Thunderhill tire store and across the entry road from the SCCA office. Garages will be individual metered for power and have the option to add a bathroom commode and sink. Monthly rent al fees will start at \$1,200 while the office space, showroom and conference rooms are subject to negotiation. Contact David Vodden at dvodden@thunderhill.com or call him at 530-934-5588 Extension 101 to get on the waiting list.



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VETERAN RACER AND CLUB SUPPORTER, RON CORTEZ, AIM TIRES, SUFFERS STROKE

Long time road racer and friend of all who do the same, Ron Cortez, suffered a debilitating stroke just after Christmas at his home and is now under doctor's care at the Queen of the Valley Hospital in Napa as this is being written. Ron has been the energy behind a number of road race initiatives and is also the owner of AIM Tires located at Sonoma Raceway. A huge outpouring of love and affection has been with Ron since his stroke while medical experts work to mitigate the aftermath and prepare Ron for recovery. AIM TIRES remains operational at the Sonoma site with staff and friends filling in the gaps.

UPDATE: Sad to report Ron Cortez passed away at home on January 10. You can still donate to his fund for expenses managed by his sister Cheryl at: <https://www.youcaring.com/roncortez-1058984>

MAJORS RACE AT THUNDERHILL MARCH

DRIVERS SIGNING UP FOR BEST CHANCE TO GET TO
SONOMA

SCCA RUNOFFS

With the addition of the April 7-8 SCCA Majors race at Thunderhill Park, drivers from all over the country are planning to get their best and safest shot at qualifying for the SCCA 2018 Runoffs Championships set for Sonoma Raceway October 16-21. The three-mile, fifteen-turn course is ideal for incident-free all-out racing as part of the two-day race preceded by an open test day on Friday. Lower travel costs plus bargain entry fees add to the value of making the April Thunderhill Majors event a top priority in the race to get into the big SCCA Runoffs championship-determining event at Sonoma. "We will also post contingencies for drivers who win their class at Thunderhill in April and then go on to win in that same class at the Runoffs," noted track general Manager Shannon Ell.

Access for the Majors event will begin Thursday at 5:30 pm following the end of that day's business and include three days of overnight camping, access to food and fuel plus various social events that will make this weekend the talk of the SCCA race program all year long. Signups for the Majors at Thunderhill will be through MotorsportReg.com as per usual and will commence upon notice from the Club office.

We are very pleased to have a majors event here at Thunderhill Park, "noted SCCA racer and Track CEO, David Vodden. "Some feel our event is easy pickings but I think just the opposite. You will have to attend to find out which it is. Thunderhill Park is located at 5250 Hwy 162 in the City of Willows, CA. Go to www.thunderhill.com for more track information.

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Ford '65 Mustang 289 Convertible	Genie '65 Mk.10
Hispano-Suiza '25 H6B Convertible	Jaguar '50 XK120 Alloy Roadster
Jaguar '62 XKE Lightweight Conversion	Jaguar '65 E-Type Series I Roadster
Lucchini '80 S280 Sports Racer	Lotus '66 23C
Maserati '49 A6/1500 Coupe	Maserati '74 Bora
Mercedes-Benz '57 300SL Roadster	Mercedes-Benz '71 280SE 3.5 Cabriolet
Mercedes-Benz '71 280SL	Mercedes-Benz '64 220 SE Cabriolet
Mercedes-Benz 2005 McLaren SLR	Porsche '76 930 Turbo
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FORMULA ENTERPRISES GETS NEW DRIVETRAIN, CLASS FOR 2018

PHOTO CREDIT: SHAUN LUMLEY

TOPEKA, Kan. (Dec. 12, 2017) -- The Sports Car Club of America® Board of Directors has approved a new Runoffs-eligible Formula Enterprises 2 (FE2) class. The new class will run alongside original Formula Enterprises (FE) cars at all 2018 and 2019 SCCA® U.S. Majors Tour events, but will be scored as an individual class.

Creation of the new class centers around the need for a new drivetrain. Currently, FE cars are powered by a 2.3-liter engine. However, SCCA Enterprises President Robey Clark noted that replacement parts for that powerplant have become increasingly scarce. So, SCCA Enterprises had to explore new options.

To address the situation, SCCA Enterprises is introducing a new Mazda 2.0-liter MZR motor for FE cars. Upgrading to the 2.0-liter MZR engine, available for delivery by February 2018, will result in a car being classed as FE2. Those using the old 2.3-liter engine can continue to do so for the next two years as Runoffs-eligible FE cars and can compete at U.S. Majors Tour events.

But the goal is to have all chassis upgraded to FE2 specs by 2020, at which point the original FE class will be designated for Regional competition only. This transition in FE is similar to Spec Racer® Ford's switch from a 1.9-liter Ford engine (SRF) to the 1.6-liter "Gen 3" (SRF3) package. That transition lasted from 2015 to 2017, with SRF moving to a Regional-only class for 2018.

"The 2.0-liter MZR is a solid motor and will give an extra performance boost to Formula Enterprises cars. Generally speaking, the powerplant produces around 185 horsepower and 158 foot-pounds of torque," Clark said. "Deployment of this new engine is a cost-containment measure that allows FE2 to remain a low-cost option for those exploring open-wheel racing. But the motor is also a nice upgrade for a competitive class that has found favor with racers of all ages throughout the country."

