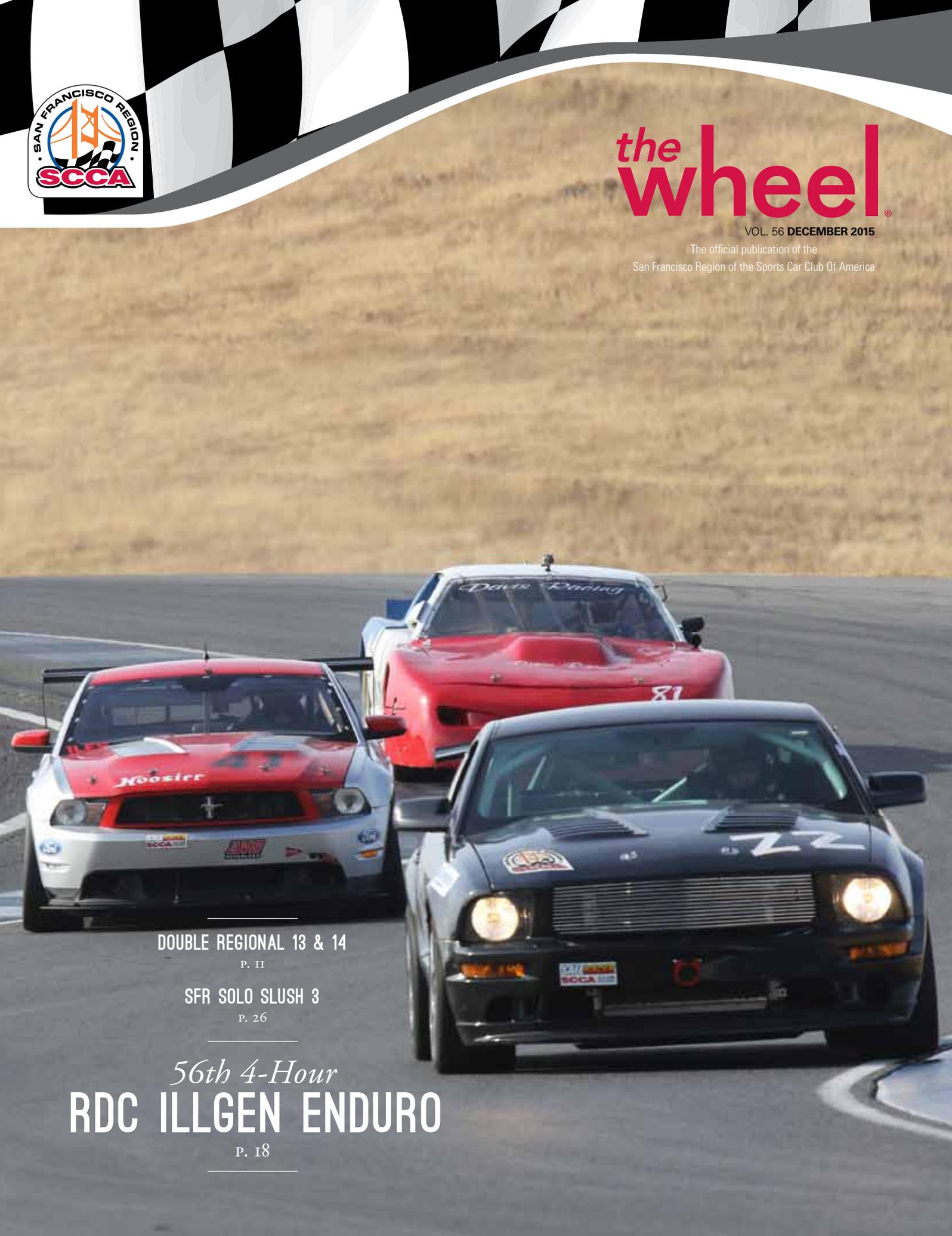




the wheel®

VOL. 56 DECEMBER 2015

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



DOUBLE REGIONAL 13 & 14

P. 11

SFR SOLO SLUSH 3

P. 26

56th 4-Hour RDC ILLGEN ENDURO

P. 18

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MAILING ADDRESS

PO Box 308, Willows, CA 95988

LOCATION

5250 Hwy 162, Willows, CA 95988
530 934 4455
530 934 7275 fax
office@sfrscca.org

2015 BOARD OF DIRECTORS

GARY PITTS Regional Executive
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ROD SIMMONS Treasurer – Director
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wheel@sfrscca.org

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clint@sfrscca.org

R.J. GORDY Director
rjgoldstar@sbcglobal.net

BARBARA MCCLELLAN Director
barbara@sfrscca.org

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 shall not be published.

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

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



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PUBLISHER: THE WHEEL PUBLICATIONS

Editor **BLAKE TATUM** wheel@sfrscca.org

Art Direction & Design **JULIE LEFRANCOIS**
julielefrancois.com

CONTRIBUTING WRITERS Blake Tatum, Gary Horst-korta, David Vodden, Sherry Grantz, Steve Jaroch, Richard Simonds, Mike Drouin, Anja Lee, Marcy Crawford, Audrey Tan, Ryan Panlili

CONTRIBUTING PHOTOGRAPHERS
Chuck Koehler, Stan Guidero, Laura Stich, Don Jones, Steve Jaroch, Davey Drouin, Ric Quinonez, Jimmy Au-Yeung

POSTMASTER, Please send address changes to:

The Wheel
P.O. Box 308
Willows, CA 95988

2016 CALENDAR

2016 SFR ROAD RACING SCHEDULE Any changes will be shown on www.sfrscca.org

MARCH

SFR Race Drivers School

March 4-6 | Thunderhill

Season Opener Double Regional 1 & 2

March 18-20 | Laguna Seca

APRIL

SCCA MAJORS

April 8-10 | Thunderhill

IMSA/Continental Tire Grand Prix Laguna Seca

PRO SUPPORT

April 28 - May 1 | Laguna Seca

MAY

Double Regional 3 & 4

April 14-15 | Thunderhill

JUNE

Double Regional 5 & 6

featuring the Spec Racer Ford Festival

& the Porsche: Pirelli GT3 Cup

THURSDAY TEST DAY

June 2-5 |

JULY

Double Regional 7 & 8

featuring Spec Miata Festival & the Porsche:

Pirelli GT3 Cup

July 1-3 | Sonoma Raceway

JULY, CONTINUED

Double Regional 9 & 10

featuring the Golden Gate Region

Porsche Club of America

July 22-24 | Laguna Seca

AUGUST

Pre-Reunion

PRO SUPPORT

August 13 - 14 | Laguna Seca

Reunion

PRO SUPPORT

August 18 - 21 | Laguna Seca

SEPTEMBER

"Mazda Road to Indy"

PRO SUPPORT

Sept 9-11 | Laguna Seca

Double Regional 11 & 12

Sept 24-25 | Thunderhill

OCTOBER

Pirelli World Challenge

PRO SUPPORT

October 6-9 | Laguna Seca

Season Finale Double Regional 13 & 14

October 21-23 | Thunderhill

Annual Awards Banquet

October 22 | Willows

SOLO SCHEDULE

Check www.sfrautox.com for dates.

Pre-register on: Motorsportsreg.com

SCCA MEMBERS ONLY

Temporary Memberships available on

Motorsportreg and on-site for additional \$15

NOTE THE NEW PRICE CHANGE IS

TAKING EFFECT: \$40 prereg, \$50 on-site

SCHEDULE FOR ALL DATES

- Tech Inspection for all run groups is on grid

- Course Walk (7:30AM – 8:30AM)

- Mandatory Driver's Meetings (8:45AM)

- Two morning run groups: 1 & 2

- Registration ends at NOON

- First car out in RG3 no earlier than 12:30pm

- Course Walk

- Mandatory Driver's Meeting

- Two afternoon run groups: 3 & 4

- Ladies Classes run with their open classes but are scored separately

- At each event, classes generally run one group later than the previous event

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PHOTOGRAPHY

Chuck Koehler
cwkphoto@att.net
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MY FIRST SEASON RACING SCCA

BY ANJA LEE

I heard about road racing when my husband, Joshua, took an Audi Experience class with his friends. I guess he liked it because two months later I was invited to go to an HPDE day at Thunderhill. I went out on the track in my own car, which at the time was a BMW 235i. I HATED it.

EVEN THOUGH I HAD A GREAT COACH, BLAKE JR. (my name for the BMW) felt mushy. Sure Jr. was an M sport (lower suspension and bigger wheels) and had a dual clutch transmission (DCT) but it still drove like the 1980 Monte Carlo of my early college days - not a boat but a cruise ship on track. I vowed that if I was ever to drive on a road race track again I would be doing it in an actual race-prepped car -- complete with the safety features and proper handling of a race car. After all I'm here to learn how to drive, not kick on the car's nanny control!

