



The wheel®

VOL. 59 | MARCH 2018

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

2018 Drivers School

p. 18

RE NEWS

p. 6

SOLO ROUND 1

p. 10



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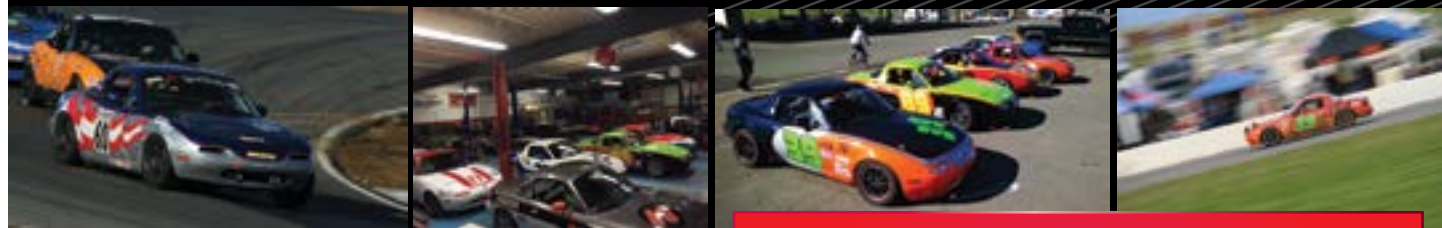
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MARCH 2018

On the Cover: Driver's School Closed The Wheel Group. RCPhotography
Photo Above: Justin Moore takes first place in BS in a Cayman S. 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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CALENDAR

2018 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

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 27-2
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

2018 FRESNO CHAPTER SOLO SCHEDULE

Event 4 - March 31

Event 5 - April 1 (no joke!)

Event 6 - June 2

Event 7 - June 3

Event 8 - July 7

Event 9 - August 4

Event 10 - August 5

Event 11 - November 10

Event 12 - November 11

All events at the Fresno Fairgrounds.

For more information, visit our website: www.fresnoscca.com

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

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

TRACK NIGHT IN AMERICA

THUNDERHILL DATES FOR 2018

Introduce your friends, family and others to on-track fun by being a part of Track Night in America at Thunderhill Park in 2018. We are the only track in the North State that hosts this program.

APRIL 19
MAY 24
JUNE 14
AUGUST 16
SEPTEMBER 13

The cost is low and the fun is high. Activity starts at 4pm and ends at 8pm so it does not require an arm and leg to get involved.

Get the facts at: www.TrackNightInAmerica.com. See you at Thunderhill for Track Night in America. What a great way to get someone “hooked on-track fun”.

RENO REGION PRESENTS:

“SOUNDS OF THUNDER ON THE WEST COURSE”

2018 schedule

MARCH 11
Track Event /Time Trials
Thunderhill Raceway Park West Course

JUNE 9
Track Event/Time Trials
Thunderhill Raceway Park West Course

AUGUST 18
Track Event/Time Trials
Thunderhill Raceway Park West Course

SEPTEMBER 22
Track Event/Time Trials
Thunderhill Raceway Park West Course

Tech 7:30
Drivers Meeting 8:30
Overnight parking night before event

Contact: Dave Deborde,
d_deborde@charter.net
GO TO:
www.renoscca.motorsportreg.com
for additional information and register

COME FOR THE FUN ~ STAY FOR THE “BENCH RACING” TOO

TRACK EVENT: SCCA Track Event (TE) (formally PDX) is designed to concentrate on driver enjoyment, philosophy, and the application of performance driving techniques. TE provides a constructive learning environment that stresses proper driving techniques in a noncompetitive environment.

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

Per the 2018 GCR: Time trials can no longer be used as a race weekend for a Novice Permit.

2018 SFR BAY AREA SOLO SCHEDULE

Any changes will be shown on www.sfrscca.org

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

BY BARBARA MCCCELLAN



Our Racing Season has started!

In mid-February we started with a Drivers School—Read Lynne Huntting’s story elsewhere in The Wheel where she goes into great detail about the organization and activities. The exciting thing was that 57 students went through school, all of them graduated, and 8 were judged by their instructors as being ready to have a Competition license. That means no N on the side of their race cars and no day glow orange rear bumper sticker.

Two of our track workers were students. Yongzhe Wen, from the Course Marshals who was on the SFR Scholarship, and Veryl Taylor, from the Tech crew, had a lot of fun. Lynne talks about Yongzhe’s problems when his ride was damaged, but the SCCA family helped him into another car and he was

able to finish the school. I talked to Veryl and he said he had so much fun and really looks forward to racing with us this year.

On Saturday night we had a great social event. Everyone—drivers, crew, workers, you name them—were invited to stay for a spaghetti dinner with all the trimmings. There were so many of us that some folks had to eat outside where it was a little chilly. Afterwards we had everyone come inside to meet the Chiefs of all the volunteer speciality crews who help put our races together. Each Chief was introduced and gave a 2-3 minute description of what his or her crew does to help make our racing fun, fair and safe. Drivers who are not racing on specific weekends, friends and crew members were invited to volunteer on one of the crews to earn DRAFT card points towards race entries. The next day, two young children of one of the student drivers volunteered to help—one in T&S and the other at Tech. This is what the SCCA family is all about,

The third day of school was when each group had three 15-minute races. And then they were ready to graduate. A big thank you to all the instructors for a well organized school. It has to be one of the best. We look forward to seeing these new students race with us this year. I understand a couple are going vintage racing, but I hope the rest stay with SFR.

I have to admit that we were lucky weather wise—once again it didn’t rain. As Kevin Rogers and I discussed, if it had been raining, the students would have just learned how to drive around in the rain, not how to race. The instructors are talking with your Board of Directors about the possibility of having the 2019 Drivers School later in the year, like maybe April or May. One of the disadvantages is that would preclude new students being able to run for Regional Championships that first year. However, the BoD is keeping an open mind and will make a decision within the next few months.

This past weekend was the first of seven Double Regional events. We were not so lucky as the weather was not great—it was cold and rainy, especially on Saturday. But I must admit that it was disappointing to see only 117 entries—which is barely double the number of students going through Drivers School two weeks ago. Groups 3, 5, 6, and 7 had sufficient numbers but Groups 2 and 4 were relatively small. Especially disappointing was Group 4 where only 5 drivers were entered, but only 2 showed up

to race. And unfortunately one of those drivers had mechanical problems on Saturday, but he worked hard to get his car repaired so there was a two car race on Sunday—not a great treat for drivers who want to race against other drivers nor for the workers who are standing out on the turns. The BoD will be watching entry numbers closely and if this tends to be the trend for Group 4 for the rest of the year, we may have to consider something else for next year and that is doing what some other Regions do—put all open wheel cars together. If you have any ideas of how to increase the Group 4 participants, the BoD is open to suggestions.

We did see some good racing, but there was also some getting the cobwebs out from the winter break. Unfortunately more than one car had to be loaded onto a trailer with help from our tow crew. It was good to see seven entries from students who had just gone through our Drivers School. And I don’t believe any of their cars had needed help loading their cars from the tow crew.

I end my column this month on a sad note in remembering a leader in San Francisco Region. Sunday morning of Drivers School we learned of the sudden death of Tom McCarthy. His grandson Tommy was one of the instructors at the school.

I have kept my Region Directories since 1990 and I looked at it to see that Tom was the Regional Executive that year. He had the foresight to see that there was a distinct possibility that SFR would loose tracks where we could run races. Many were already gone and we didn’t know what the future held for Sears Point (now Sonoma Raceway) or Laguna Seca. So he headed a committee to look for a new site and became the founder of Thunderhill Raceway Park. For many years he was Chairman of Thunderhill Properties Board and was Chairman Emeritus at the time of his death. What a great legacy to have. When you come into the facility, you drive in on Tom McCarthy Boulevard.

He was a very competitive racer. I heard this past weekend that he went to 15 Runoffs. How many drivers can say that? His competitive drive has continued with his son Terry, who raced for many years, and now his grandson Tommy who is very good driver and has already been a SM Regional Champion. And he just graduated from high school last year! I’m happy that he’s still with SCCA but I foresee he’ll be racing with a pro group soon.

There were many at Tom’s memorial service and it was good to see some folks who used to race with us. Tom’s wife Lucy told me that they would be at the upcoming race because that is what Tom would have wanted. And the family was there. Tommy had a good race on Saturday but had some mechanical problems on Sunday. His sponsor was “Thanks Grandpa.” What a wonderful tribute.

Speaking of tributes, the BoD has chosen the final regional race of the season to be the one honoring Tom McCarthy. We’ll be celebrating 25 years of Thunderhill, 70 years of San Francisco Region, it will be a double points race and your Competition Director wants to run the 5 mile track. How does that sound? I think Tom would have approved.