Along with the new engine, SCCA Enterprises is introducing a new 6-speed SADEV transaxle gearbox that will be an option for FE and FE2

cars, as well as Enterprises Sports Racers. The new gearbox serves both the FE and FE2 cars as an upgrade to the current Elite Gearbox. SCCA Enterprises and SADEV partnered to retool the very popular and durable SL75 transaxle so that the FE family of suspension geometry and parts remain unchanged. The SADEV transaxle gearbox is currently available to racers and includes no-lift shift and auto-blip capabilities.

For the purpose of Runoffs® participation in 2018, FE drivers can campaign 2.3-liter cars during the year and have those races transfer to the FE2 class as long as the 2.0-liter engine has been installed prior to Runoffs qualifying in October at Sonoma Raceway.

OVER-ANALYZING YOUR AUTOCROSS RESULTS

BY PAUL TIBBALS

HAVING RECENTLY RETURNED TO THE SOLO FOLD, I PICKED UP WHERE I LEFT OFF SOME YEARS BACK. THAT IS, I GRABBED THE DATA (MOSTLY REFERRING TO THE EVENT AND SEASON RESULTS AT SFRAUTOX.COM) AND TRIED LOOKING AT IT LEFT, RIGHT, UP, AND BACKWARDS TO SEE WHAT APPEARED. BECAUSE IT'S AVAILABLE IN A SPREADSHEET FORMAT, IT IS REALLY CONVENIENT TO APPLY VARIOUS ANALYSIS METHODS. HERE ARE SOME INSIGHTS AND ILLUMINATIONS I FOUND THERE. SOME FINDINGS ARE BASIC, SOME HUMOROUS, AND SOME NEITHER.

SCCA has some 37 classes in Solo plus Ladies versions of most of those. SFR autocrossers recorded points in 43 of those classes in 2017 (counting Ladies classes as separate). Look at all of those classes where there was not even one trophy awarded! In the words of various famous New Yorkers, "Ya gotta be in it, to win it!" As our by-laws and rules state, trophies are awarded to those with the highest point totals who attend at least half of the events in a given class. This is to prevent some hot shoe from scoring highest points in two (or more!) classes and collecting trophies in each.

And for what it's worth, yes, it happens nearly every year that racers with what look like winning points totals have not gotten trophies because they didn't attend enough events! If you look over the season results it is obvious that the trophy does not always go to the highest average placing. So perhaps another quote is appropriate, "80 percent of success is showing up." (Woody Allen)

Certainly everyone's motivation for autocrossing varies, but you will learn faster by practicing. Attending as many events as you can manage gets you that all-important seat time. It will also generally expose you to drivers who are faster, from whom you can learn. This is particularly true for the Tour events which attract really good drivers from all over the West. On the other hand, if you just want the trophy & jacket, pick one of those sparse classes and go for it! With respect to reward/effort ratio, it was possible to win a class with as few as 1060 points and trophy with as few as 870, once you attended the minimum. Just sayin'.

Some other numbers of interest:

Total number of unique driver names/class combinations registered for Championship points 2017: 763. These presumably do not include "fun runs".

Average attendance/event for points: 127. Lowest: 71. Highest: 243.

Average events for points, 2.3 per driver name. Drivers who attended only 1 event, 465!

Fun Runs: We averaged about 14 per event, ranging from 0 to 35. Some are people getting

second sets of runs in the afternoon, while some are people who wanted to run early and didn't care about the points.

CLASSES WITH THE LARGEST NUMBERS OF DRIVERS FOR THE SEASON:

AS+ASL 31

BS+L 35

CAM+L 90 (To be fair this is CAM-T, plus S, plus C)

CS+L 26

DS+L 39

ES+L 36

FS+L 27

GS+L 17

HS+L 16

Mod+L 34

Novice 15

Novice Street 24

Prepared 26

Street Mod +L 50

Street Prepared+L 34

Super Street +L 31

STR 32

STS+L 20

STU 16

STX 64

T2 17

X (indexed) 33

Since many drivers ran in more than one Class during the season, analysis may vary.

Then there were a few standout statistics that I thought should be recognized. Here are my proposed "awards", which are totally unofficial and not recognized by the Region, Committee, or anyone that does not have a sense of humor.

The "Brotherly Love" award, going to the highest placement of siblings in a class. Winners, STX, Mack and Justin Tsang. 1st and 2nd in STX here in Region! And additional glory was earned by being apparently the highest average ranking of siblings at Solo Nationals in 2017, maybe ever, with 5th (Justin) and 7th place (Mack) trophies. Congrats!

The "Experience and/or Treachery wins over Youth/Reflexes/Exuberance" award. This goes to the highest average age of class trophy win-

ners. Winners, CAM, Pozzi/Mitchell. A close second goes to STU. These are competitors who most enjoy being an irritation to those youngsters itching to take over the top spots! No, I'm not revealing the input values, but don't bother even asking unless your class's trophy winners are way, way eligible for AARP. And get off of my lawn!

The "Going at it Hammer and Tongs" awards - for the highest total season points awarded to the trophy winners of any SFR class. Winners, STX (4 trophies), MTsang/JTsang/GAnderson/Lee. Runners-up, STU (2 trophies), Dorton/Tibbals. This award is a measure of commitment in attendance, tenacity, and competition. In neither class did a driver win the majority of the events, so it was always tight! I was actually surprised when I did the math, the two drivers in STU totalling 3580 points earned the highest season average points for trophy-ists. That is out of a maximum possible 3960 which would mean averaging 1st or 2nd place for 11 events. The award may be renamed "Don't Know When to Quit" award. Oh, don't complain that the author has shown up in two of these "categories", it's only natural that I over-analyzed my own results the most.