Second time I went on track it was in a rental Miata from Al Angulo, awesome autoshop instructor, pilot and friend. He had the perfect teacher attitude for my student outlook on the sport and away I went! Spinning, eating grass, and laughing was all part of my "official" first day on a road track. I never looked back and continue to rent Miatas to this day. I even convinced Joshua that he should stop messing with other cars and get into the best learning platform for road racing EVER.

A couple of events later my family laughed that I wanted to be better at driving a car on a track that went nowhere. My excuse for them was "I have to support my friends" which is still true, but it was also true that I liked being part of a team of people that were very helpful, supportive, and if nothing else genuine. After about a year of track days which included two blown motors and Joshua getting his own Miata, I decided to attend the San Francisco Region's Competition Licensing School at Thunderhill. I got my novice license! I also made many friends along the way as we struggled through the three-car-across racing, passing, mock race exercises and eventually races together.

It is now October 2015 and the end of my first racing season! I am friends with the tech crew, registration crew, and stewards at SCCA. Corner workers should be called Angels from God, as they warn us from adding to messes on track. My mom has finally accepted that road racing is a sport that is safe and makes her daughter very happy. For Joshua and me, we have never been closer as a couple!



Here are a few bits of knowledge I picked up along the way that could help anyone who is just starting out or considering joining their friends or significant other on the journey:

IF YOU CAN'T AFFORD GREAT SAFETY GEAR, YOU CAN'T AFFORD TO RACE. IF YOU ARE RECKLESS, YOU WILL WRECK.

In every track day and every race no one has ever said "forget safety and GO". Safety gear and a safety mentality is priority #1. A good cage on the car, certified suits and accessories, fire extinguishers, and a "better safe and finish the race" attitude can and have saved lives. Don't lose your chance to save a life (probably your own) by going into a race without it.

YOU WILL FIND A NEW APPRECIATION FOR DRIVING OFF THE TRACK.

The stuff learned on track will make you feel safer with your fellow racers than driving with anyone else on 101, 5, 280, 880, etc. You will become more aware of surroundings, learn how to pass safely, and spot the "crazies" - both on and off the racetrack. You will wish everyone was a racer because maybe then they would have some common sense — just saying.

SEAT TIME IS EVERYTHING.

It's a sport. Those who are better than you probably have more time on the track in a race car than you have. Lucky for you, tracks don't change much from year to year so any chance you can get and can afford to, go and practice. You don't have to be trained by a trophy winning coach but when starting out it is good to get an understanding of the line, the balance of YOUR car and what to do in traffic.

THIS IS NOT A CHEAP SPORT.

Folks have gotten through a season on a shoestring budget, but every major ding will need to be fixed, you will go through tires, and travel expenses need to be budgeted at the very least. Start saving your pennies!

See you next season!

2015 THUNDERHILL REWARDS HANDS OUT \$40,000

Those who raced in SFR SCCA races at Thunderhill this year were all winners, sharing in the \$40,000 Thunderhill Rewards.

The qualifying rules were simple – race at the Thunderhill Rewards Regional on October 23-24 and receive entry credits based on the number of races run at Thunderhill during the year.

At year end, there were a total of 135 qualifying drivers who earned 535 credits (a credit equals one race). That made a credit amount per race of \$75. With a total of six races at Thunderhill, each qualifying driver won between \$450 and \$150.

Forty-one drivers won the maximum amount of \$450. That will pretty much pay for a race weekend at Thunderhill in 2016. Another 47 drivers won at least \$250.

The complete list of drivers and credit amounts are listed on www.sfrscca.org. Credits for future entries to SFR races have already been entered into the drivers MotorsportReg accounts.

Thunderhill Rewards is a simple dividend and Thank You to San Francisco Region members for supporting and racing at OUR track.

TOP REWARDS EARNERS

David Allen
Douglas Alvis
Darrell Anderson
Memet Aytolu
"Geno" Barbera
Robert Breton
Steven Cento
James Chartres
Brian Cross
Alan Dezzani
Mark Drennan
Brad Dressen
Tom Duncan
Alan Gjedsted

Leeson Grant
Bob J Hall
Kyle Hatchet
Gregory Hoff
John Iles
Bill Jordan
Roland Kamber
David Kay
Michael LaBouff
Joan Linehan
Igor Lyustin
Danny Malfatti
Steve Meyer
Brandon Miller

Umberto Milletti
James Paul
Greg Powell
Ed Railton
Bruce Richardson
Ward Rose
JoJo Saunders
Tao Takaoka
Troy Tinsley
Kirk Uhrlaub
Scott Vreeland
Sean Wheeler
Randy Wolfgram

RDC ENDURO SPECIAL PRIZE WINNERS by Marcy Crawford

The Competition Safety Gear prize winners at the 56th RDC Four-hour Enduro held at Thunderhill on October 25 were:

The SA2015 helmet went to the first winning rookie driver in a Miata: Memet (Matt) Aytolu in the #56 Miata, winner of the Production Under 1700cc class and 11th overall with 96 laps.

The driver's gloves went to the first woman finisher: Anja Lee in the #8 Miata, who was 14th overall & 4th in the Miata class with 94 laps.

The winners will be stopping into Competition Safety Gear in Campbell, CA to be properly fitted with their new safety gear.

On behalf of the Racing Drivers Club, the SCCA and myself, thank you so much for your ongoing support of our organizations. You, sir, are a prince!

Zimmerman Photo Collection

BY GARY HORSTKORTA



Tony Ferrari leads Bob Sheldon - Stockton 1965



Paul Zimmerman

PHOTOGRAPHS CONTAIN A WEALTH

of information and racing images are no exception. A viewer can use it to identify car types, specific car features, race numbers, track conditions and features, driver helmet features and car paint schemes (if a color image). They also allow someone viewing the image at a later date to learn more about what transpired at that specific moment in time that the camera captured the action.

The core of the SF Region Archive is comprised of three key items: issues of The Wheel, race programs and photographs. Over the past several years, many people have enriched the archive with donations of these and many other items which collectively help tell the history of the Region's

sixty-seven year history of competition. There have been hundreds of dedicated corner workers, emergency crews, drivers, club officials, crew members, event reporters and photographers and yes, editors of The Wheel who have kept this club going year after year.

One such long time contributor was race photographer Paul Zimmerman who spent his own time and money chronicling countless Regional events over a forty year period. Zimmerman got hooked on auto racing in the early 1950's at the old San Jose Speedway, a banked, paved oval. It was a NASCAR track running Hardtops (mid-to late 1930's sedans and coupes). He expanded his exposure to racing at the Pebble Beach Road Races in the Del Monte Forest. The year was 1955,

it rained all day and the only thing separating us from the cars speeding by were the finest snow fencing available.

It was at this race Zimmerman first saw Ken Miles' Flying Shingle MG Special which won the under 1500 main, then was promoted to the back of the over 1500 main and finished third behind two Ferrari's (Phil Hill and Sterling Edwards). While in the Army, I had a chance to watch an SCCA race at Wilmot Hills in Wisconsin, a short, .9 mile track built by the Chicago Region of the SCCA in 1953. The race featured the Nickey Chevrolet, Purple People Eater Corvette and a Porsche Spyder fresh from LeMans.

When he left the service in 1959 and a firm sports car racing enthusiast, he tried to catch every race at Laguna Seca including the Examiner Grand Prix (featuring Moss, Hill and all the big European names), Can Am, USRRC, TransAm, Formula 5000. Later races included Camel GT (Laguna and Portland), Champ Car and most Historic Races. He traveled up and down the west coast including to Kent, WA; Westwood in British Columbia; Spokane Grand Prix, Riverside, Stockton Airport, Cotati, Vacaville, Camp Stoneman, Candlestick Park, San Jose GP. For many years I attended the SCCA Runoffs; 2 years at Road Atlanta, 12 years at Mid-Ohio, 3 years at Topeka and one at Road America.

Zimmerman started taking pictures in the early 1960's when his ex-wife's Nephew (David Byrns) began racing a Formula Ford Lola and later an SS Opel. The longer he took pictures the more involved he became and the more I improved the quality of his equipment. One day he was at the fence at Sears Point when a man inside the fence asked if he was shooting for a publication. When he said he was doing it for his own amusement, John Kelly (editor) asked if he would like to shoot for The Wheel. Zimmerman did that for a year or so until one weekend Kelly said he could not make the races and asked him to take notes in his place. Since he had been editor of his high school newspaper, instead of notes he wrote a race report and it must have been acceptable as Kelly asked him to continue taking photos and writing race reports.