Til next time, your RE, Barbara

WRITER’S BLOCK.

WHAT DO YOU DO WHEN YOU HAVE WRITER’S BLOCK?

WHEELWORKS BY BLAKE TATUM

First off what is writer’s block? In my case it is lack of a sustainable idea to write about. Do not get me wrong, I have ideas, but they have to be sustainable. You know, more than a paragraph. Something like about 1000 words worth. The idea also has to be something the readers would like to read about. So therefore my idea on how to adjust the brakes on a Formula Vee has very little reader appeal, however it is sustainable because it is a learned talent.

When it comes to subject matter I have written about everything I have experienced in my racing lifetime. I have written about the time I crashed at Sears Point and caught on fire. I have written about the time I crashed at Thunderhill and took out the corner station. I have written about the time I crashed at Button Willow and ground my helmet down to the padding. The problem about writing about crashes is the cost of gathering the new stories will either bankrupt me or kill me, you decide what is worse.

Other subject matter that I have written about includes a pit lizard contest and a rubber chicken funeral. The pit lizard contest was back when worker beer put an emphasis on beer. The participants dressed up in their sexist garb in order to win the coveted title of **MISS PIT LIZARD**. Unfortunately the last two winners ended up being males dressed in drag. The rubber chicken was one of those ugly rubber chickens that had a brown break and a bright red wattle on the top of the head. The reason this rubber chicken was even part of SCCA lore is because it started out life as a means to exorcise the demons out of a Datsun 510. When the rubber chicken died (his head fell off) the workers held a funeral procession and graveside services at the infield of turn ten at Sears point. The eulogy was a chicken soup recipe.

I have written about the times I spent with my father driving from racetrack to racetrack. The times spent with him are my fondest racing memories. Riding with him was like having a book on tape. We never played the radio; I stayed awake by listening to his stories. They included the time he traveled across the United States with his surly stepfather who insisted that their Essex Terraplane stay under 35 MPH to keep the tires from blowing out due to heat. My father told me every practical joke he played on fellow Marines while in boot camp at Camp Tarawa. I heard about the time he won the main event at Stockton with the hood of his hardtop flipped over backwards blocking his entire field of vision. The total sum of these stories made the drive to the track as much fun as the racing.

I have written about people who are no longer with us, I have written about people who are still alive. I really like writing about the people involved in the SCCA because it is the people that make the club interesting. This month I procrastinated too long and did not come up with a candidate, but never fear as I was writing this story an individual came to mind. I hope he is willing to be my next victim.

I have written about issues that the club was facing. The stories include how to become a volunteer, the need for fewer classes, even why the Announcer is an important part of our events. The last issue which was in the last issue was the WAP fund. I received a lot of feedback on this story, mostly positive, I will leave it at that. The WAP fund helps the workers defray some of their costs associated with being a volunteer. I am hoping every entrant donates \$50 per event to help the WAP fund become financially sound.

So what does someone do when they have writer’s block? Probably the easiest way to overcome writer’s block is to go out and get a new experience to write about. I plan on doing that this year but due to time constraints this activity will have to wait.

Another trick to trick the brain into coming up with an idea is to go someplace that gives you time to reflect. In my case I do my best thinking in the shower. I have designed several racecars in the fog from the steam on the glass enclosure. So there I was in the shower thinking, and thinking, and thinking, but unfortunately the hot water ran out before the idea appeared.

Since the shower did not work I decided to go for a walk. I put on some comfortable shoes and went in search of my next story. The first part of the walk I had to overcome the cold that I underprepared for. As I moved ever more briskly my mind was moving into the zone. The zone I am talking about is that subconscious thought that is a breeding ground for fresh ideas. Things were going good on my walk. Muscle memory had taken over for the brainpower it took to think about walking. My body temperature had gone from shivering to center core warmth which meant I was in prime operating range. I knew an idea was about to pop into my head any second, as my brain was knocking on the door of subconscious nirvana. Just as that door was swinging open my cell phone rang. It was my son. He wanted \$20 so he could get something to eat, because the art of preparing food has not yet blossomed in his world.

The shower was a dead end, the walk was ruined by the cell phone, I decided that alcohol would be a good way of coming up with an idea. So I poured myself my favorite cocktail. As I drank the first one nothing entered my brain. So I poured another one, again no new idea. So I poured a third one, but this time a little stronger. The third drink went down real smooth, so smooth that the opposite of creative thinking happened. I fell asleep. The only thing alcohol provided was a headache the next day and a sore neck from falling asleep on the sofa.

So far no new ideas for curing my writer’s block. I do not know why I did not think of this earlier but why not google the subject? So I typed in How to Overcome Writer’s Block. To my shock there were several online sources to look up. The one I choose was 14 tricks to overcome writer’s block.

Number one on the list was going for a walk, others included listening to music, do something to get your blood flowing, brew some coffee, call an old friend. To my surprise I did not see getting intoxicated as a suggestion. I think I will email the source and see if they can add alcohol.

I was in a desperate state. The deadline was coming up and I was panicking. Panicking is not a good way of dealing with a problem. Since I was desperate I was not going to rely on just one strategy. I decided I would combine as many of the suggestions as I could into one activity. So I brewed up some coffee. Called an old friend and invited him to go work out with me. I then went to the gym and plugged in my phone. I searched Apple music for Smashing Pumpkins. I thought they would be appropriate since I was smashing my pumpkin to find a new idea. With **BULLET WITH BUTTERFLY WINGS** a blaring I started to work out as I drank my coffee with my old friend.

What was the end result? I was jacked up for hours from the coffee, the music had my ears ringing, my old friend had to leave early, and I strained my back. But the good news is a came up with an idea, I would write about writers block!

FULL BODY CONTACT

BY BRUCE RICHARDSON

SpecRacer Enterprises & CSR News

NEW KEVLAR SPRUNG HUB CLUTCH DISC – The following is the latest from SCCA-E “New Kevlar SRF3 Sprung Hub Clutch Disc is still in process. Mike will approve first production prototype before the end of February. No firm delivery date has been set.” So, don’t plan on them being available for at least a month or two.

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. Don’t plan on them being available for at least two to three months.

NEW BRAKES – The new Wilwood brakes are in production and are currently shipping on only new cars. A limited quantity of the new brakes are available, so put your order in ASAP for the first set.

NEW SCCA STEERING WHEEL

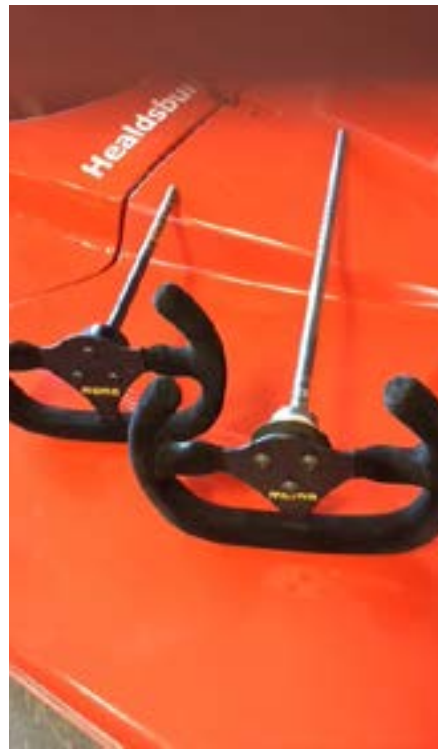
There a new steering wheel available from the SCCA-E. It looks and feels a lot like the Momo wheel but at a lower cost. The new wheel list price is \$177.00 compared to the \$215.00 Momo wheel, part number 280392K.



Q-Disconnect



Q-Disconnect



Steering Shafts



New SCCA Steering Wheel

CLUB NEWS

BY DAVID VODDEN

SPECIAL THANKS TO TIM BARBER OF AIM TIRES:

The celebration of the life of Ron Cortez, which was the key focus of the season opener March 3rd and 4th at Thunderhill, was made even better by the sponsorship of Tim Barber who now operates Ron’s legendary AIM Tire service at Sonoma Raceway. Barber made his name as T. F. B. Racing fielding winning cars and providing major chassis services to drivers at our local tracks. An avid race fan, including sprint cars and dirt ovals, Barber brings a wide range of skills to the continuation of Ron’s tire business. At this early juncture he and his staff will provide all the tire needs that were the core of AIM tires both at Sonoma where a permanent garage remains and on the road.