Speaking of awards, rather than have a separate awards banquet this year, the Steering Committee has decided to give out the 2017 trophies at the first event of the 2018 year on February 11. If you want to hear your name mentioned, be there, although the trophies themselves will be available for pickup for a few more events into the year. Cheers!

FULL BODY CONTACT

BY BRUCE RICHARDSON, INDY RUNOFFS UPDATE FOR THE SPECRACER

SPECRACER ENTERPRISES & CSR NEWS

ECU STATUS – The issues with the ECU seems to be resolved and upgraded ECUs are shipping. PE has a new Mother Board coating that has tested very well and seems to have solved the fault issues. AccelRaceTek will have spare ECUs at the track if one fails.

NEW SEAT OPTION - SCCA-E has developed a new seat option that will allow drivers to use expanding foam or a bead insert. The seat frame is similar to the fiberglass stock seat but has a larger seating volume to accept the custom foam insert. Bead Seat is making progress with final specs in production. SCCA-E are making prototype for final testing in January.

NEW KEVLAR SPRUNG HUB CLUTCH DISC - The new SRF3 Kevlar Sprung Hub Clutch Disc is in production with the first 100 units on order. Look for a 1st quarter introduction.

NEW BRAKES – The new Wilwood brakes are in full production and are currently shipping on new cars. The brakes will not be available until after the January races in California and Florida.

FUEL INJECTOR CALIBRATION

Winter and the off season is a great time to check the fuel injectors in the SpecRacer or on any car. If the fuel injectors do not inject the same amount of fuel into each cylinder the engine will not deliver maximum horsepower or in extreme cases the engine can be damaged. When one or multiple injectors do not deliver as much fuel as the others all cylinders will not have the optimum stoichiometric mixture. The engines computer adjusts the fuel

mixture based on all of the cylinders and if some are running rich then others are running lean. It is important to have all the fuel injectors matched to be sure that all the cylinders are running at peak power. If one injector has significantly less flow than the others, a lean mixture, pre-ignition can result and that can lead to a damaged engine.

DISASSEMBLY PROCESS

PULL THE INJECTORS – Disconnect the fuel lines from the fuel rail and cap the lines with blank caps. Disconnect the connectors leading to the injectors and then remove the fuel rail. After removing the fuel rail, remove the injectors from the rail.

SEND OFF THE INJECTORS – Bag and pack them for shipping. Send the injec-

tors to your shop or AccelRaceTek to have them cleaned and calibrated.

CLEANING AND CALIBRATION PROCESS

This section outlines the cleaning and calibration process for those that are interested.

PRE-CLEANING FLOW MEASUREMENTS – The injectors are put on the flow test system to check the flow prior to cleaning. This will give a baseline of how the injectors are performing prior to cleaning. The injectors are attached to a manifold and tests leads are connected. The injectors are pressurized to racing pressures and pulses of electricity are sent to the injectors simulating typical racing conditions. The flow out of the injectors is directed into graduated cylinders.

PRE-CLEANING FLOW ANALYSIS – The volume generated from each injector is recorded. In a racing engine it is important that the volumes are within a few percent. The closer the better.

SPRAY PATTERN – After the volume test, the injector spray patterns are visually inspected to be sure they spray and even pattern.

INJECTOR CLEANING – After the pre-cleaning testing is complete the injectors go through a thorough cleaning process. The injectors are then placed in an ultrasonic cleaner and connected to injector drivers. They are submerged in cleaning solution and pulsed while being cleaned with ultrasonic energy. The combination of the solution and the ultrasound clean the internal and external parts of the injectors.

POST-CLEANING FLOW TESTING – The injectors are put back on the flow test system to check the flow. The flow volumes and spray patterns are measured. If any of the injectors does not pass they are re-cleaned or replaced with ones that have matching flow rates.

TEST REPORT – The pre-cleaning and post-cleaning, flow data is recorded in a report that is sent back with the injectors.

ASSEMBLY PROCESS

INJECTORS ASSEMBLY – Install the injectors back into the fuel rail. Install the fuel rail and injectors back into the head and connect the electrical connections. Install the fuel supply and return lines.

RUN-IN – Turn on the ignition and check for fuel leaks before starting the motor. If there are no leaks start the motor. It is a good idea to check to be sure there are not any air leaks at any of the injectors. Leaks can be found by spraying starting fluid at each of the injectors and if there is an air leak at the interface between the injector and head the engine idle will increase just after spraying and will go back to normal a few seconds after spraying. If there are no fuel or air leaks you are ready to race.



START THE NEW YEAR OFF RIGHT GO TO DRIVER'S SCHOOL

BY BLAKE TATUM PHOTO BY GOTBLUEMILK

TODAY'S WORLD SEEMS TO BE ABOUT CROSSING THINGS OFF OF OUR BUCKET LIST. US BABY BOOMERS HAVE LIVED A PRETTY GOOD LIFE BUT WE SEEM TO THINK THAT THE FUN SHOULD NEVER END. WE NEED TO HAVE A LIST OF THINGS THAT YOU HAVE ALWAYS WANTED TO DO. THINGS LIKE SKYDIVING, BUNGEE JUMPING, OR LEARNING TO FLY.

When I tell people that I like to racecars I often times hear “that is one of my bucket list items”. If you happen to be one of those people it is now time to start working on it. The easy path to claiming you have raced cars is to sign up for a driver's school through a professional organization like Bob Bondurant, Allen Berg, or Skip Barber. These are all great but what do you do if you actually want to race? I mean what if you really want to be out on the racetrack and be racing with the guy next to you? What if you want to mix it up for several laps over an entire weekend? What if you want to race at more than one racetrack? What if you want to race at historic places like Laguna Seca or Sonoma Raceway (aka Sears Point), or Road America?