After several years with The Wheel, Zimmerman moved to Motoracing when Kelly started it and then for both publications when John loaned him to The Wheel where he remained until his passing in 2014.

During his many years of taking photos, he amassed a large collection which was comprised of prints, 35mm slides and finally photo CDs covering 1970 to into the second decade of the 2000's. Besides photographing SF Region and Runoff events, Zimmerman took pictures a IMSA, CART, Monterey Historics, NASCAR, Winston West and a few other miscellaneous races. The collection numbers in the thousands of photos which thankfully, he dutifully cataloged by year with either event results sheets or entry lists included. Many of the earlier photos have the drivers name written on the back of each print which helps immensely when looking for a specific image.



Camel GT - 1978 - Cord leads Whittington - Sears Pt



Natl at Sears - 1978 - Visger - Qvale - Mueller.

After Zimmerman's passing, his wife Janis Bosenko, kept the collection at their home until earlier this year when she contacted the Region to donate all his photos. For this we and her years of helping assist her husband in his "hobby", we owe her a big THANK YOU! Zimmerman's dedication to his hobby, the Region and the sport are obvious and because of this, we now have a wonderful new addition to the Archive which will help serve members for years to come.



Ernie Kesling leads Merle Brennan and Jerry Titus - Candlestick - 1965

TWAS THE NIGHT BEFORE THE BIG RACE

WHEELWORKS BY BLAKE TATUM ARTWORK BY JULIE LEFRANCOIS



Twass the night before the Big Race
When all through the camp
Not a crewman was stirring
Not even ole gramp.

The end wrenches were hung along the toolbox with care
With hopes that the Stig would soon be there.
All cozy and warm the guys snuggled in their beds
With visions of lap records floating in their heads.

Me in my Nomex and the missus in her naughty
Had just settled in for the night after a toddy.
When out in the paddock arose such a clatter
I jumped up to see what was the matter.

Off to the door I went
Opening to see what was bent.
The moon over Willows was so bright
I peered down the paddock at an ungodly sight.

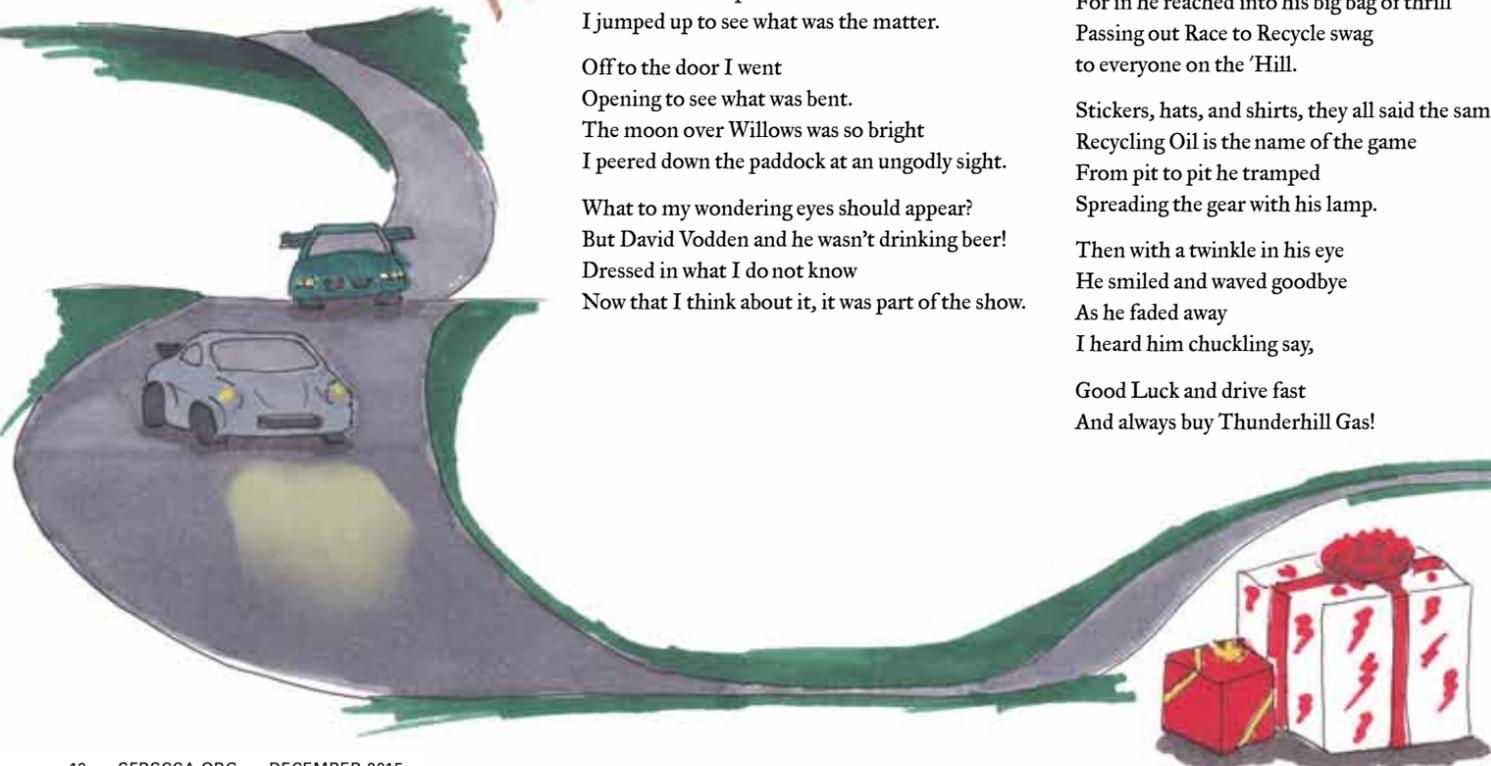
What to my wondering eyes should appear?
But David Vodden and he wasn't drinking beer!
Dressed in what I do not know
Now that I think about it, it was part of the show.

For in he reached into his big bag of thrill
Passing out Race to Recycle swag
to everyone on the 'Hill.

Stickers, hats, and shirts, they all said the same
Recycling Oil is the name of the game
From pit to pit he tramped
Spreading the gear with his lamp.

Then with a twinkle in his eye
He smiled and waved goodbye
As he faded away
I heard him chuckling say,

Good Luck and drive fast
And always buy Thunderhill Gas!



#36 Guy Tolomeo and #62 Robert Gross both in 2015 Pipers

DOUBLE REGIONAL 13 & 14

OCTOBER 23-25, THUNDERHILL RACEWAY PARK

BY STEVE "SPEEDY" JAROCH SFR-SCCA ANNOUNCE CHIEF PHOTOGRAPHY BY CHUCK KOELHER

As this is my last race recap of the 2015 season I would like to dedicate it to Barry Hilton, who passed away recently. Barry, in his final days, wrote a stirring article that was published in last month's Wheel regarding his experiences with the Club and his racing behind the wheel of the #46 Miata.

We will all miss you Barry.



GT2 #76 Brindly Runk

OCTOBER WAS BREAST CANCER AWARENESS MONTH. TO SHOW OUR support, Marcia Ulisa provided the pink and white checkered flag that was used throughout the weekend in conjunction with the traditional black and white checkered flag to end each and every race.

**Race 1
GROUP 4
FF, CF, FV, FST, F5, FC**

The first race of the weekend saw 23 cars take the green. Scott Vreeland, #51, FC, continued his winning ways as he was the fastest qualifier as well as the overall winner over Alex Kirby, #1, after the 14 laps were completed. Tom Duncan retired before finishing lap 1. On lap 3 in T3 the #12 of Michael Bernstein and Keith Nunes, #8 got together leaving the #8 upside down, bringing



NorCal RallyCross

"WHO TURNED OUT THE LIGHTS 4"

DECEMBER 12TH AND 13TH: PRAIRIE CITY 2 DAY RALLYCROSS WITH NIGHT RUNS!

The most fun event of the year! Two days of racing with night stages on Saturday night! Essentially 3 events in one.

We have 100 glow sticks to put on the cones at night so pre-register now!

This event also counts for CRS points!

Who can race?: Anyone 18 and older. 16-17 yr old, needs both parents present for insurance paperwork reasons. Cars generally need to be regular street cars with a fixed roof. SUVs and trucks are generally not allowed but may be at the discretion of the Safety Steward.