By sponsoring the Season Opener, Tim Barber was seeking to assure all racers, all friends of Ron Cortez, that AIM tire business remains in place for the long run. You can contact AIM Tires at the same telephone numbers listed in the Wheel or by dialing 707-938-9193. For the record, call Tim Barber and thank him for making AIM Tires a part of our future in road racing and for sponsoring the first race of the year that honored our good friend Ron Cortez.

“MAJORS” RACE ENTRY AT THUNDERHILL IMPORTANT FOR ALL GOING TO SONOMA IN OCTOBER --- AND YOU!

All drivers planning on racing in the October SCCA Runoffs race at Sonoma in October are convinced that entering the April 6-7-8, Majors at Thunderhill is a must do. Drivers not planning on running the SCCA big race are also entering the Majors event to earn points to win the 25th Anniversary SFR/SCCA track championships at Thunderhill in their regional class. “This is a big weekend of racing at Thunderhill,” noted SCCA veteran driver Roger Eagleton. “There aren’t that many races at our home track during the 25th year of operation. This causes me and all of my racing friends to target the Majors weekend along with the April 20th regional race weekend plus the season finale, all at Thunderhill,” he added. “I hope that we get an exceptional turnout for all of these races!” The race entry fee for the whole Major’s weekend is \$550.00. Testing on Friday is also available. “This is the 25th Anniversary of the track,” noted track CEO and wannabe racer, David Vodden. “All of us associated with the miracle of Thunderhill want to see a huge turnout or racers.” “I would like to see some top-line Spec Miata drivers come to Thunderhill and beat the Oregon drivers that continue to hand the SFR-Miata drivers their lunch at every meeting. Race entries are accepted at Motor Sports Registration. Try to enter by March 29th.

SPONSOR A CLUB RACE FOR \$2,500

You can sponsor one of the remaining Club road race weekends for the sum of \$2,500 and receive all the values that accrue from such an effort. The most meaningful value received is the accolades of the entire race population that will attend your race. This is a family enterprise and families support family. You will also receive a business expense deduction if that helps your racing program. Title sponsorship, name on event tee shirt if one is available, public address announcements, race coverage in the Wheel and the opportunity to sample at the track and place company banners, are all part of the deal. “I do it to give back to the Club,” noted Thunderhill Majors event sponsor, Court Cardinal of Casino Fandango. “My business is a natural and I give copious amounts of added values to many in attendance that can be redeemed at my Casino Fandango.” “It is just good business,” Court said. You do not need to own a business to secure a sponsorship. All you need is to care about your SCCA family and want to show that you care in the most effective way. Sponsorships are available for the remaining schedule starting with the April 20-22 event at Thunderhill and including all the rest of the Club events up to the season finale in late August. Contact David Vodden to secure your event weekend by dialing 530-934-5588 E-101.

ONE FOR ONE PROGRAM GUARANTEED TO ADD NEW MEMBERS...

At the National level, SCCA President Mike Cobb is asking us all to embrace a program he calls, “One for One”. It is simple but very important to the health of our Club. One for one means that all of us who are members and who genuinely care about the values we receive and the potential for the Club to grow and expand, simply sign up one new member this year – One-for-One! Most of us were recruited to the SCCA by a friend. One for One asks that you pay that favor forward by seeking out and causing someone you know or do business with to join the Club. Simple right? If you are good at math you can compute that if every current member did this our Club would double in size. How does this help? Most immediately it gives the Club a greater pool of human resources from which to draw from. This larger pool would inevitably include more drivers, crew members, volunteers and, most importantly, new leadership that can and will result in top-of-the-line board members and Regional Executives. Ask Board member Tim Sullivan. He has been a member of this Club for a relatively short time and he is already in a seat that helps determine how your Club is run and what the future of the Club will be for your kids and grandkids. Big deal? Hell yes. One for one! That’s it. How hard can this be? Just do what you can to recruit a new member into the fold. Membership forms are easy to come by. You can do it on line {what can’t you do on line?} Forms are available on clip boards in the Thunderhill Club house. Help the Club by recruiting your replacement and by finding that new member that just may have the leadership and visionary skills to build a better SFR/SCCA. Who knows, you may recruit the next Mike Cobb or even Gary Pitts or, better yet, the next Linda Rogaski. Do it! Just think about all that comes with a membership experience in the SFR/SCCA and you will be giving a gift that keeps on giving and does not require a medicinal intervention.

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Mike Bajer took 3rd in DS in a 2005 Neon SRT. Photo Ric Quinonez

CROWS LANDING HOLDS FIRST SFR SOLO OF 2018

BY RYAN PANLILIO

The SCCA's San Francisco Region kicked off it's 2018 Solo II season on February 11 at Crows Landing. The event was co-chaired by Youmna Z. and Justim M.

Rory Marin led AS in a 2008 Corvette Z06. Craig Boyle was a close second in a '04 Corvette Z06, with Mike McHugh coming in third in a '05 Corvette. Colleena McHugh ran uncontested in ASL in a '05 Corvette.

Justin Moore parked the Subaru Sti and drove a 2006 Porsche Cayman S to first place in BS. Oleg Salnik, in a 2017 Focus RS, was a distant second, while James Moss came in third in a '16 Focus RS.

Arvind Govindaraj led the all-Miata CS class in a 2016 model. He was followed by Andrew Kessel, also in a '16 model. David Peterson rounded out the class in third, also in a '16 model.

First and second place finishers in DS were separated by mere milliseconds, with Fred Campbell taking the top spot in a 1999 BMW M3. Lloyd Feaver came in second in a '97 M3, while Mike Bajer took the last podium position in a 2005 Dodge Neon SRT.

Alex Kang led a trio of Toyota MR2 Spyders in ES. Kang was driving a 2003 model. He was followed by Ryan Cirillo in a '01 model, while Vernon

Head rounded out the top three, also in a '01 model.

It was a tale of third runs, as Bruce Hopkins took the top spot in FS in his 2014 Chevrolet Camaro on his third run. Gary Fazekas also stood on his third run for second place in his '12 Ford Mustang.



Ric Quinonez took his FRS through its paces at the first autox of the season. Photo by Paul Tibbals.



Stephen Van Dorst took first place in N class in a Miata. Photo by Paul Tibbals.



Rd1: Mas Vang finished 8th in SP in a 1994 Sentra SE-R. Photo Ric Quinonez



Dave Jackson takes his 1981 Isuzu I-Mark to third place in FSP. Photo by Ric Quinonez



Tom Smiley on a fun run in a 1965 Corvette. Photo by Paul Tibbals.



Manny Pretti ran uncontested in BSPV. Photo Ric Quinonez



Mack Tsang finished second in STX in a 2013 BRZ. Photo by Paul Tibbals.



Hung-Jen Hung finished fourth in SM in a 2014 GTR. Photo by Paul Tibbals.



Alan Patterson took 2nd in SS in a 2017 SRT Viper. Photo Paul Paul Tibbals

Hot hatches ruled in GS, with Justin Bowen taking first place in a '15 Focus ST. Christopher Smith, also in a '13 Focus ST, was nipping at Bowen's heels in second place. Al Andersen, in a '15 VW GTI-S, finished in third place.

Ellen Schneider ran uncontested in HSL in a 2013 Fiat 500 Abarth. Monty Pack, in a 2018 Porsche GT3, took first place in SS. He was fol-

lowed by Alan Patterson in a '17 SRT Viper. Boris Elpiner rounded out the top three in a '16 Porsche GT4.

The Toyobaru twins ruled in SSC, with Jonathan Stroud taking the top spot in a '13 Scion FR-S. Jeff Reitmeir came in second in a '13 FR-S, while

CONTINUES ON PAGE 12

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STANDING

Josh Sirota took third, also in a '13 FR-S.

Manny Pretti ran uncontested in BSPV in his 1966 Corvette.

Karlton Lew, in a '03 Corvette Z06 (-S), led the field in CAM. Lew was followed by Kenneth Allan Mitchell in a '89 Corvette (-S). Eric Lam rounded out third in a '03 Corvette (-S). Todd Lilly, in a 1966 Pontiac GTO (-T) finished sixth, while Michael Gardner finished seventh in a '16 Mustang GT350 (-C).

Troy Jennings led an all-Mustang STP class in a '14 Mustang GT. Glenn Bennett, in a '16 Mustang GT model, came in second, while John Fabela, in a '15 Mustang GT, rounded out third. Kim Jennings led STPL in a '14 Mustang. Jennings was followed by Colleen Echter in a '16 Mustang GT, while Angee Kane finished third in a '15 Mustang.

James Laeno finished in first place in STR in a Miata. He was followed by Mark Lewis in a '16 Miata Club model.

Cliff Fong led co-driver David Chau in STS in a 1989 CRX SI. Steven Bradford rounded out third place in a '91 Miata.