If your bucket list is more than saying you have driven a racecar on a racetrack then you need to get a racing license. The best place to get a racing license is through the San Francisco Region's Competition Licensing School. Notice it is not called driver's school. It is not called a driving experience. It is a school designed to teach you how to race cars on a real racetrack. Our Licensing school is not one of those things you attend and if you show up you pass. Our school is designed so that when you are done you can go out and race on a real racetrack with real racecar drivers and compete for real wins. It is not driving around at a reduced speed so that the car is not damaged.

I know this sounds harsh, I know it sounds like it might be too big of a challenge, I know it seems intimidating, but do not worry, the staff of professionals that run the school start you out slowly. They break down the process into manageable bites. They take the art of racing and start with a rough sketch. They teach the students the proper racing line. They teach the students apex. They teach the students about vehicle dynamics. By the end of the weekend they have created a canvas of racing artwork which is the graduating student.

They know that you have to walk before you run. They realize that the standard is high. But they also know that when you are done you are ready to race a real racecar on real racetracks. They want you to be safe and they want you to be competent. They want you to have the best experience you can possibly have. They want you to become a member of a select group of people that have achieved a bucket list item. More importantly they want you to realize that the rest of the bucket is not important any more because the thrill you get from racing cars is like nothing else in the world.

This might sound like a difficult task. The purpose here is not to discourage you but to pump you up. I explain this because the school is the best three days you will ever spend in a racing car. To ease the anxiety you might feel about going to the Competition Licensing School I will share some comments from last year's participants.

Allen McCrary said his school experience was a similar adrenaline rush to flying. It woke up some feelings inside him that he thought were dead. He liked the fact that that was mostly all hands on training. Liked it because each lesson took him to his max and then the next lesson took it from there. It had a lot of parallels to his flying lessons.

David Deflyer said the school was had fantastic track time and it was overall a fantastic experience. His best and worst memory was kind of the same. He had a lot of car issues. Favorite part was over coming the adversity of car

problems. He said the school races were fantastic!!! He rated the SCCA a five out of five and said they were fantastic they did an amazingly good job. They were there to make sure everyone had a good time.

Nuno Gonzales said the SCCA volunteers really committed to making sure it was a good experience. He said the instructors were very help full. He said the best memory from the school was the first and the last race of the school. The first race because he realized that he really enjoyed auto racing. He had fun with the wheel to wheel racing. The last race of the day because when he came onto the track he was literally crying.

Ross Lindell gave the course content a five out of five. What he liked the most was that within one or two session you are pretty much racing---the feedback regarding the theory of racing was great. He got a lot of pure racing experience out of the school. He really enjoyed his instructor Robert Murillo. He had a good sense of humor that he used on the students. The sense of humor help communicate to them ways to make them better at the same time the he had a humorous way to deliver a pep talk. Ross had so much fun he said he might make a career out of going to driver's school.

Todd Rueppel said he was thrilled with how much on track time they had. Really felt like he learned a lot. The school is geared towards learning by doing. He felt the help from the instructors was very good. He liked the fact that they did not have too many white board exercises. His best memory was how much track time there was. He was expecting lots of video and power points, he was surprised by how much driving time he had.

Zach MacLean said racing is all about seat time, it is hard to get that amount of track time. He gave the SCCA volunteers a rating of five out of five. He said they were all awesome. Could not do the event without them. He said everyone was nice and friendly. His best memory was winning the last race, he beat the second place driver by a nose.

Competition Licensing School is one of the most memorable experiences I had in my life. It is the reason I am still racing today. The challenge is great but not insurmountable, the experience is memorable, the satisfaction is life changing!





Eileen Blando tries to control a spin at the last autox of 2017. Photo by Ryan Panlilio

SFR AUTOX CLOSES OUT SEASON

Season-ending Round 14 held at Marina Airport

BY RYAN PANLILIO PHOTOS BY RYAN PANLILIO & AND RIC QUINONEZ

More than 130 drivers participated in the last autox of the season on Dec. 3, 2017. Round 14 was held under sunny skies at Marina Airport and was co-chaired by Steve H. and Dusty P., with Manny R. designing the autox course.

There was a short break in one of the morning run groups as an errant tire/wheel combo made its way down the course from the starting line. The loose tire/wheel was immediately returned to its rightful owner, and the vehicle is believed to have escaped serious damage.

It was the classic Mustang versus Camaro contest, with John Lawrence holding on to a very slim lead for first place in AS over Michael Gardner. Lawrence was in a 2017 Camaro SS 1LE while Gardner was in a '16 Ford Mustang GT350. Dusty Perryman rounded out third in his '08 Saturn Sky. Colleena McHugh ran uncontested under ASL in a '05 Corvette.

John Leckrone led from his first run to take first place in BS in his '16

Focus RS. He was followed by Robert Taylor in a '99 Corvette, with Maz Leberher finishing third in a '95 BMW M3.

Jamie Leckrone also led from her first run to finish in first place in BSL over Carole Zepeda. Leckrone was in a '16 Focus RS while Zepeda was in a '17 Focus RS.

It was an all-Miata podium in CS, with Andrew Kessel taking first place in his '16 model. David Peterson came in second in his '16 model, while Arvind Govindaraj rounded out third in his '16 model.

Fred Campbell, in a '99 BMW M3, stood on his third run to take the top podium spot in DS. He was followed by Kevin Bui in a '14 Subaru BRZ. Joe Mercado, in a '05 BMW 330i, took the last podium position.