Also, join the Facebook event and share it with all of your friends. It is here: <https://www.facebook.com/events/1072067206139665/>

Finally, for a map for how to get to the RallyCross Area within Prairie City. Ask the park rangers if you get lost. <https://dl.dropboxusercontent.com/u/50338667/Prairie%20City%20Rally%20Cross%20Meeting%20Area%2004.jpg>

How much?

Saturday \$70, this includes morning(daylight) 4 runs and evening(nighttime) 4 runs

Sunday \$50 day runs only, but likely to be 5-6 runs. fun runs afterwards if you aren't too tired.

(Pre-register here, Pay at the event)

Price will be \$10 higher if you register on the spot on the day of the event!

How can you save money?

Pre-register!

Be an SCCA member, save \$10

Bring a new to Prairie City competitor, save \$10

Have you and your spouse/significant other compete, save \$10 for the couple

(Yes, these can all be added together.)

For more details and to pre-register:

http://www.myautoevents.com/pls/mae/frmEventDetail.Show?psevent_id=15659

Note, pre-registration closes in the evening of Tuesday, December 8th!

out the double yellows and the Safety Car. The #12 retired after completing 6 laps. After two laps under caution the race resumed and on lap 9 Alan Dezzani, #75, spun, continued and pulled off driver's right entrance of T10 with a blown motor. On the last lap Chuck Horn, #54 spun in T8 and would take it back paddock before receiving the checker. Winning in FF and finishing 4th overall was Scott Huffaker, #9, while Troy Tinsley, #61, took the full points in CF over Daniel Wise, #77, who finished 12th overall after starting at the back of the pack, having not set a qualifying time. Ron Wake, #41, was the lone FV and Aaron Meyer, #17 won in FVT, while setting a new track record in the process of a 2:08.821.

GROUP 7

SMT, SSM, SM GT1, 2, 3, GTA, SP, EP, ITE, N3, NL, T1, 2, 4, SS, PC, SE46

The three drivers who made it down from the Oregon Region made their presence known from the start. Matt Schultz, #11, qualified 3rd but managed to pull off the win in SMT. Ken Sutherland, #91, who was the pole sitter, finished 2nd, while Will Schrader, #81, finished 3rd. Margin of victory was 1.6 seconds. Time differential between 2nd & 3rd was only 0.2 seconds! In the 38 car field, after completing all 14 laps it was found that the #12 of Brian Ghidinelli was underweight. I spoke with Brian post-race and he told me he did not race last year and did not know the weight requirements had changed. Rusty Dees, #09, up from Phoenix, took top honors in SM while finishing 5th overall. Brian Cross, #54, would end up top of the SSM heap finishing 7th overall, two spots ahead of fellow SSM driver Kirk Uhrlaub, #84. After completing only 1 lap, Roland Kamber, #16, made it to the pit lane but required a tow to the back paddock. At the same time Tim Sullivan, #56, also retired. Great battle throughout the race between the #12 and #91, as they had a little nose to tail action out of T15, as a continuation of similar action in Turns 8 and 9. T6 saw some more action between the same two cars. After 8 laps, Lawrence Murdter, #94, went back paddock. In the closing laps Anja Lee,



#21 Mason Filippi leads #11 Matt Schultz



#60 Ricky Lee leads a pack of SRFs out of turn 11.



James Paul leads Eric O'Brien around turn ten



#57 Bill Booth puts his head down on his way to second place in SRF

#08 spun in T15, was contacted, unavoidably, by Craig Evans, #27, as the #27 completed 10 laps, while the #08 would complete 13.

GROUP 6 SRF, SRF3

The last race Friday evening saw 29 cars make up the grid. On the opening lap the #32 of James Lepetich had body contact with

Gary Umphenour, #99, in T10, bringing out the double yellow flags, as well as the Safety Car. Both retired. Lap 2 would find the #77 of James Chartres spin in T14, while Steven Cento, #83 spun evasive, leaving cones in the middle of the track. Vince Balch, #72 found himself pulling off safe, driver's right T10. Back under green, the #77 went off at T14 with mechanical issues. During lap 8, Hank Raymond, #12, would go off at T5, requiring a pull tow. On lap 8 in T14, Bill Jordan, #7, mixed it up with the #01 of Ed Railton. Lap 9 things got interesting in T10 as Umberto Milletti, #34, and Robert Breton, #51, had their issues with one another. Ricky Lee, #60, out of Murray, Utah, and the #13 of Michael Kellar had a fierce battle

throughout the entire race. At the final pink & white and black & white checkered flags your pole sitter, John Black, #17, was victorious over the #34 in SRF3 by 14.6 seconds. Bill Jordan, #7, held off Ed Railton, #01, to gain top honors in SRF, (2nd generation). Margin of victory was 3.9 seconds.

GROUP 5

AS, ITS, ITA, ITB, ITC, ITX, ITR, STL, STU, SE30, SMG, FP, HP, T3, B-SPEC, GTL

Saturday morning had 38 cars take the green for this 14 lap event. Group 5 NEVER disappoints. Bob Bradfield's 1st Gen RX7, #36, STU, qualified 3rd but held off the charge of Sean Wheeler's #06, SMG, to take the overall win by 1.8 seconds. Darrell Anderson, #22, SMG, was 0.1 second behind Sean at the checker! Wilson Powell, #77, who finished 6th overall was the top STL, while Rusty Dees, #09, got the ITS win, as he was the only competitor in the class. He wound up 8th overall. Positions 10 through 14 were dominated by very fast ITA machines and in the end Tupper Hull, #50, was victorious over Tao Takaoka, #72, by 9.8 seconds. Leeson Grant, #03, Brandon Miller, #92, & Terry Gibson, #53, battled right behind them. Sixteen point four seconds between the five of them. David Allen, #61, was the fastest ITX, while Patrick Casey, #11, the only GTL, both accepted their well-deserved checkered flag and victory laps. The ITB of Thomas Lewis, #9, and Clint deWitt, #54, ITR, as well as FP winner Michael Green, #21, all had their pictures taken for the class win photo awards. Now for the play-by-play. Eight minutes into the race Mike Cummings, #32, was off at the exit of T2, bringing out the double yellows and the Safety Car as the corner worker called a "Tow Now". After 6 laps, Tom Mannell #60, retired. After a "spun & continued" on the same lap, Anthony Bonino, #90, would call it day after completing 8 laps. During this race we had numerous "off & ons", as well as "spun & continued" incidents. We even had a few body contacts.



#49 Kristofer Olsen and #59 Jose Rodriguez



#14 Alan Gjedsted

GROUP 2

FA FB, FS, P1, P2, FE, FM, S2, DSR

Next race of the morning saw pole sitter, James Paul, #22, P1, go on to win the 17 lap contest over Steve Baumhoff, #61, FA, by 16.5 seconds. Third overall and 1st in FE was John Yeatmen, #5. He was hounded by 4th place finisher, Greg Paul's FE, #7, and at the checker only 0.1 seconds separated those two. The DSR of Eric O'Brien, #44, took top honors and finished 5th overall while right behind him Colin Braun, #08, was the only ASR in the group. The only FS was Robin Riner, #91, who finished 8th. The S2, #2, of Roger Heyl, and the only P2, Peter Gregor, #73, received their check-

ered flags and they too took their victory laps. The field consisted of 13 competitors and only Robert Christensen, #66, DSR failed to complete the race, as he only completed three laps due to the T11 corner workers reported flames and he pulled off at T5.

GROUP 3

GT1, 2, 3, GTA, SP, EP, ITE, N3, NL, T1, 2, 4, SS, PC, SE46

While 16 competitors set qualifying times, 21 cars made it to the grid for this 16 lap event. On lap 4, Jose Rodriguez, #59, was slow out of T7. He qualified 5th and would end up 10th overall but since he was the only GT3, he took the total points

award for his class win. Moments later in T14, Tom Mannell, #60, and the #90 of Anthony Bonino would mix it up. Tom would take it back paddock after completing 6 laps. After 11 laps Robert Davis, #81, would make a call to the pit lane, as his race was over. With five minutes remaining out of T10 came a very slow Elmer Shannon, #7, and he pulled off driver's right in T11. Elmer was the pole sitter, setting a new track record of 1:45.406, but finished 14th overall in the race turning the SP win over to Domenick Inferrera, #40, who finished 9th. Lap 15 saw the #49 of Kristofer Olson off at T11, with smoke showing. He would require a pull tow. After qualifying 4th he wound up 15th.