Jimmy Au-Yeung finished in first place in STU in a '06 Mitsubishi Lancer Evolution. He was followed by Rob Lewis, also in a Lancer Evolution. Paul Tibbals, in a '06 Subaru WRX STI, rounded out third place. Carole Zepeda, in a '17 Focus RS, took the top spot in STUL over Katherine Flater in a '06 Lancer Evolution.

STX saw another strong Toyobaru showing, with brothers Justin and Mack Tsang taking first and second place, respectively, in their '13 Subaru BRZ. Glen Anderson finished in third in a '13 BRZ. Monica Tsang ran uncontested in STXL in a '13 BRZ.

Ben Martinez led Modifieds in a 1984 Van Diemen FR84 (C-). He was followed by Gary Ratliff in a VW Dune Buggy (E-), while Jim Tufts rounded out third in a '70 Dune Buggy (E-).

Stephen Van Dorst led in N class in a '90 Miata. Jacob Ellison got sec-

ond in a '96 Miata.

Michael Sanchez, in a '13 FR-S (STX), took the top spot in NS. He was followed by Sean Chapman in a '15 WRX (DS), while Kalid Alali took third in a '16 Miata (CS). Gorje Osuna came in fourth in a '16 WRX (STH), while Christian Deering took fifth in a '17 Honda Fit (HS). Bryan Ma finished in sixth in a '99 Prelude Type SH (STS), while Victor Lara took seventh in a '14 WRX (STH).

Isaac Acks let the SM category in a '06 Lancer Evolution (SM). Jaime Mendoza came in second in a 1988 Honda CRX (SMF), while Jake Obniski took third in a '95 Miata (SSM).

Rob Boynton took the top spot in SP in a Porsche GT2 (SSP). He was followed by Micah McElravy in a '91 Miata (CSP), while Dave Jackson took third in a '81 Isuzu I-Mark (FSP). Justin Tang took fourth in a '86 Nissan 300ZX (ESP), while Ryan Gutile finished fifth in a '91 Miata (DSP). Collin McGregor took tenth in a '92 Miata (OSP), and Michael DiGiacomo took twelfth in a '02 Corvette Z06 (ASP). Renee Russell ran uncontested in SPL in a '90 Miata (CSP).

Jourdan Risoen ran uncontested in T2 in a '11 WRX.

Todd Winstanley finished in first place in X class in a '08 Honda S2000 (STR). Tony Rodriguez came in second in '15 FR-S (SSC), with Kevin Bui coming in third in a '14 BRZ (DS). Howard Wolf finished fourth in a '82 Toyota Starlet (DP). Peter Ternus finished in eighth place in a '17 Camaro (OSP).

The next event will have a test and tune on Saturday, March 10, and autox on March 11, 2018, at Crows Landing.

DRIVER & WORKER OF THE WEEKEND

DRIVER'S SCHOOL

BY LYNNE HUNTING PHOTOS BY RON CABRAL



DRIVER OF THE WEEKEND

BRENNAN STAMMER was selected by the F&C Crew at Driver's School as Driver of the Weekend. Brennan drove cleanly, respectfully and well. He was in Closed Wheel Group 2 for the more experienced students. He graduated and skipped the Novice Permit and went straight to receiving a Regional License, from SFR Driver Licensing Director, Gary Meeker.

Brennan was the youngest driver in this year's school at the age of 15. He gets straight A's in tenth grade. In between all the Drivers' School activities and sessions, Brennan studied for a school test the next week.

In Race One, Brennan finished eighth of 25 drivers and turned the fastest race lap of 1:25.046. Brennan won Race Two and again turned the fastest race lap. In Race Three, he came in fifth ... and turned the fastest race lap.

In School, Brennan's instructors were fellow teenagers, Tommy McCarthy and Jake Pipal. CW2 Chief Instructor was veteran Dave Arken.



WORKER OF THE WEEKEND

Each SFR race weekend one of the Worker crews selects Worker of the Weekend. **DAVE IRWIN** on the F&C Crew was the Drivers' School Worker of the Weekend, as selected by the Paddock Marshal. He worked Turn Seven by himself, handling the usual flags plus Mechanical & Checkered, number boards and Communications. (Talk about a one-armed paper-hanger.)

Dave is a skilled Flagger and always pleasant to work with.

Dave is also one of the region's best recruiter of new Workers. He carries the Volunteer brochures when he's working corners and hands them out and chats up spectators on the other side of the fence between sessions. He's been known to spot them on a nearby hill and find them later to hand out brochures and cards.

Congratulations, Dave Irwin, and well done!

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NOTES

from the *Archive*

ARNOLT BRISTOL

BY GARY HORSTKORTA

Stanley Harold Arnolt II couldn't have had better timing when he purchased a struggling marine small engine company, the Waukesha Engine Company in 1939 and moved it to Warsaw, Indiana. Combining his degree in Mechanical Engineering with a good business sense and with World War II on the horizon, the military would need a good, small marine engine for all sorts of applications.

When the war started he was ideally positioned to supply thousands of these motors along with a variety of spotlights and never looked back. By war's end, he had built a diverse industrial empire which easily transitioned into the post-war economy. Having moved into the category of a wealthy industrialist, he took up flying and indulged in one of his early passions, automobiles.

Arnolt bought an MG-TC and opened a foreign car dealership in Chicago and eventually became the BMC distributor for the Midwest, helped no doubt by his acquisition from the factory of 1,000 Morris Minors! Sometime in this period he picked up the

nickname of "Wacky" perhaps based on his penchant for becoming involved in wildly diverse companies.



Below: Two of the three Arnolt Bristol Team at Sebring 1956



Bob Potter No. 162 rounds turn 9 at Laguna Seca 1958

As his automobile holdings grew, he conjured up the idea for a car of his own making which would carry his name. To pursue this idea, Arnolt flew off to Turin for the 1952 automobile show which featured all the Italian custom coach builders. He had previously met Nuccio Bertone in the U.S. so headed straight for his display. In a deal that essentially saved Bertone from going out of business, Wacky ordered 200 MGs with Bertone bodies, 100 GTs, 100 Cabriolets. He arranged with MG to ship the cars to Bertone for completion and shipment to the U.S. These became known as the Arnolt MG and were handsome and reasonably priced especially for an Italian coach built car.

Arnolt was also the exclusive distributor in the United States of the Bristol line of cars. Bristol was eager to supply chassis for a possible Arnolt car and with a reliable six-cylinder engine and aircraft construction techniques (W W II Bristol Beaufighter, Bristol Blenheim) they were just what Wacky was looking for. In 1953, he had Bristol rework their model 404 chassis to accept an Italian roadster body designed by Bertone. For sports car racing the car had to be lightweight and aerodynamic and the finished design was of course called the Arnolt-Bristol.

The Arnolt-Bristol was a beautiful creation with very smooth, curving lines of the steel body devoid of any body decorations except for headlights, tail lights, windshield. Weighing in at 2100 pounds with full tanks and powered by the Bristol straight six, 130 hp engine, the cars top speed was 110 mph which was quite good for 1954. With well known Fred Wacker in the driver seat of a fac-



Paul Crawley at Stockton 1959



An unidentified Arnolt Bristol driver at Laguna Seca 1958



John Schonle's Arnolt Bristol No. 30 at drivers meeting, Stockton 1957

tory car, he tied for the E Modified national title. By 1955 Bertone had completed 25 cars which allowed them to be classified as limited series production sports cars for GT racing.

In 1955, Arnolt sent a team of three cars to Sebring 12 Hours race and couldn't have asked for a better result as his cars finished 1st, 2nd and 4th in the under two liter production class. The balance of the year the Arnolt-Bristol Team competed in nine SCCA races with six class victories but the handwriting was on the wall as the more numerous and factory backed Triumphs, AC Aces and Morgans were proving to be faster and regular winners. By 1959, the last of the 142 Arnolt-Bristols originally ordered was completed and shipped to the U.S. thus ending an interesting chapter in Wacky Arnolt's life.

On the West Coast, Arnolt-Bristols enjoyed seven-year run in SFR competition with Scott Baxter driving the first one to appear on the grid at Stockton in March 1956 where he finished 3rd in class. This was followed by races at Pebble Beach (15th), Santa Rosa (5th), Buchanan Field (1st) and Sacramento (10th). More cars appeared in 1957 with Baxter, John Shonle and Pat Mahoney entering races with some success.

1958 saw Bob Potter as the only driver entering an Arnolt-Bristol with top ten finishes at Tracy and Laguna Seca. Harold Archibald and Paul Crawley along with Potter also competed in their cars in the 1959 season for events at Stockton and Tracy but moved on to other cars for 1960. Larry McNutt and Dan Holland drove Arnolt-Bristols throughout 1960 and 1961 with Holland continuing into 1962. However, this was the last year an Arnolt-Bristol appeared in an SFR race as it was no longer competitive in its class.