Tony Rodriguez took first place in ES in his '03 Toyota MR2 Spyder. Rodriguez was followed by Alex Kang in second, with Youmna Zalzal taking third in a '03 Toyota MR2 Spyder. Gabrielle Adelman ran uncontested under ESL in a '93 Miata.

It was a very tight race in FS, with both drivers needing their fourth runs to settle the contest. Nick Mancini, in a '17 Tesla Model 3, ended up taking first place over Gary Fazekas, driving a '12 Mustang. Dennis Conner, in a '15 Dodge Challenger, took the last podium spot.

Edison Ong, in a '13 Focus ST, needed his fourth run to take first place in GS. Yongzhe Wen was a close second, also piloting a '13 Focus ST. Al Anderson rounded out the battle of the hot hatches, finishing third in a '15 VW GTI.

The all-Porsche podium SS class was led by Karlton Lew in a '15 GT3. Monty Pack came in second in a '14 GT3, while Ovidiu Predescu finished third in a '16 Cayman GT4. Connie Lu ran uncontested in SSL in a '14 Box-



Nick Mancini puts his Tesla Model 3 to its paces in FS.

ster S.

John Paulsen, in a '09 Beril Kart, ran uncontested in JA.

Manuel Ruiz, piloting a '70 Camaro Z-28 (-C), took first place in CAM. Ruiz was followed closely by Michael Erickson in a '67 Chevelle (-T). Todd Lilly rounded out the top three in his '66 Pontiac GTO (-C). Mary Pozzi was in fifth in a '02 Corvette (-S).

It was a trio of Mustangs in STP, with Troy Jennings leading the pack in his '14 GT model. Glen Bennett was a close second in his '14 GT model, while Leon Weinroth finished the pack in third in his '14 V6 model. Just as in STP, STPL was all Mustangs. Kim Jennings took first place in STPL over Colleen Echter. Jennings was in a '14 GT model, Echter was in a '16 GT model.

James Laeno was the lone competitor in STR in his Mazda Miata.

Steven Bradford, in a '91 Miata, took the top spot in STS over Jorge Olivera, who was in a '86 Toyota MR2.

Paul Tibbals took the lead from his first run in STU to take first. Tibbals was in a '06 WRX Sti. Gustavo Cardenas came in second in a '15 Audi S4, while Tom Tibbals rounded out the top three in a '06 WRX Sti.

The Toyo-baru twins packed STX, with Glen Anderson rising above the fray in his '14 BRZ. He was followed by Jonathan Stroud in a '13 FRS. Richard Lee rounded finished third in a '14 BRZ.

Bill Charron, in his '72 Porsche 914-4 (E-), led the group in the M category. Steven Goldine came in second in a '73 Tui BH3 Super V (A-), while his co-driver Barry Goldine took third. Greg McNair, in a '69 VW Dune Buggy (D-) finished in fourth. Brenda Tufts ran by herself in ML in a '70 VW Dune Buggy.

Dustin Yee took the top spot in N category in a '91 Suzuki Cappuccino (OSP). Andrew Perla, in a '17 Focus ST (SMF), took second while Robert Skidmore, in a '16 Hyundai Veloster (SMF), came in third. Jose Mendoza, in a '96 Miata (BSP) finished in fifth.

April Thompson, in a '16 Miata (CS), finished in first place in NS category. She was followed by Matthew Chambers in a '17 Honda Civic Si (GS).

Dwayne Komush and Deanne Caraballo both ran uncontested in their classes. Komush in DP, Caraballo in DPL, and both shared driving duties in a '82 Toyota Starlet.

Jake Obniski recovered from a DNF in his first run to take the top spot in SM in a '95 Miata (SSM). Jeff Eikenberry came in second, also in a '95 Miata (SSM), while Jaime Mendoza rounded out third in a '88 Honda CRX.

Dan Pellow beat co-driver Wayne Overbeck for first place in SP. They split driving duties in a '78 Ford Fiesta (OSP). Alex Jordan finished third in a '74 Alfa Romeo GTV (FSP). Richard Schreiber, in a '03 WRX (DSP), finished sixth.

Cliff Fong also beat co-driver David Chau for first place in T2. Fong and Chau split time in a '93 Civic (SMF). Mack Tsang took third in a '16 Nissan 370Z (ASP). Monica Tsang, in a '13 BRZ (CSP), finished eighth, while Gareth Knnablian finished ninth in a '95 BMW M3. Patchara Charoensiri finished tenth in a Porsche Boxster (SSM).

Eileen Blando was the lone competitor in the X category in a '13 FRS.



Jeff Eikenberry kills some cones on his first run. Eikenberry finished second in SM.



Connie Lu runs uncontested in SSL in her Boxster S.



Gustavo Cardenas finished second in STU in his Audi S4.

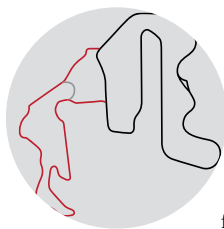


A course worker rolls back a loose tire/wheel that left a driver stranded at the starting line.

THUNDERHILL REPORT

BY DAVID VODDEN

The FREE SCCA annual test day just ended and I am happy to tell all SCCA members that the equivalent value of the day to the Club membership was \$33,850. There were 97 testers on track throughout the day with most enjoying the concept of a FREE-FUN -SPECIAL day on track with their SCCA class-legal race cars. Hopefully they were preparing to race all of the BIG 4 Club races on the schedule in 2018 at this awesome race track.