Frank Emmett, #45, was the overall race winner and the top GT1. Igor Lyustin, #71, was the winner in ITE, finishing 2nd. SS class winner was John Iles, #41, finishing 3rd. Darrell Anderson, #22, held off the charging #06 of Sean Wheeler, to take the win in T2 by a comfortable 8.5 seconds. Seventh place went to your top GT2, Danny Malfatti, #55, almost a full 40 seconds over fellow GT2 driver, Brindly Runk, #76. The only GTA was Rudy Peters, #84, who finished 11th. EP winner was Wilson Powell, #77, and the only T4 was Timothy Wise, #25, who himself set a new track record of 2:06.656. Congratulations to all class winners.



#51 Robert Breton, #34 Umberto Milletti, and #64 Mike Smith



#11 Patrick Casey and Nuno Goncalves Pedro

Race 2

GROUP 4

4, FF, CF, FV, FST, F5, FC

Twenty-two cars made it to grid for this 15 lap event. On lap 1 in T6 Guy Tolomeo, #36 spun as Larry Bacon, #52, and Troy Tinsley, #61 went off evasive. After 4 laps Michael Bernstein, #12 would take his FF back paddock. Then after completing 5 laps Larry Bacon, #52, would enter the pit lane with his race done. After completing 8 laps Richard McClosky, #6, would also retire. Lap 9 saw Scott Vreeland, #51, spin and continue in T2, while in T3 Chuck Horn, #54 was driver's left on course in a hazardous area, needing a lift tow, the double yellows came out, as well as the Safety Car. The race ended under caution.

The entire season in Group 4 has featured the Alex & Scott show. (Or the Scott & Alex show.) For this race pole sitter, Alex Kirby, #1, was victorious over Scott Vreeland, #51, to be the top FC by a mere 3.3 seconds. The top five cars were all FC. Coming in 6th and 1st in FF was Scott Huffaker, #9, his second win of the weekend, and his nearest competitor would finish 8th. Troy Tinsley, #61, captured CF honors but could have lost it easily as Tom Duncan, #27 was only 0.6 seconds in arrears. The only FV in the field was Ron Wake, #61. In the end the FVT winner was Aaron Meyer, #17, who in the process set a new track record of 2:08.224. All are to be congratulated on a very safely run race.



#84 Rudy Peters leads #5 Bruce Trenery



#40 Domenick Inferrera leads #45 Frank Emmett



#32 Mike Cummings, #94 Lawrence Murdter, #61 David Allen

GROUP 7

SMT, SSM, SM

The last race before the lunch hour saw 37 of the 38 cars qualified take the green.

On lap 1, T14 reported Leeson Grant #03 having contact with Brian Ghidinelli, #12, which was a continuation of same action in T8. T14 continued to be busy as they reported Alan Gjedsted, #14, having body contact with the #38 of Ray Meister. Both continued. There were the usual off & ons reported. After 8 laps, Helmuth Jones, #63 went back paddock, and after 9 laps Roland Kamber, #16, did the same. When the checkered flags came out, (both pink & white, as well as black & white), Ken Sutherland, #91, out of Sherwood, Oregon, was victorious over Mason Filippi, #21. The top 7 finishers were all SMT class cars. Finishing 8th was the top SSM, Brian Cross, #54, with his nearest competitor in class back in 10th. Top dog in SM was Ward Rose, #37, behind the wheel of the Fantasy Junction sponsored Miata.

GROUP 6

SRF, SRF3

Twenty-nine cars set qualifying times and 28 made the grid. This 15 lap shootout would see pole sitter, John Black, #17, beat out the #34 of Umberto Milletti for the win in SRF3 by 11.8 seconds. Early on the #41 of Ken Wooley had a few off & ons which for his efforts got him a closed black flag. Lap 3 saw the #55 of Vince Balch slow out of T7 and take it back paddock after completing 4. On Lap 7 Robert Breton, #51 was slow out of T14 and made it to the pit lane, ending his race. James Lepetich, #32, pulled off driver's left exit of T5, pull tow was required. Wow, lap 12 had some real action, as in T5 the #83 of Steven Cento spun off & on and continued, the #3 of Bruce Richardson and James Chartres, #77, had body contact evasive of the #83, body work coming off of the #77. The #77 went off mechanical and the #3 continued. Only the top 5 finishers were Gen 3's. Coming in 6th was again the Bill & Bill show, as Bill Jordan, #7, held off Bill Booth, #57, to take



#17 Aaron Meyer, #61 Troy Tinsley, #62 Robert Gross, and #6 Richard McClosky



#59 Frank Williamson and #9 Scott Huffaker

the Gen 2 win by 7.4 seconds. They finished 6th & 7th. Great battle between Michael Keller, #13, and JoJo Saunders, #48, as they finished 10th and 11th while only separated by 4.9 seconds when the checkered flags flew. This one did not disappoint.

GROUP 5

ITS, ITA, ITB, ITC, ITX, ITR, FP, HP, STL, STU, SMG, SE30, B-SPEC, AS, T3, GTL

Right out of the gates the #21 of Michael Green was slow out of T7 and would only complete 1

lap of the 35 starters before going back paddock. There were the usual Group 5 off & ons and spin & continues but all in all a pretty good race. In the end Sean Wheeler, the 3rd place qualifier would take the overall win in the #06 over fellow SMG driver Darrell Anderson, #22, by 0.2 seconds! Bob Bradfield, #36, who qualified 2nd would finish 3rd overall and 1st in STU. STL was won, as usual by the #77 of Wilson Powell, as he finished 7th overall. ITA was a battle between Tupper Hull, #50 and the #03 of Leeson Grant. Leeson just could not find that needed 2.3 seconds for the victory.

The only HP in the field was the #32 of Mike Cummings who continually brings out that 1964 Austin Healey Bug Eye to get his maximum points. ITX had Gregory Hoff, #97, victorious over David Allen, #61, by 3.7 seconds. (I think I got this one right this time Dave!) Clint deWitt, #54, ITR, Patrick Casey, #11, GTL, and Todd Rueppel, #3,



#60 Tom Mannell and #85 Joe Dillard

were the only cars in their class so victory flags & laps were had by all. ITB full points went to Thomas Lewis, #9 in his BMW 2002.

GROUP 2

FA FB, FS, P1, P2, FE, FM, S2, DSR

Thirteen cars qualified and 12 made it to the grid. Pole sitter James Paul, #22 would have his way with the field to get the overall win and the top spot in P1. I do believe dad, Greg Paul, #7, who qualified 4th came out on top in FE, finishing 2nd overall. (Bet that made for some dinner time conversations!) Positions 3 through 5 were all FE. Eric O'Brien, #44, was victorious in DSR and finished 5th. We had three cars that were the only cars in class: Robin Riner, #91, FS, Roger Heyl, #2, S2, and Peter Gregor, #73. All took their accepted checkered flags and victory laps. The remaining class winner was Steve Baumhoff, #61, in FA. Colin Braun, #08, had an issue with his ASR and only completed 10 of the 17 laps.

GROUP 3

GT1, 2, 3, GTA, SP, EP, ITE, N3, NL, T1, 2, 4, SS, PC, SE46

While 21 competitors set qualifying times, 20 cars made it to the grid for this 16 lap event. On lap 3, Jose Rodriguez, #59, made it to the pit lane and continued to the back paddock, retiring the lone GT3. Lap 5 would see Elmer Shannon, #7, the pole sitter, also retired. During the

same lap, Kristofer Olson, #49, spun and continued in T5 but would recover to finish 3rd overall. Also on the same lap the #54 of Robert Roumimper had an off and on in T14, taking out a couple cones. Frank Emmett, #45, was the overall race winner and 1st in GT1, while the top ITE was Igor Lyustin, #71, who finished 2nd. The SS winner, for the second time this weekend, was John Iles, #41, who finished 4th. The T2 winner, who finished 6th, was Darrell Anderson, #22, while the GT2, #55 of Danny Malfatti won his class and finished

7th. The SP win went to Domenick Inferrera, #40, who came in 9th. The lone GTA was Rudy Peters, #84, who for a second time bagged full points. EP full points were awarded to the #60 of Tom Mannell and the T4 winner, also for the second time in the weekend was Timothy Wise, #25. Congratulations to all class winners.

Enjoy your off-season, make every modification to make your car faster next year, and I will see you at Driver's School.