A few of these Anglo-Italian-American cars can still be seen at vintage races and a number of them also survive as road cars. Recently, an Arnolt-Bristol was found in a local garage which had been raced but its history is not completely known at this time. Could it be one of the cars that raced with the SFR back in the day? Hopefully we will soon find out.

ROSS BENTLEY'S SPEED SECRETS

SPEED SECRETS

BY ROSS BENTLEY



(EDITORS NOTE: Ross Bentley is a former professional racer driver. Winner of the 24 hours of Daytona and former Indy car driver. Many feel Ross' greatest skill is his ability to relate the feel of driving a racer fast and putting that feeling into words. He has so kindly shared some of his Speed Secrets articles with the drivers of the San Francisco Region of the SCCA. For more insight on going faster subscribe to speed secrets weekly or go to his website speed secrets.com, you will find his knowledge very enlightening)

In my first article I challenged you to make a list of things you did well last season, and things you need to improve. The overall message I wanted to stress was that if you do the same things you've always done to prepare, you'll get pretty much the same results again this coming season.

So, how do you make changes to your driving? To answer that, let's look at how we as race drivers perform any activity, including driving a race car. But, let's do this from the core of the onion - or in this case, the core of ourselves, our brains.

Think of your brain as a computer. As you drive down the track, information from your senses (visual, kinesthetic and auditory) goes into your brain/computer. Then, your software or programming in your brain processes that information, and you get some form of output. In the case of driving a race car, the output is some form of action or reaction - a physical movement or skill. In other words, the output is your performance.

Now, have you ever heard the computer term "GIGO"? It stands for Garbage In, Garbage Out.

If you put garbage into a computer, no matter how good the computer or the software in it, the output will be garbage. Fortunately, the opposite is also true, and the same thing applies to your brain. If you put good information into your brain, you'll get a good output.

Continuing the computer analogy, you can also see how if you could improve the processing speed, your output would be better as well. As an example, if you could upgrade your processor, you would process the information quicker, providing a better output.

And of course, if you have better software or programming in your brain/computer, you will also get a better output.

So, a goal should be to improve the quality and quantity of sensory input going into your brain/computer, increase the processing speed, and improve the quality of the software or programming in it. If you can do these things - even one of them - your performance behind the wheel of the car will be better. Let's start with the last objective first.

Do you currently use visualization to help improve your driving? There is a true story of an American prisoner of war who was held captive for five years.

His favorite hobby/sport prior to the war

was golf, so during his time in the POW camp, he mentally played a couple of rounds of golf every single day. That is, he saw, felt and heard himself play golf in his mind - every little detail from the way it looked, to how the grass felt as he walked the fairways, to the sound of the club hitting the ball. Upon being released at the end of the war, the first thing he did was go play golf. Guess what? He shot the best round of golf in his life, even though he had not touched his clubs for over five years.

There was another study done with basketball players. All the players were asked to shoot 100 free throws. Each was scored on how many out of the 100 shots they got in. They were then split into three groups. The first group was asked not to touch a basketball for a week. The second group was asked to shoot 100 free throws each day for a week. And the third group was asked to mentally shoot 100 perfect free throws - seeing, feeling and hearing each minute movement of the perfect shot - each day for a week.

After seven days they were measured again. The group that did not touch a basketball did not improve one bit. No surprise. The group

that practiced shooting 100 free throws each day improved 23 percent. Again, no surprise. The group that only practiced shooting 100 perfect free throws in their minds each day improved 22 percent. Surprised? You shouldn't be.

Through the use of mental imagery, you can improve the quality of your software or programming in your brain/computer.

The best race drivers that I know of commit to spending time every single day to do some mental programming. Everything you want to change for how you drive this year, or everything you want to do more of, can be programmed in this way. I want to emphasize this: everything you do well in your life, and especially driving a race car, is due to the programming in your brain/computer. And if you can't do something in your mind, you'll never be able to do it physically.

There is a big difference between mental programming and just thinking about something. Thinking is done at the conscious level, whereas mental programming affects your subconscious.

To most effectively program your brain/computer, you must get yourself in a relaxed state. Again, this is not consciously thinking about something. Sit comfortably in a chair, or better yet your race car, close your eyes and allow yourself to relax. Breathe slowly and fully. Feel yourself sink into the chair or seat as your muscles relax. Your ultimate goal is to get into that state you experience just before falling asleep.

Once you get to that relaxed state, then you can begin to program your driving. If you notice, I've not said "visualize." That is what most people do when they claim to be mental programming. While it's a good start, it's not complete, nor most effective. Rather, think about "actualizing" rather than visualizing. What do I mean by that? I mean using more senses than just the visual.

When you drive you rely heavily on your visual, kinesthetic (feel, touch, balance and sense of g-forces), and auditory (hearing) senses. So, to make mental programming most effective, use all three. In addition to just seeing yourself driving the car, feel the vibrations and forces back through the steering wheel, the g-forces pushing against your body, the pitch and roll of the chassis, and the balance of the car. Hear the engine, the sound of air rushing past the car or your helmet, the sound of the tires and brakes.

The more senses you get involved in your mental programming, the more effective it will be, as proven by the example of the golfer in the main body of the article.

Ross Bentley

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Class of 2018

DRIVERS' SCHOOL SFR STYLE

BY LYNNE HUNTING PHOTOS BY RON CABRAL

FOR THE SECOND YEAR IN A ROW, THE SFR DRIVERS' SCHOOL WAS SUNNY AND COOL, BUT COMPLETELY DRY. ATTENDANCE WAS UP, WITH 58 STUDENTS IN THE THREE GROUPS: OPEN WHEEL, AND TWO CLOSED WHEEL GROUPS, ONE OF WHICH WAS FOR THE MORE EXPERIENCED STUDENTS.

Our students continue to be a diverse lot, with several nationalities; two females, same as last year; several teenagers, several retired fellows, one five-member extended family group, and several family pairs. They came from every walk of life, from medical, financial and professional careers to the automotive industry and school - high school and college. Two students were licensed SFR Volunteer Workers, one from Tech and the other from the Course Marshals and on the SFR Scholarship.

Most of the students were SFR members - including drivers from Alberta, Indianapolis and Arizona. One student came from Northwest Region and six from, and six from Nevada. Two came from Cal Club, which was having its own School the same weekend.

The venerable Group Leaders were long on experience, having all been doing this for many years. The Drivers' School Chief, Kevin Rogers, has been overseeing and running the school for 16 years. The Chief Instructor Jon Becker has been in this role for the past 18 years, and an instructor since the seventies. The other two Group Leaders, Dave Arken and Bruce Sevier, also have a long history. Sevier has been doing this since 1975. Arken,

who also started in the seventies, is credited with being the 'Father' of SFR's School, developing the structure and format currently in use. Every year the



Pit Fire Crew ready for the first session



Carla Bynum gives the five minute signal to the group two drivers



Seven Spec Racer Fords get prepared for class

basic format is followed, with evolutionary updates. The instructor to student ratio is quite good, and in the Open Wheel Group it's almost 1-1.

All students passed and the majority attended the Graduation Sunday afternoon. Eight of the Closed Wheel students graduated directly to Regional Licenses, based on input from their instructors and Group Leaders, and approved by SFR's Driver Licensing Chief, Gary Meecker. They are Ismael Basso, Donovan Brockway, Joseph Chang, Julian DuMay, Paul Grewall, Ron Patrick, Dan Prussian, and Brennan Stammer.

Stammer is the 15-year old with years of karting experience. Only in the tenth grade, he was in Group Two for the more experienced students. Stammer acquitted himself quite nicely in his three Sunday races, winning one, and finishing fifth and eighth in the others. In all three he set the fastest race lap. The F&C Crew selected him as Driver of the Weekend for his clean, respectful and fast racing.



#28 Carl Arnold and #16 Brian Richardson in group three action.

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The majority of students rented their race car, and nearly all the closed wheel cars were Mazdas, of which all but a couple were Miatas. There were also a couple of Porsches, two BMWs, and a MG Midget. In the Open Wheel group, 10 of the 11 cars were SRF's and all were rented from Bruce Richardson - whose twin brother, Brian, was a student. The lone interrupter was a Formula Ford from Cal Club.

Compared to last year's school, the Group Leaders estimated this was a more mature group, age-wise. One characterized it as those who now could afford to indulge a desire. This year's class generally had an incredible amount of experience, but perhaps the students had hit a plateau in their milieu and were seeking to experience the SFR school skill and fun factor.



#14 Eric Fulkerson from Walnut Creek working with his instructor Tommy McCarthy.