I am sad to report that not everyone in attendance understood the concept of fun and friendly associated with this day. One driver took it upon himself to confront a nice young female racer with expletives and comments about her status as a female and driver. Not good. This is not a serious, you must win, day. The range of driver skill is significant. The groupings are not SCCA. That is why you race SCCA. You come to this free-day to enjoy the track time, see friends and do some lower-level skill adjusting. To engage in rude and aggressive behavior in the paddock is just wrong. Schuyler VanBuskirk addressed the issue with the offending driver and his car chief.

He noted that we would consider cancelling all future free test days for the Club because of what happened. If you do not want these days to end, contact Mr. Steven Temple-Ryder and/or his car chief and tell them you do not want these FREE days to end. We will base our decision on your response. If we do continue to do these FREE TEST days, I would like to see some of the SCCA family come help us with officiating, flagging and other tasks to help off-set the ever-increasing costs of doing this event. Heck, SCCA could even provide stewards for drivers and others whose concept of why we do this is all wrong.

As of December 1, 2017, I am pleased to report that Thunderhill Park is 5% above last year at the bottom line. We will end 2017 above budget. Highlights on the income side include: 22% increase in advertising revenue, 24% increase in

five-mile rentals plus a 21% increase in skid pad rentals. Retail sales [food, fuel, merchandise, and tires], continue to be challenged by the size and nature of our rental events. Cost of goods sold for everything just continues to rise. Expenses for the report period are 6% below budget and 3% below last year. Other than our social media outreach promotion which I hope you have seen, there are no significant expense increases worthy of mention. Payroll, the big item in any business, is 2% below last year. We also enjoyed a 14% reduction in workers compensation insurance costs.

Our balance sheet remains good. We added to our cash assets over 2016 and funded our critical paving, asset replacement and tax reserve accounts as required in our 3-year planning tool. Allowing for the funding set aside for the eight new garages, bathrooms, showers, office space, show room and conference room, we will exceed our cash reserve metrics at year end. Our most important asset, track-repaving fund, is at objective levels. The money side of our business is good. We will end 2017 with 559 days booked on both tracks plus an additional 171 days of activity on our skid pads. We had 585 daily bookings in 2016 – 26 more than this year. Shannon Ell reports that bookings for 2018 are looking good. Reaching 585 rental days in 2018 will be a challenge. The 25 Hours of Thunderhill continues to be our biggest event.

My team met off-site recently to make plans for 2018, our real 25th anniversary. The meeting went well as Director, Dr. Gary Pitts, can attest. We had excellent engagement and enthusiasm. We adopted two new metrics; GTC -gross team commitment and GTH – gross team happiness. The focus in 2018 will be to make next year better than last and to do so by rewarding not what we do but how effective we are in advancing the mission of Thunderhill Park. Each team member is committed to reinforcing engagement, commitment to the mission and generating feelings of personal satisfaction individually and as a group. Our team exudes customer intimacy.

Our reward programs motivate good decision making. Some concern was expressed by team members about the prospect for lowered personal earnings because of the ever-increasing costs of everything and our difficulty in recovering these costs through price increases. We discussed various ideas. I asked all team members to look at the revenue side of the issue for solutions.

Schuyler VanBuskirk will be leaving the company at the end of January to assist his

family with personal issues. Other than Schuyler's loss, I do not expect any other turnover in the team in 2018. We will miss Schuyler's perspective and contribution to the mission of Thunderhill Park.

With the adoption of our "Think clean program", Thunderhill Park remains one of the most pristine venues of its kind in the industry. The entire team is very proud of the compliments we get about how clean and neat Thunderhill Park appears.

The eight new garages, as well as the associated amenities, are going through the permitting process. I have insisted that these facility improvements be on line and producing revenue by the end of June of next year. So far, the response has been yes. I have reached out through social media to solicit reservations for the eight new garages hoping that they will all be spoken for before they are ready for occupancy.

Our neighbors to the South [LA] are doing well. Les Phillips at Buttonwillow confirmed that they are attempting to build a second track. Spring Mountain now offers the longest road track in America, so we are abandoning that claim. Willow Springs, Chuckwalla, Auto Club, Thermal, Laguna Seca, Sonoma and the tracks north of us all seem to be doing OK. PIR in Oregon will get an Indy car race in 2018. Laguna Seca lost their long-term MAZDA track relationship as of February.

We continue to assess the asphalt surfaces on all our tracks. I expect to get a minimum of five more years out of the 3-mile and 10 years of usage out of West.

2018 will be the real 25th Anniversary of Thunderhill, no small achievement. By reaching out to everyone, everywhere, I plan to make the 25th year bigger for all parties. We will celebrate the actual 25th anniversary year of our existence in October with the Shelby Club. The parent SCCA company will end their season of racing on Labor Day weekend at Thunderhill. The SFR/SCCA is contemplating an event celebrating the 25th Anniversary in September on that weekend.

I truly hope that all racers reading this column make every effort to attend all four races at our home track in 2018. The season final in September will be a double point weekend which means that the coveted title "Champion" will be part of the attraction for a great many racers, I hope. If you are not getting the track's electronic newsletter, "Enlightening" and would like to, send me your e-mail address to dvodden@thunderhill.com or Stuart Seitz at stuart.seitz@gmail.com. I will see that we get you on the monthly e-mailer.