#7 Elmer Shannon



#81 Ken Rozeboom and #45 Paul Rodler



#86 David Kay, #33 Rich Kenny, and #71 Jerry Aplas

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56TH 4 HOUR RDC ILLGEN ENDURO

OCTOBER 25, THUNDERHILL RACEWAY PARK

BY STEVE "SPEEDY" JAROCH SFR-SCCA ANNOUNCE CHIEF PHOTOGRAPHY BY CHUCK KOELHER

Twenty-four teams set qualifying times early Sunday morning for the traditional season-ending Four-Hour Racing Drivers Club (RDC) Illgen Enduro. Classes making up the field were: PO, Production based cars over 1700cc, PU, Production based cars 1700cc or less, SO, Sports Racing cars over 2000cc, SU, Sports Racing cars 2000cc or less, SR2, Spec Racer Ford Gen2, SR3, Spec Racer Ford Gen3, and ME, Mazda Miatas complying with SFR Group 7.



The Ginetta LMP3 of Carpenter and Carpenter

TWENTY-FOUR TEAMS SET QUALIFYING TIMES EARLY SUNDAY morning for the traditional season-ending Four-Hour Racing Drivers Club (RDC) Illgen Enduro. Classes making up the field were: PO, Production based cars over 1700cc, PU, Production based cars 1700cc or less, SO, Sports Racing cars over 2000cc, SU, Sports Racing cars 2000cc or less, SR2, Spec Racer Ford Gen2, SR3, Spec Racer Ford Gen3, and ME, Mazda Miatas complying with SFR Group 7.

In addition to the usual multi-driver entries, tag teams consisting of two drivers with two separate cars once again joined the field. When the first tag team car retired, it was done for the race. Two 5-minute pits stops are required during the race and any car going to the back paddock for repairs must be escorted by a member of the RDC. Penalties during the race are handed out for pit lane speed violations, fuel spills, and too many people over the wall.

Early on the pole sitting team of Randy and Ryan Carpenter, Colin Braun, and Ethan Stone, made numerous calls to the pit lane and after hour one had dropped to 20th in their Ginetta LMP3. After four laps the SR3 of Anthony Tabacco & Robert Breton, #51, was escorted to the paddock to make needed repairs.

On the same lap the #17 of Elmer Shannon went paddock and into the trailer. I briefly spoke with Elmer Shannon in the Clubhouse and questioned the move. He told me the only reason he had entered was to race against the LMP3. Had the #08 not had problems, THAT would have been the race to watch!

Hour one had the SO, #88, Norma M20F, of Steve Zadig and Driver's School rookie James Paul at the top of the leader board with a four-lap lead over the PO Acura RSX, #5 of Bruce & Spencer Trenery. SR2 leaders had #57 in 3rd overall co-driven by Bill Booth & Umberto Milletti. ME hot shoes, in 8th overall, were Matt Schultz & Ken Sutherland in the #11. In 9th overall and 1st in SR3 were Court Cardinal & Robert Moline in the #89. The PU team of Bernie Novak, Michell Hemus, Darlyn Linka-Pettenati & Don Landess, had the #7 1st in class and 14th overall. The team of the #83, Steven Ceato & Bill Damron, only completed 13 laps before their race ended.

Hour two with 61 laps in the books, still had the #88 leading the race, now had a six lap lead over the new 2nd place car, #57. The #5 dropped to 3rd but still led in class. The #89 moved up to 7th overall as they still maintained their top position in SR3. ME #11, still led but dropped to 9th. There was a change in the PU class, as the #56 co-driven by Tim Sullivan, Dave Allen, & Memet Aytolu moved into 13th overall. Dropping out of the race after completing 20 laps was the #51, and after 37 laps the #35 of Brandon Lewis & Brad Oneto was done for the day.

At hour three the #88 SO was working lap 91, 9 laps ahead of the #5 PO in 2nd overall. The SR2, #57 was in 3rd, while the #89, SR3, moved

into 4th. ME had a change, as 8th placed #50 of Tupper Hull, John Meyers, & Ray Meister were able to stay ahead of the #11 which was right behind them. PU leaders, #56 were sitting in the 13th position.

After completing 120 laps, the checkered flags were displayed to the overall race winning #88, SO, which had a 13-lap margin of victory. When I did the post-race interviews at start/finish Steve Zadig informed me that this would be his last race, as he was hanging up his driver's suit. Steve has been a regular in the winner's circle for many years, usually teamed up with his son, but this year rookie James Paul took over the co-driver duties and showed his quick learning curve to the entire field. Steve went on to thank CSR Performance, as well as all the SFR workers for all they do.

Finishing 2nd overall and 1st in SR2 were two good friends of mine, Bill Booth & Umberto Milletti. The #57 ran flawlessly throughout their 107-lap victory in class. They too are no strangers to the post-race interviews.



#83 Ceato and Damron lead a group of competitors through the esses



Overall winner Zadig and Paul in the Norma M20



#57 Booth and Milletti en route to second overall and first in class



Nortwick and Wheeler shared the #151 Mustang to a first place finish in class

Two folks with ear-to-ear grins were the winning SRF3 drivers of the #89, Court Cardinal & Robert Moline. We learned this was the first time at Thunderhill Raceway for Robert. The team finished 4th overall and completed 106 laps.

The winning ME team made the trek down from Oregon Region and brought the #11 in 7th overall. Ken Sutherland & Matt Schultz had their SMI Metals /Wyatt Fire sponsored Miata dialed all day as they completed 104 laps, suffering no issues.

In PU, #56, based out of Danville, was successfully driven by Tim Sullivan, Dave Allen, and Memet Aytolu. Dave said both Tim and Memet must have been good students, as both had him as their instructor at Driver's School.

Last, but not least, was the 8th place finisher and top PO Mustang of Don Van Nortwick and Sean Wheeler behind the wheel of the #151. For much of the race the car only had 4th gear but both of them ran the wheels off it, literally! Sean eyed the tires post-race, and indeed they were showing tread. When asked, Sean replied, "Probably had 40 more laps left on them".

What a GREAT way to close out the season!



(Left) Mike Smith delivers his board award message (Right) Ian Cook congratulates Cecil Barbee on his Race Chairman's Award

WELCOME TO WILLOWS CALIFORNIA SAN FRANCISCO REGION!

BY **BLAKE TATUM** PHOTOGRAPHY BY **CHUCK KOELHER**

For the very first time the San Francisco Annual Awards Banquet was held in Willows, California. Another first was the Banquet was held within hours of the last regional race of the year.

WITH SUCH A CONDENSED SCHEDULE SOME THINGS WERE LEFT OUT, some things were not exactly as planned, and some things were more fun than before.

But the region that knows how was able to pull it off. The venue was the spectacular Veteran's Hall in downtown Willows. This is a grand old building worthy of honoring our veterans.



Retiring steward, Dick Raymond

The idea behind the Banquet was to honor the racing championships more closely in time to when the championship was earned. Another idea behind the event was to limit the amount and number of weekends the volunteers would have to work and be away from home.

Overall the reviews were very positive. One item of feedback was to not let the master of ceremonies (me) talk so much. As we get comfortable with the schedule, with the building, and with the timing we will make the annual banquet a can't miss event.

The banquet started off with our esteemed leader Gary Pitts giving a recap of the season. He then acknowledged all the members with 50 plus years of membership in the club. He let everyone know that we actually were in the black for the year and he immediately put us behind schedule.

Board awards usually start the passing out of trophies and this year the Board Award Winners this year was no exception. Board Awards are designed so the individual board members can give someone special recognition for something they did during the year.

Putting on a banquet is hard because there are a lot of people we would like to pay tribute to and as an audience we can only sit for so long until we all become restless. The restlessness is also directly tied into how easy it is to access alcohol during the presentations. There is a reason we only provide

two bottles of wine per table, other than being cheap.

We try to keep the audience entertained and build up to the big awards, the biggest of which is the Premier Award of Merit. This year it was won by Rhea Dods, to which I say congratulations. But the problem is when the award winner is not there to receive the trophy, it is like getting a pair of socks for Christmas - OK but not what you were really looking forward to. Rhea had a good excuse - she was at COTA for F1 in Race Control.

Earning a championship is a lot of work. I remember when I won my first championship I could not wait for the banquet. I was severely disappointed when the passing out of the class awards was like an assembly line. Your name was called and you were handed a trophy. Before you were able to read the plaque, the next name was announced. Pretty anticlimactic after racing for eight months. This year we made a point of letting every champion have the chance to thank his/her crew, sponsors, wives, girlfriends, or both.

Some of the drivers did not like the microphone, others really enjoyed themselves. People like Mark Drennan you expect to be lively and engaging. Others catch you off guard - one such person was Tommy McCarthy.

Tommy had recently broken his leg and accepted the Championship trophy for Spec Miata with his leg in a leg cast. Tommy is the grandson of long-time Thunderhill Board member and club stalwart Tom McCarthy. Tommy, being quite young, really surprised the audience, with his well thought-out speech. Not only did he acknowledge the people who assisted him, he added some humor and even prodded Mark Drennan.