#4 Robert Yallen the only formula car at the school.

The age range ran the gamut, from sophomores to septuagenarians. At least two students plan to go/continue vintage racing. At the other end of the spectrum in Group Two, one driver was old enough to be on track, but too young to ride his bicycle in the paddock, run in Solo II, or work a corner. And next year there will be another young lad who will be even a year younger-14. He crewed for his Dad in School this year and worked Tech. Meanwhile he and his younger sister, who worked T&S, are still racing karts.

All but one of the Group Two students had prior experience of one kind or another, including karting, HPDE (High Performance Driving Experience,) Solo, Drifting, and other race series, as well as several 'refresher' students.



#5 Jason Plater and #7 David Martel lead a group down the Eagle's Nest



#2 Brennan Stammer from Santa Rosa, Ca



Donovan Brockway from Santa Rosa in his North Bay Bavarian BMW Spec E30



#46 Yongzhe Wen from Esparto Ca, in his Mazda 2



#76 Nikhil Peter from Mountain View Ca



Dave Harriman offers up some advice to James Silva from Carson City.



Track Volunteers Salute the students on their pace lap in the first Group Three race



#91 Kevin O Connor from San Francisco, Ca



#60 Arax Assadourian from San Jose Ca.



#01 James Silva kicks up some dirt on the car of #22 John Macintyre



#17 Ismael Bosso and #59 Allen Christopher lead the field down the front straight for the start of the group one race.

A couple of students had to learn to drive a stick before going on track. And the Drifters fascinated the teenage Group Two instructors, who swapped cars and techniques. Meanwhile, over in the Open Wheel Group there were some very quick students with no previous experience.

The students had to complete their Driver's Profile ahead of time, so the Group Leaders could sort them into the appropriate Group. The Closed Wheel Groups were Less Experienced and More Experienced. The students had to turn in their two-hour GCR (General Competition Rules) test before they could get in their cars. There was other paperwork in their big Informational Packet they received from the SFR Office. Nan Mendes, SFR Region

Administrator, was busy in the days preceding the School, ensuring all the forms were filled, physicals finished, memberships completed, and fees were paid. The students also had a video to view.

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

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

As this is a Driving School, not a track day, race craft is taught early on. The instructors in their race cars make for a great tool in learning the (correct) Racing Line on Day One, if done well. Students learn and develop passing skills, and as such are allowed to pass anywhere on track by the second or third on-track session. The challenge is to push the envelope, breaking the muscle memory from track days. Driving in close proximity to other race cars is often a new experience - passing and being passed.



#51 Sean Finn gets directed into the black flag station.



#84 Ben French in his nicely painted Mazda RX7.



Official Pace Car of the San Francisco Region of the SCCA.



Every aspect of the racing experience is taught at the school, even lining up behind the pace car.



Unidentified pit Marshal directs the cars off the track right into the impound area.



Christopher Linkous and Barbara McClellan address the class.



Student Brennan Stammer and instructor Tommy McCarthy



Drivers school has plenty of class time



Our very own Pres-snoop, Lynn Hunting, addresses the students.



Bruce Sevier explains some of the many details of racing.

The on-track sessions include various scenarios, such as Black Flag All, Yellow flags, Red Flag, and follow-the-instructors. After Drive ArounDs to acclimate to the track and the car, the students got three 25-minute sessions on Friday. More Ride-Alongs for students and instructors in street cars happened during lunch breaks. It was a development day.

Day Two the students worked on going faster, developing passing skills and stay-in-front skills, which some instructors say might be called blocking. Being passed in the corner, on the inside or outside, is often an eye-opener. They Practiced Starts and learned Threshold Braking. They practiced car control, acceleration and braking techniques. They ran through Practice



Grid is about to let group one onto the track, be sure to watch out for the Splitter

Starts, Red Flags, and Safety Car situations. There were four 25-minute track sessions. During each on-track session, the individual instructors placed themselves around the track and Pit Lane, to observe the students. Between sessions there were critiques and break-out sessions, including a Tech Talk in Impound. That was two full days in classes and on-track sessions.

Saturday night was the big Spaghetti Feed for all, where students, crews and instructors mingled with each other and Race Officials and Volunteer Workers. It was a jolly time with a lot of social interaction. Cue the Fun Factor.

Day Three the students had a fifteen-minute Warm-Up in the morning. This was followed by three fifteen-minute races, with the grids set by the Instructors. The day ended mid-afternoon. Among other things, they learned was how not to start on cold tires, what happens when a front row driver pulls out ahead of the Green Flag at the Start, and how to survive the first lap. Another feature was having faster cars at back of grid for second race. Third race was to have fun!

In Group One/CWI, Sean Finn from Canada won all three races in his Porsche 928. Second and third in Race One were Douglas Burns and Kanishk Parashar, who turned the fastest race lap. Runners-up in Race Two and Three were Jason Pettit and Paul Grewall, with Finn turning the fastest lap in those two races. All save Finn drove Miatas.

In Group Two/CWII, Joe Chang won Race One, with David Martel and Eric Fulkerson as second and third. Brennan Stammer, in eighth, had the fastest race lap. Stammer won Race Two, with Chang and Martel in second and third. Stammer had the fastest race lap. Joseph Kou won Race Three, with Chang and Fulkerson finishing second and third, with Stammer again turning the fastest lap. Except for Stammer in a Mazda MX-5, the others all drove Miatas.

In Group Three/OWI, Carl Spencer Arnold won Race One and turned the fastest race lap in his SRF Gen2. John McIntyre/SRF2 and James Silva/SRF3 were second and third. Arnold, the son, also turned the fastest race lap. His father, Carl Arnold, finished mid-pack. MacIntyre won Race Two, followed by Arnold the son and Robert Yallen in a Formula Ford. Arnold had the fastest lap. MacIntyre won Race Three, followed by Larry Savage/SRF2 and Yallen, and Allen turned the fastest race lap. His instructor was Eric Bouchet who did a good job of getting Yallen to reach the power potential of the car.

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

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



Group two students hard at it going down the Eagle's Nest.



#91 Kevin O' Connor lifts a wheel as he tries to get his SRF back on the black stuff



#60 Ron Patrick from Mountain View Ca works to get his car going in the right direction.



#6 Joseph Kou from Walnut Creek Ca

The plan going forward is for the Novices to run three competition events. Then the Novice takes his/her log book and results sheet to the Chief Steward for signing off. Once done, the orange sticker and N can be ceremoniously removed from the car; and the student trades the Novice Permit for a SCCA Regional Driver's License, good at any SCCA-sanctioned club event.

The skill level of a SFR-trained driver is one aspect which separates SFR from professional drivers' schools. SCCA requires three competitions prior to receiving a Regional License (in most cases.) Professional schools issue the



One-on-one instruction

SCCA license after completing their school.

Bill Blake, the NORPAC Executive Steward and the Group Leaders were again favorably impressed with the progress of this year's class. Some were fairly quick right away, and others made substantial improvement during the weekend. All three-day students graduated.

Another thing which makes the SFR school so great is everyone's willingness to help one another. Before the weekend, Kevin Rogers helped one of the students, a fellow College automotive instructor - Ben French - get through his physical and paperwork when French came down really hard with the bad case of flu. A core group of French's motorsports students pitched in outside of class and helped complete a lot of the final prep work on the race car - a 1984 RX-7, and then came to the track as 'crew.' Another friend loaned his track garage and provided a rooting section. The whole French family was involved, with the wife and two children joining various Worker Crews.

Another case of friends helping friends was Larry Oka and his whole crew helping Yongzhe Wen get into another Mazda when he damaged his rental Mazda 2 when he literally took a ride on the wild side in Turn Five. The video is on YouTube. He was not hurt, but the car was. Wen, who works on the Course Marshals Crew, was on the SFR Scholarship awarded to a worthy SFR Worker. He finished the school in a Miata.

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

The weather was crystal clear. The scenery was beautiful. Despite a lack of February rain, the hills were mostly green, dotted with wildflowers; and Mt. Lassen's snowy peaks could be seen in the distance. Flowering Almond trees were seen at and near the track. And spring was in the air, with the returning pair of Great Horned Owls cavorting in the trees by Tech and Grid.

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

Congratulations to all the students, and kudos to the Group Leaders and Driver Instructors! Thumbs Up all around!

LETTER TO THE EDITOR

Blake, Last month there was a letter from a worker lamenting the cost of volunteering and this month we have your letter about the underfunded Worker Appreciation Program.

Since joining SFR I have made a donation to the WAP when registering. In the beginning when I showed up at registration for a race weekend I was occasionally thanked for my donation. However, I cannot remember the last time I was thanked. I think it was before we transitioned to automated registration. Before that Colleen, when she generated the registration materials for the registrars noted beside our names that we had donated. I suspect that doesn't show up on the computer spreadsheet they use now.