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For Sale: Weaver chassis TransAm/GT-1 Corvette. Retiring - everything must go. Prettiest rig & car at the track: show quality Kenworth, "Cup"

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1969 BMW 2002 ITB race car. Raced with the San Francisco Region SCCA from 1994 to 2014. Numerous ITB Championships and dozens of class victories. Lap records at Laguna, Sonoma and Thunderhill. Spare block, head, differential, and 3 extra sets of wheels and tires. Other misc parts included. Terry Tinney motor. Licensed in California and currently under non-op. Excellent condition though out. Extra nice cosmetically with a very straight body and always well maintained. \$19.5K Jeff 559-307-5878 jeff@thespeedjournal.com 1801



For Sale: 1974 Jensen Healey. Chassis and suspension preparation by Race Tech Engineering. Prepared for E Production. 2.0 Litre Jensen Healey Lotus 907E (Mark II). Engine prepared for SCCA E Production specs. Tilton Aluminum Flywheel with Tilton dual disc clutch. Dry sump oil system with 3 stage pump. Getrag 5 Speed. Carburetors are Weber DCOE 45 with 34 mm chokes (venturis) as specified by SCCA for EP. \$19,000 Don Wollesen 831-685-2545 wollesen@ieee.org 1711



Chevy Cobalt SS Supercharged and Race Ready. Prepared and setup by Phoenix Motorsports for the World Challenge Pro Series. Great car for SCCA or NASA Can easily be changed based on the class you want to race. 268hp at the wheels. Setup for Cool suit, radio, and camera Passenger race seat installed. Spares include 2nd super charger, tires, wheels, brakes. radiator and lots more. Sold as is and shipping is at buyers expense. Enclosed race trailer for sale as well. Will consider selling as package. Al Gambetti Cell: 916-532-8303 Phone / Fax: 916-676-9888 agambetti@yahoo.com 1711

2001 Spec Miata. The car is well sorted and very fast. Has many championships and track records. Third in 2016 Teen Challenge. 1. New motor dyno time only. 2. New shocks. 3. New Clutch. 4. Rebuilt trans, no race time. 5. New wheels this year. 6. New wiring loom. 7. New Coil packs. 8. New Belts. Many extras; Receipts available. (949) 413-2220; noah-greyracing@gmail.com 1710



For Sale, 1980 RX7 Race car Annual tech has been done for class ITA. Recently ran in the regional's 8 -9 at Laguna Seca. The car is race ready. Engine is stock 12b with a Nikki 4 barrel carb, Stainless headers, new aluminum radiator w/ shroud and electric fans. The Kirkey aluminum seat is adjustable for easy driver fit, new G force belts, and a new window net. It has Panasport style wheels with Falken Azenis tires. The roll cage was build by Doug Chase. The car was originally built, or should I say over built, as a 24hr of LeMons car called Laramie. It's great colorful markings were to mimic the M1 BMW racecar of the 1980 Le Mans period. The great front spoiler and high rear wing, though removed for ITA are with the car. Call to make offer or for more info or pictures. Contact: Al Bourdet 510-414-9202 or al@altechconsulting.com 1708

Brand new chassis. Victory circle with Port City front clip. Car has never seen the race track. Have items to add to build such as fuel cell, headers, rear end, shocks. Message more more info. \$2000 for chassis, \$7000 for everything. Willing to split items. 916-425-6251 1708

Fresh 383 Stroker LT1 Engine, Rebuilt Borg Warner T56 6 Speed Transmission with aluminum flywheel and new Stage 3 clutch, re-engineered suspension including UMI Road Race K Member, 6 point professional built roll cage in a rare full hard top, never wrecked. \$12,500.00 B/O 916 716-7304 1707

1970 GT1/BP Corvette roadster. Has vin, pink and two log books. Roll bar numbers match log book numbers. About 20 races total. Engine is an all iron 355 except for the intake manifold and Muncie four speed. Flares are wide enough for 12 inch rims. Tires are currently rollers only. Runs, drives, and stops well. 559-645-2988. \$22,500. 1707



1999 Spec Miata. Well sorted car, super reliable and many podium finishes in SCCA Calclub. ACT Clutch, Koyo radiator, Torson diff, SS brake lines, Racetech seat with head restraint, manual steering rack, Momo steering wheel with quick release. AIM MXL data system. 2 sets of Team Dynamic wheels. Come with spare parts. Current SCCA log book. E-mail me for more pictures and video of races. fhu@performancecomposites.com \$15,550 OBO. 310-927-4368 1710

1971 Datsun 510 4 Door. SCCA ITC Racer GRP 5. Car won 2015 ITC Champ. Ready to race, good first car. L1600 Robello Engine 40 over. Additional Pictures 4x4xfar88@gmail.com Text 209-613-4813. With spares \$6500 1714



1978 Porsche 911 Turbo (930) race car, \$50,000. Guard red color; RS 3.8 body style. Fiberglass body except tub; 2300 lbs, 500 hp. 2 hours on GD Racing rebuilt motor, 3.4 L; Rebuilt turbo. GT1R class car with PCA Racing log book. Thunderhill 1:56 using Good Year Bias ply R430 non radial. Rear tires 25x13; front 23.5x10.5 1714



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



Spittfire 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

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

Contact me for details. roadracere@ gmail.com 509-551-2681 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

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. 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



1991 Sealed 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



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@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 pozzimotorsports@gmail.com 1602



Two BMW E36 IT-prepared rollers for sale, one with some front end damage. Complete race-ready drivetrain for ITS 2.5i and complete drivetrain for ITA 1.8i available, prepped to IT limits and chipped. Aggressive limited slips for each. Fully built suspensions. 2002 ITA

3rd place SFR region championship car. Make offer. banta@racer.net, 650-472-1486 www.fizzball.com/bmw01 1700