It would not be a San Francisco Region banquet without someone crying. The only thing, it was not RJ Gordy this time. Ian Cook presented the Paul Zimerman driver of the year award to Ed Railton. Ian had a speech written and made it to about the third line before he started bawling, so he had to cut it short and just have Ed Railton come up and accept the award.



Sean Wheeler and Don Van Nortwick, Champion and second in T2

One guy I felt sorry for was Sean Wheeler. He got a workout going up and down the stairs to the stage so many times. Not only did he win overall honors in Touring 2, he was second in Spec Mustang, and won the Rookie of the Year. Carrying all that hardware was a good upper body workout and going up the steps he got his cardio in.

The Thunderhill outstanding contribution went to a driverless racecar. Well not really. It went to the Stanford team of Automotive Engineers for the work they have done on designing a self-driving racecar. My only question is where do you put the Hans device?

On the ten-year anniversary of the San Francisco Region Hall of Fame, Bruce Brunner inducted Gentleman Jim Lowe and Scott Rubin. Friends of Scott brought some nice pictures and Leslie Berry gave a colorful and heartwarming account of Scott's contribution to the club.

After two and half hours we had asked all we could of the audience and ended the show. Of course everyone tells you how good a job you did,



John Cerini and Michell Hemus get their board awards



Blake Tatum getting the show started



Alec McPhail and Jerry Platsis receive their board award



On track rivals off track friends, Kyle Hatchet and David Allen

but deep down inside you know they are happy to be walking about and they cannot wait to grab a drink.

At the end of the day those who attended had a good time and it was nice to see so many drivers and crews celebrate their accomplishments.

BOARD AWARD WINNERS

John Schmale
Isaac Acks
Dick Templeton
Michell Hemus & John Cerini
Steve Jaroch
Bill & Patti Dwyer
Jerry Platsis
Alec McPhail

ERNIE ROOKIE WORKER AWARD

Stuart Harman

RACE CHAIRMAN'S AWARD

Cecil Barbee

CONTINUES ON PAGE 28



Ken Vaughn

FRESNO SOLO EVENTS 11 AND 12

BY AUDREY TAN PHOTOS BY RIC QUINONEZ AND JIMMY AU-YEUNG

Mother Nature gave us beautiful sunny skies and perfect 70+ degree weather for our final events of the 2015 season, November 21-22. Dan Bratten and Corky Schroeder designed a great course that not only flowed in both directions, but was also a fair course for both small nimble cars and also high horsepower giants.

Saturday's event featured 62 competitors, with top time of the day going to Gary Ratliff in his DM Dune buggy at 48.851, followed by Jimmy Au-Yeung in his STU 2006 Mitsubishi Evo at 50.375, and Jonathan Cadiente in his STX 2004 Mazda RX8 at 51.153. Top 3 PAX winners were Jonathan Cadiente, Jimmy Au-Yeung, and Reace Fisher in his BS 2012 Subaru Impreza STI. James Carothers in his STR 2001 Honda S2000 managed to finish fourth in both raw time and PAX.



Jonathan Cadiente

Event 11 Class Winners

AS: Ken Vaughn 2011 Porsche Cayman (10th PAX)
 BS: Reace Fisher 2012 Subaru Impreza STI (3rd PAX)
 DS: Dan Correll 2007 Mini Cooper S (8th PAX)
 ES: Audrey Tan 1990 Mazda Miata (14th PAX)
 FS: Keith Bullock 2014 Ford Mustang (9th PAX)
 GS: Cliff Page 2015 VW GTI (20th PAX)
 HS: Sanjay Singh 2000 Suzuki Swift (49th PAX)
 STS: Steven Bradford 1991 Mazda Miata (21st PAX)
 STX: Jonathan Cadiente 2004 Mazda RX8 (1st PAX)
 STR: James Carothers 2001 Honda S2000 (4th PAX)
 STU: Jimmy Au-Yeung 2006 Mitsubishi Evo (2nd PAX)
 DSP: Frank Dodge 2015 Subaru WRX (44th PAX)
 ESP: Roger Oaks 1992 Chevrolet Camaro (53th PAX)
 FSP: Jensen Tang 1985 Toyota Corolla (18th PAX)
 OSP: Jason Hansen 2006 Mitsubishi Evo MR (16th PAX)
 SSR: Steve Loveless 2008 Porsche Carrera 4S (47th PAX)
 CAM-T: George Dias 1973 Chevrolet Camaro (32nd PAX)
 CAM-S: Dan Bratten 2006 Chevrolet Corvette (22nd PAX)
 DP: Daniel Cox 1981 Toyota Starlet (34th PAX)
 FP: Steve Carlson (in a rented Chrysler 300, not his usual 1971 240Z) (51st PAX)
 SMF: Brandon Terry 2014 Ford Focus ST (36th PAX)
 SM: Kyle Crouch 2003 Mitsubishi Evo (24th PAX)
 SSM: Ahla Yang 2014 Subaru Impreza WRX (43rd PAX)
 BM: Tom Bailey 1965 Le Grand II (58th PAX)
 DM: Gary Ratliff VW Dune Buggy (15th PAX)
 NOVICE: Paul Newton 1990 Mazda Miata (12th PAX)
 LADIES: Pam Schroeder 2006 Ford Mustang (31st PAX)
 INDEX: Ric Quinonez 2013 Scion FRS (7th PAX)

Sunday's season finale was an Enduro event. Competitors only had two chances to get it right so a DNF really hurt. Each run consisted of 4 laps. Thirty-nine drivers competed. After the morning run groups, Tyler Bandy in his BS 2015 Subaru WRX STI held top time of the day at 197.652, but in the afternoon, that time was shattered by Jason Hansen in his OSP 2006 Mitsubishi Evo MR at 194.253. Third TTOD went to Ken Vaughn, who narrowly slipped under the 200 second mark in his AS 2011 Porsche Cayman at 199.703. Top 3 PAX winners were Tyler Bandy, Ken Vaughn and Reace Fisher in his 2012 Subaru Impreza STI.



Tyler Bandy



Jimmy Au-Yeung

Event 12 Class Winners

SS: David Jackson Lotus Elise (14th PAX)
 AS: Ken Vaughn 2011 Porsche Cayman (2nd PAX)
 BS: Tyler Bandy 2015 Subaru WRX STI (1st PAX)
 DS: Dan Correll 2007 Mini Cooper S (5th PAX)
 ES: Audrey Tan 1990 Mazda Miata (15th PAX)
 FS: Keith Bullock 2014 Ford Mustang (4th PAX)
 STS: Steven Bradford 1991 Mazda Miata (18th PAX)
 STX: Leonard Randall 2015 Ford Fiesta ST (21st PAX)
 STR: James Carothers 2001 Honda S2000 (8th PAX)
 STU: James Clenney 2004 BMW M3 (12th PAX)
 FSP: Jensen Tang 1985 Toyota Corolla (7th PAX)
 OSP: Jason Hansen 2006 Mitsubishi Evo MR (11th PAX)
 CAM-S: Dan Bratten 2006 Chevrolet Corvette (10th PAX)
 CP: Louie Lira 1964 Chevrolet Corvair (33rd PAX)
 SMF: Richard Jensen 2004 Ford Focus (28th PAX)
 SM: Wesley Mungin 2008 Mitsubishi Evo (36th PAX)
 SSM: Ahla Yang 2014 Subaru Impreza WRX (31st PAX)
 NOVICE: Paul Newton 1990 Mazda Miata (13th PAX)
 LADIES: Pam Schroeder 2006 Ford Mustang (24th PAX)
 INDEX: Steven Roberts 2016 Subaru WRX (16th PAX)

At time of publication, 2015 season championship points were still being calculated. Be sure to check the next issue of The Wheel for 2015 Season Class Winners.



James Carothers



Reace Fisher

SACRAMENTO CHAPTER ENDS YEAR WITH THE "BILL FLEIG" MEMORIAL ENDURO

BY MIKE DROUIN PHOTOGRAPHY BY DAVEY DROUIN

A FIGURE EIGHT WITH A HUGE SHOWCASE turn connected with a variety of decreasing and increasing radius turns made for a fun fast weekend.

Five laps of fury! RAY MILLER was on fire and slapped down the Top Time of Day (TTOD) late in the afternoon. His time would stand as top PAX of the day.

The man, the myth, the legend, JEFF GLORIO-SO snatched the TTOD and his Corvette tried to hedge the bet by oiling down the course!