Additionally for the past 6+ years I have been bringing treats for a couple of the worker groups, nothing big but just a little something to show my appreciation. One of the groups a couple of years ago thanked me for what I do and told me I was the ONLY driver that ever did anything for them. When they wanted to publically acknowledge me the request was denied by the Board. (They honored me in a private ceremony at their camp instead.) I don't say this to brag, but I do say it to draw attention to the fact that what drivers do for the workers is left unacknowledged. It is also to say that maybe either through the WAP or through personal involvement, drivers need to step it up for the workers. After all without them we do not race.

While there are some racers with unlimited budgets, some of us are on a budget. It hasn't helped that Thunderhill no longer permits half-day testing. The difference is \$100. That money has to come from somewhere in the budget.

One last comment. I believe Buttonwillow, to help with worker lodging costs and availability, built a workers camp using mobile homes. It gave the workers a place to stay with amenities. Maybe the Board should suggest to Thunderhill to take the year end awards money and use it to build a workers camp.

Bob J Hall

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VIDEO REVIEW: FINDING COMMON DRIVER MISTAKES – PART 2

BY JAMES CHARTRES

In the previous article we talked about video systems and how to use a cockpit camera to find common driver mistakes. Now that you have a video system how else can you use it to improve? Here we discuss some common driver mistakes that you can spot by reviewing your pedal video and what to do about them.

PEDAL CAMERA VIDEO REVIEW



The next step up in video systems is installing an additional camera in the pedal box area. The pedal camera allows you to see what you are doing with your other input devices, your feet. There is a lot to be learned by observing your footwork especially if you can sync it with our cockpit video. Here are some of the common

mistakes drivers make, so that you can look for then when studying your video.

LIFTING THE THROTTLE

Drivers normally think they are flat through a corner or at full throttle. However if you look back at your video especially in the fast scary corners you might notice that you lightly relax or lift your foot without knowing it. This subconscious lift of the throttle can be unbelievable when you first notice it. So how do you fix it? Find the corners where you are cheating the throttle and spend the next track session focusing on how you can get to and stay at full throttle in the turn.

COASTING

Be on the brakes or on the throttle. The good thing about driving on the street is you get lots of time to practice. The bad thing is you can also practice bad habits. Amateurs are used to coasting from driving on the streets where you are not trying to get every bit of performance out of your car. Watch your videos and see how quickly you transition from brake to throttle, see if there are any points where you are not pressing either pedal. There might be times when you need the car to take a set but that is an extremely rare case and more than likely you need maintenance throttle not no throttle. If you notice yourself coasting, note the areas of track where it happens and practice on the simulator or during test sessions to eliminate this habit. Just being aware of coasting can greatly help in combating the issue. Keep reviewing your videos and practice your throttle and brake transitions to help get every bit of performance out of your car to improve those lap times.

LIFTING BEFORE BRAKING

Similar to lifting the throttle in the fast corners and perhaps more common for the amateur track driver is lifting before braking. As you approach the corner your mind knows you are going to brake so you start

subconsciously coming out of the throttle as you approach the braking point. You might also be able to hear this when reviewing your video but the best way to find it is by watching your feet. If you notice yourself cheating the throttle or relaxing before the corner you might have this bad habit from street driving. As you approach the braking point focus on your accelerator foot being all the way down right up until braking. Over time you can eliminate this lift and see the gains from more time spent at full throttle.

INITIAL BRAKE APPLICATION

Another bad habit from street driving is the initial soft application of the pedal as you begin braking. On the street you rarely slam on the brakes unless it is an emergency. Unfortunately this means many drivers fail to apply enough initial braking pressure. When braking the first application should be strong and hard, without locking up. To get great threshold braking you may have to modulate the pressure as the car slows down but the initial application should be solid, not timid. Practice this on a test day or in the simulator and you might find that you are now over braking for the corner. This could be why people are beating you in the braking zone. With improved braking application you will be able to shorten your braking zone and move up your braking point. Don't go wild and move your braking point crazy distances, you want to take very small steps with braking points as the consequences can be very high.

BRAKE RELEASE

There are two types of issues with brake release either snapping off or being too slow. The rate at which you release the brakes is a key part in helping to get the car rotated in a corner. Watch your videos and see if you are snapping off or are way too slow with your brake release. Try experimenting during your next test session and see how the rate at which you release the brake affects the rotation of the car. Focus on 1 or 2 corners and try different styles in successive laps to rule out any other affects such as changing track conditions.

HEEL AND TOE

For many drivers the heel and toe technique can be learned quickly but it takes awhile to master. I still have the occasional bad shift especially when I am trying to hustle the car too much during a race. Video can be a great tool to watch your footwork, especially listening to the engine note during shifts. Are you blipping the throttle correctly? Are smooth with the



clutch? Do the Revs drop too much? Once you notice issues then you can begin to work on them.

LEFT FOOT BRAKING

Video review can also be used to improve or learn new techniques. Left foot braking is talked a lot about in the track day and racing community. If you are trying to learn this technique you can practice a lot on a simulator. Once you feel comfortable using it, you can try it on the track. You can improve and hone your technique by using a pedal camera to look at your initial braking, threshold braking and brake release.

EXAMPLE VIDEO: PEDAL VIEW



If you watch the video below you will see some of the bad habits mentioned in my footwork. By imbedding your footwork video with the cockpit footage you can get a complete view of your inputs.

2017 SONOMA FASTLAP

<https://youtu.be/iwcUA06scsM>
CONTINUOUS VIDEO REVIEW

Just like the cockpit camera you can learn more by combining your video review with data. Check your videos to make sure you haven't introduced any of these bad habits by looking for:

- A slight lifting of your foot on corner approach

- Snapping or slow brake pedal release
- Times being off both the throttle and brake
- Slow or soft initial brake application

With practice and conscious training you can eliminate these bad habits and hopefully reduce your lap times.



ABOUT THE AUTHOR:

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

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THUNDERHILL REPORT

BY DAVID VODDEN



This past weekend we lost long-time friend, SCCA supporter and passionate creator of Thunderhill, Tom McCarthy. Because of the lapse of time in the production of the Wheel, I assume that you are well-aware of our shared loss. Much will be written about Tom with statistics about his race wins, his activity as an SCCA Board member and, of course, his role in the creation of Thunderhill Park. Little of what is written will capture the real man that some loved and some did not. From his Iowa farm-life-upbringing to his life-long partnership with Lucy and their building of Du-All Machine in Fremont that produced parts for the best of the best in the new Silicon Valley, Tom was driven to compete and win. He won a lot. Even with his overwhelming passion for racing, Tom's family was most important starting with Lucy and Terry and Tommy plus his five brothers, Lucy's family and their precious daughter Tammy whom they lost at a young age due to an auto accident.

Tom's grandson, Tommy has been racing with SCCA for a few years. He has raced in other programs for over a decade. It was Tom's great hope that his grandson would become a professional race car driver. Before Tommy, son Terry lived the dream of becoming a professional racer. Terry's SCCA racing was in ITA and then he chased that illusive win in the Runoffs from behind the wheel of a Miata, all the time with mom and dad in support roles. Tom raced Triumph Spitfires most of his career adding whatever he needed to continue his quest to be a winner. He was famous for pushing the envelope. Some of his efforts were priceless. He was, naturally, the first President of San Francisco Region Properties, Inc., the corporate name for our DBA - Thunderhill Park. Later he became "Chairman Emeritus", serving in that capacity until his death Saturday, February 17, 2018. His birthday was November 25th. I have never known how old Tom was because his age depended on the age limit in place at the race tracks he was entering. He was 75. Over the years, life at Thunderhill has not always been peaches. When

times were tough, Tom helped me get through by sharing his many years of dealing with difficult people. I considered it an honor that the people who beat up on Tom McCarthy included me in their efforts. I will never understand why. They did not know Tom or me.

Tom and I did some fun things together. The paper weight made from a hollowed-out grenade left on the dash of a rental car at the airport in Orlando Florida, ranks at the top of the list. What happened when the airport security guards saw the grenade, purchased at a local souvenir shop that specialized in alligator parts, was priceless. Today they would probably just shoot him along with the rest of us as we came to Tom's aide. It is unavoidable that those who live long will experience the loss of very special friends. I often think of Roger Eandi, another man whose contribution to the SFR/SCCA was priceless. Ron Cortez and I were circle track buddies. We went to the Chili Bowl together. I do not like losing friends. I miss Roger. I gave Ron a kiss on his forehead when I saw him during his last days. I miss Ron. I will miss Tom.