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STREET CARS



Steel bodied right hand drive home built low-boy with chevy ls engine. Non running car with lots of parts needs assembly and interior. Rebuilt z06 engine with special lehman front timing cover and cross drive unit with a joe hunt distributor Rebuilt muncie t10 four speed with hurst shifter and light weight bell housing, quartermaster 5.5 Inch clutch and button flywheel. 1956 Chevy bel aire rear end Edelbrock carburetor and intake with new headers, muffler and exhaust parts Two sets of wheels and tires 15 inch as shown and solid 16 inch with baby moon hubcaps and dunlop ls tires. Also have holden hubcaps and badge \$18,000 Sharon Gilbert, Westley CA 209-894-3949 bsgil99@hughes.Net 1600

1999 Ford Econoline 150 Conversion Van With Dome Top, \$8,500. Low mileage: 87,987. Runs perfectly. Serviced regularly (have all receipts). Has A/C, radio, stereo system with head phones, TV, CD, tape player, power inverter, refrigerator, microwave, sink, electrically operated couch/dinette flattens into a bed, wood-grained cabinets overhead and below (houses a porta potty). In excellent shape except dome paint on one side is eroding. Never been in an accident. Ann: 530-335-6010 1712

TRAILER/TOW

1999 Ford Econoline 150 Conversion Van With Dome Top. \$8,500 Low mileage: 87,987 Runs perfectly. Serviced regularly (have all receipts). Has A/C, radio, stereo system with head phones, TV, CD, tape player, power inverter, refrigerator, microwave, sink, electrically operated couch/dinette flattens into a bed, wood-grained

cabinets overhead and below (houses a porta potty). In excellent shape except dome paint on one side is eroding. Never been in an accident. Ann: 530-335-6010 1600

2002 24' carson toy / race car hauler. if you are a racer this toy hauler is perfect for you!! bought this trailer new and was ordered to my specs. the reason is that i have a vintage race car and needed more garage space then you can get with off the rack style toy haulers. there are so many upgrades and maintenance items that were done that i have a long list. this is no doubt the best older trailer you can buy. needs nothing!! *comes with a yamaha generator that is about 3yrs old. *speaker with disco light bluetooth at front door *new wheel bearing in and out and brakes *all white outside trim new *new tires and 2 spares **Much More \$12,500.00 negotiable much more call phil at (602)376-8631 1601

2006 Haulmark 20' enclosed trailer with alum workbench, built in toolboxes, lots of pit-pal equip. Lots of storage and race equip including quad , 20' easy-up. \$6,000. Kenn (503) 879-5519. both \$16,000. call for details 1712

For Sale: 1992 Bounder RV, 33 foot, side aisle, pass through bottom storage. 82,440 miles. Only driven on weekends. Asking \$15,000.00. Contact Bob or Rhonda at (209) 986-9652 or email rmsracer@gmail.com. 1706

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



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 1610

TOOLS/ EQUIPMENT /MISC FOR SALE



House in Foresthill. Frank Lloyd Wright design. 2 bedrooms, 1 office, 1 bath, 5 car garage, 4 carports. Design heats and cools itself. Seven acres at end of private road. \$700,000 OBO. Call 916-663-1641 between 5-7 pm 1600



SAVE YOUR BACK, Electric Side Lift, Last used for Van Diemen Formula Continental. Great for Formula Ford, Formula V, etc. Quick battery connect. \$375 (does not include Battery cannot ship, pickup only). Chuck Raggio (916) 698-0172, cragg@comcast.net 1711

Set of four Hoosier cantilever slicks, 20x9.5-13 R35A compound. They are mounted on 13x7 steel wheels. (The wheels come with the tires for free.) Barely scrubbed in. They are virtually brand new. Cost me over \$1000, asking \$500. Contact Rich at conerunner@yahoo.com 1711



AIM G-Dash and EVO4 Data Logger. Both new and still with the original packaging, wiring and software. I'm staying analog. Pegasus sells the G-Dash for \$419.99. I'll sell it for \$300. Pegasus lists the EVO4 for \$1,199.00. I'll sell it for \$900. David Simerly. Cell is 415-317-2353. The e-mail deal is dlsimerly@icloud.com. 1711

Sports Racer 1979 zink-14 P-1 car project. Retiring from SCCA. fresh Kawasaki ZX-14R engine, new chain, new quaffle LSD, new rear wing, good tires(slicks) Two sets of jongblood wheels and all the parts to put it back on track. Needs to have the nose fit and paint. Jay. (805) 459-0229. abarthwest@hotmail.com \$6500 1708

Coast Muffler, 2" Inlet/Outlet \$175.00 includes UPS. Tri-pod greaser, includes 2/3 tube of GKN Lube, \$75.00. Both prices include UPS ground to lower 48. cragg@comcast.net 1708

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

Ford Racing Recaro Seats. Fits 2013-14 (later?) Ford Focus. Partial leather, equipped with enhanced shoulder, back and thigh area bolsters. Includes original equipment airbags and OCS sensors. Similar to OEM seat found in ST2 option Focus ST. Sold as pair \$900. Mike 510-530-1895 1704

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. Arthur Muncheryan rose1art@earthlink.net 1702

Large collection of historic autocross photos looking for a new home. Contact NorPac Archivist Gary Horst-korta if interested: norpacarchivist@comcast.net 1702

SHOP/STORAGE SPACE

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

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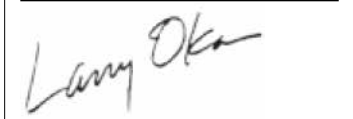
almost everything you could need for your time at Thunderhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1502

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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 ITX 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

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able 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 1607

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