I will keep Lucy and Terry and Tommy in my life. I hope that Lori Eandi reads this. We are all blessed to have the friends we have in racing. I suggest that we all take the time to appreciate our racing friends and to remember the friends we have lost. Be nice. Reach out. Make friends and good memories. Never hate someone you do not know. Get to know them first. I will always remember Tom McCarthy. They will be good memories. Thank you, Tom!

We will honor Tom McCarthy at a future race here at Thunderhill. We remembered Ron Cortez at the SCCA season opener. There are three more SCCA races left here in 2018, ending with the season final on September 1-2. I hope you are a part of these events at Thunderhill. Tom would appreciate your supporting his track. So, would Ron and Roger and so would many others. Please note the name on the entry road to the track. It is there for a reason.

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For Sale: FC/F2000 Engine. Ivey, Ex Joe Riley/Robert Armington. Last raced in 2014. \$2000. Includes engine stands and header. Want SF Region people to have

first shot at this before listing on Apex Speed. David Simerly. 415-383-0960



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



Spec Racer FordGen2- 2004 Ready to race! Professionally maintained and very well sorted. Chassis completely rebuilt in 2012: new fuel cell, new clutch, new complete belly pans, frame painted with Rust Bullet, shocks rebuilt, all new heims and suspension bushings. 2012 Complete chassis reset- paint, heims, bushings- cleanest SRF on the planet! Includes tons of spares: 3 sets wheels and tires, quick jack, complete bolt on string bars for alignments, quick disconnect steering wheel, hot lap timing set, Butler racing seat upgrade, fire system, 2 sets brake pads, suspension spares, dynamic number system, oil filter, fuel filter, and spark plugs/plug wire set. Please email for extensive photo package. \$13,500 OBO, James "Cotch" Cotcher cell: 530-545-1765 home: 530-573-0505 jamescotcher22@gmail.com

FENDERED RACE CARS



Chuck McKinney's 2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX "Wonderbread" Car Square tube chassis, Lotus link, flat floor, driver's side exhaust, Rebello 2015 Spec KA24 3-Valve motor, 32mm SIR, built NEW for the 2014 Runoffs on a virgin block and crank (all new parts with the absolute latest trick internals, engine and chassis dyno tuned). Completely sorted, 3rd Place finisher at the 2014 Runoffs, 2014 NORPAC Division GT-3 Championship & 1997 NASPORT Championship. Fastest GT-3 trap speeds at the 2014 SCCA Runoffs at Laguna. This car could position you to win the 2018 Runoffs. This is a very safe, well-maintained car designed and engineered to be managed by one person. My

services are available for the West Coast tracks & the Runoffs. \$35,000.00 - Includes 2 motors, 3 sets of wheels, extra carbonfiber body parts, 24' Haulmark enclosed trailer and my complete inventory of spares With 23 years of continuous development and more than \$125,000 invested, this is a winning car! (510) 812-1140 chuck@amtmetals.com



For Sale: Weaver chassis TransAm/GT-1 Corvette. Retiring - everything must go. Prettiest rig & car at the track: show quality Kenworth, "Cup" motor by pme; numerous track records; prepped & race-ready; numerous spares; \$200,000/OBO (707)765-0153 brempfer@sonic.net



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



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

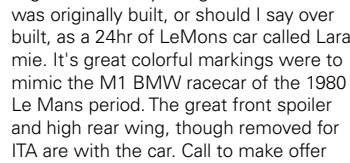


Chevy Cobalt SS Supercharged and Race Ready. Prepared and setup by Phoenix Motorsports for the World Challenge Pro Series. Great car for SCCA or NASA Can easily be changed based on the class you want to race. 268hp at the wheels. Setup for Cool suit, radio, and camera Passenger race seat installed. Spares 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

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



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 Larame. 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



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

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

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.



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

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



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



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



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

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

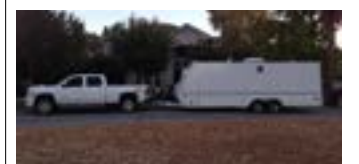


For sale: 2006 Winning Blue MX5. Full STR prep. I drove this to second in pax at last SSSCC event of the season by 0.1 seconds. Two sets of wheels with good rubber. RE71R'S and R1R's. \$13000 obo Will deliver with a deposit up to 1000 miles from 99338 for \$0.75/mile. Trophied at the Packwood Tour in 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. roadracex@gmail.com 509-551-2681

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

SPEC MIAATA



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. Dragto 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



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

SOLO RACER & TRACK CARS



1968 one of a kind autocross hillclimb bug. Hold records all 7 NHA ,lots of TTOD SF region OSP, 2nd 1st G Force challenge, 2332cc, tube frame, coil over, tilt body, 19mm master cyc, chassis dump 298,1675lbs,chrom rear hubs, heavyduty parts that wear, extra set wheels,4 wheel disc breaks, to much to list, spare engine also 86x94. Call for details. 209-241-9666

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 withhurst shifter and light weight bell housing, quartermaster 5.5 Inch clutch and button flywheel. 1956 Chevy bel aire rearend 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

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

TRAILER/TOW

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



Car trailer with electric winch and tongue jack and removable rock shield. Winch is rated for 6000 Lbs. Includes remote control for the winch. Has large under deck storage area. Tires have excellent tread depth. Perfect trailer for low clearance cars as approach angle is 10 degrees. Includes good battery in locked onboard box for operating winch and jack. I have used it for cars over 4000 Lbs with no difficulties. Gary 925-743-0673

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

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

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

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



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

TOOLS/ EQUIPMENT /MISC FOR SALE

Business Opportunity: Office space with conference room, show room, bathrooms and showers available starting in June of 2018. Ideal for Driving School, marque-club or specialty vehicle dealership and more. Be in the growth curve of the sport and the industry at prices well below the competition. All or part available with full access to all activities at Thunderhill Park. E-mail dvodden@thunderhill.com to learn more and arrange a lease.



Coleman Mach 1 Roof Top Air Conditioner; 11,000 BTU; Model: 48207B876. \$400. Used for my enclosed trailer only 2 weekends. \$669 new; \$62 Heater. Contact Ken at: Email: ken@ictusinc.com; Phone: 415 672 1034.



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



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 included Battery cannot

ship, pickup only). Chuck Raggio (916) 698-0172, cragg@comcast.net

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 con-erunner@yahoo.com



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.

Sports Racer1979 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

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

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

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 \$750. Mike 510-530-1895

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!!

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

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

SHOP/STORAGE SPACE

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

CAR STORAGE in Santa Clara Secure shop, 24hr access, 2 lifts, bathroom and small office. Lots of storage racks also available for your extra car parts extra wheels etc. lzyz Sanchez 650.279.7252 lzzysanchez78@yahoo.com

Garage Space Available at Thunderhill starting in June of 2018. 1,400 sq. feet. Large bay door. Bathroom stall available. Rental fee \$1,000 per month. Only eight spaces available. Located on three mile track area near new Solo Pad and SCCA office. E-mail dvodden@thunderhill.com to put your name down on a waiting list. First come, first serve. Great deal!!

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

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

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

SERVICES



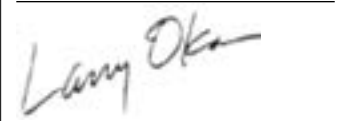
All-Weather Storage Lockers – Now @ Thunderhill Park! Finally a solution to having to deal with all your race equipment! Don't bother lugging your gear around or leaving it out in the cold. Rent a 4' X4' X8' Thunderhill locker daily, weekly, monthly, or even yearly to make sure you always have a place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

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

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



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

Mazda Miata Rentals Good Times Racing- Ron Carroll and Donna Gilio. We have front running, winning Miata's for rent for all SCCA and Nasa events, SMT SM ITA 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

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

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



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MADZA MIATA RENTLs ITX/ITA/SMT, NASA events including SM/PTE & HPDE, prices start at \$350/day, Top cars, professionally prepared. 530 318 1943 ohmygodracing@etahoe.com www.ohmygodracing.com



Spectrum/Honda F1600. Cameron Racing has two cars available for the Majors, SF regional races and test days. Cars located at Sonoma raceway. Steve 707 953 7580

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JOBS

Position is to maintain and build test and race cars and to maintain a shop.

Skills in fabrication and data collection required.

This is a full-time position; however half-time may be acceptable if person is exceptional.

Job located in Santa Clara, CA. Email to ecmco@earthlink.net resume using subject " Job 5191 "

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Want TO RENT: FWD IT or Prod car for the Sonoma Majors at the end of June. Ed Funk 413-772-6368 Eslfunk@aol.com

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- Grand Am Daytona prototype
- Grand Am GT
- IMSA GT-3

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