TOM SMILEY dialed it in and bested both the Corvettes, but at the end of the day when the dust settled, BOB WEISICKLE had the real Top Time of the Day!



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Alfa Romeo '65 Sprint Speciale	Jaguar '61 XK-E Roadster
Allard '53 K3 Roadster	Jaguar 1964 Wingfield D-Type
Aston Martin '66 DB6	Lamborghini 1972 Jarama
Austin Healey '59 100-6	Lamborghini '85 Countach
Bentley '36 3 Liter Red Label	Lister Jaguar '58 Knobbly
Bentley '58 S1 Flying Spur	Lagonda '34 16/80 Tourer
Brabham '65 BT-14	Maserati '67 Ghibli
Bristol '53 401	Maserati '73 Bora
Bugatti '28 Pur Sang 35B	Maserati '75 Khamsin
Corvette '65 Race car	MB '57 300SL Roadster
Ferrari '59 LWB California Spyder	MB '68 280SL
Ferrari '65 275 GTB	Morgan '58 + 4 DHC
Ferrari '65 330 GT 2+2	Porsche '58 356A Convertible D
Ferrari '67 GTC	Porsche '59 356A Cabriolet Super
Ferrari '72 246 GT	Porsche '356B Roadster
Ferrari '70 365 GT 2+2	Porsche '69 911 E
Ferrari '83 BBi	Porsche '87 930 Turbo
Ferrari '89 Testarossa	Sunbeam '67 Mk II

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Justin Moore piloting his STI during run group 1

SFR SLUSH SERIES ROUND 3 NOVEMBER 22 2015

BY RYAN PANLILIO

Former UFO regulars will recognize my SOHC charcoal gray 240SX hatchback which I raced in DSP. I'm looking forward to next year, and will hopefully have the car sorted and back for some fun. In the meantime, I've taken the mantle from Rafael Soto and will be writing the Solo results for the Wheel.

ROUND 3 OF THE SLUSH SEASON GOT UNDERWAY AT 9:36 AM UNDER CLEAR, SUNNY SKIES AT MARINA Airport after a late driver's meeting. According to Solo Chief Isaac Acks, there were 50 pre-registrations the Wednesday before the event. Acks said that there were lots of new faces handled with an extremely helpful volunteer attitude.

Joe Weinstein saved the best for last, tripping the lights at 34.768 on his fourth run in his Palatov. Weinstein was also the only competitor in AM.

Ed Valko topped Arvin Silvestre in AS, with both getting their best times on their second runs at 36.081 and 36.389 respectively.

With no one to contest him, Richard Rossmassler piloted his 2009 370Z to the top of ASP with a time of 37.151. Mike Wood and Tony Rodriguez, both driving Honda S2000s, took the top two spots in BS, with Dan Pellow taking third in his 2016 Golf R.



Michael Erickson pilots his 67 Chevelle to the top of CAM-T class.

Lanny Bowden (BSP) in his 1989 Corvette and Joovani Sumano (CAM-C) both ran uncontested in their classes, with Sumano finally putting together a clean run in his 2006 Mustang on his fourth try.

In the CAM-T class, Michael Erickson took

the lead early in his 67 Chevelle and never looked back. Mike Lofstrom, in his 1970 Mustang, and Larry Albarran in his 68 Camaro rounded out the top three spots.

Neil Marvin showed how well the new 2016 Miata is set up from the factory, taking the top spot in CS. Ric Quinonez was second in his 2013 FRS, and Marvin's co-driver Mark Lewis took third.

In CSP, Ruben Padron ran uncontested in his 1990 Miata with a time of 34.7, good for 12th fastest for the day.

Gary Ratliff and Greg McNair took 1-2 in DM in their Dune buggies. Steve Petro finally got a run in on his third try after mechanical issues ended his first two runs.

Paula Husman in her dune buggy (DM-L), and Howard Wolf (DP) and Deanne Caraballo (DP-L), both in a 4A-G powered Starlet, ran uncontested in their classes. Joel Tan, another uncontested driver, took the top spot in DS in his '13 Golf R.

Bill Charon took the top spot in EM in his Porsche 914 after Michael Streets, in a Ford Pinto, kept getting lost in the sea of cones.

The top three spots in ES all belonged to Miatas, with Craig Boyle taking the top spot from Ed Burghardt and Edison Ong, respectively.

Gary Fazekas took the top spot in FS in his 2012 Mustang, with Joe Mercado a few hundredths behind in his BMW 330i. Stephen Taylor rounded out the top three with his 2016 Mustang.

Joel Campbell ran uncontested in GS with his 2007 VW Gti.

It was a battle of Ford Fiesta STs in HS, with Josh Salvage taking the top spot over Evan Millitello and Deanna Durbin.

KM and OSP were uncontested, with Vernon Head in his Road Rebel kart running a 32.871 and TTOD. Wayne Overbeck took OSP in his monster 1978 Ford Fiesta.

Solo Chief Isaac Acks took the top spot in SM with his '06 Lancer Evo, followed by Kevin Bui in his FRS and Adam Garcia in an Audi A4 wagon.

Dan Sheredy ran uncontested in SMF in his '01 Mini Cooper S.

Nathan Gabriel and Carl Gabriel, sharing driving duties in a Tesla Roadster, took the top two spots in SS, respectively.

Shelly Monfort, driving a '07 Corvette Z06, outgunned co-driver Ken Mollenauer for the top spot in SSR.

In the STR class, Praneil Prasad took an early lead in his S2000 and never looked back. James Laeno in a '13 Miata and Gary Tran in a '94 Miata rounded out the top three.



Vernon Head with a little three-wheel countersteer on his Road Rebel on his way to TTOD

It was a battle of first-gen Miatas in STS, with Christopher Jennings taking first in a '92 Miata. He was closely followed by Alan Gruner, who was only .04 seconds behind in his '91 Miata. Christopher's co-driver John Jennings took third. Tijana Canic ran uncontested in STS-L in a '92 Miata.

Richard Jones, in his '06 Lancer Evo, took the top spot in STU. Scott Gariss, in a '00 Corvette FRC, came in second, and Nathan Hackman rounded up the top three in a '98 BMW M3 sedan.

STX saw the largest field of competitors at nine, with BRZs and RX8s populating the class. Mack Tsang and Justin Tsang took the top two spots in their '13 BRZ, with Karlton Lew taking third in his '14 BRZ.

Alejandro Fernandez took the top spot in N-class in his '15 FRS. Warren Chuong came in second in his '14 WRX followed closely by John Ricci in his '12 Subaru "Something." Van Shourt, driving his '14 Fiesta ST, led Sandeep Singh, driving a '98 BMW 540i, in the NS class.

T2 saw Jourdan Risoen lead his co-driver Richard Rozporka in their '02 WRX wagon. Jose Sotelo took third in his '98 Integra sedan. Justin Moore, in his '95 WRX STI, got his best run on his fourth try and the led in X-class. It was also good for second fastest TTOD. He was followed by Christopher Smith in a '13 Focus ST and Ed Rynnion in a '15 Fiesta ST.



Howard Wolf on his way to the top of DP in his Starlet.



Howard Yang doing a little 3-wheel motion in his 1998 BMW M3 sedan in STU



Gary Tran gets turned around on the showcase turn in front of the trailer in his 1994 Miata



Saul Acosta with an unorthodox entry to the showcase turn in his Civic HX.

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T2

Sean Wheeler

T4

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STL

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E46

Mark Drennan

E30

Aristotle Balogh

CF

Troy Tinsley

FC

Scott Vreeland

FE

Matthew Hauff

FF

Jon Brandstad

DSR

Robert Fox

FA

Jim Mali

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James Paul

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Ron Wake

GT1

Frank Emmett

GTA

Mark Ruden

GTL

Patrick Casey

GT2

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Fred Lind

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Gary Pitts presents the State of the Region



Barbara McClellan presented a Board Award to John Schmale

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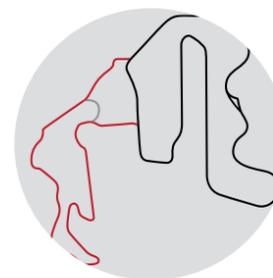
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THUNDERHILL REPORT

BY DAVID VODDEN



ANOTHER YEAR OF RACING IS IN THE BOOKS.

Another year of SCCA Club activity has ended. In both, things are changing. Professional motorsports has become a reality show for television. Club racing has become open-track for all but a few classes. Change is the only constant. What we do to cause change and respond to it when it impacts us is the key to what will follow.

For Thunderhill change is part of our DNA. We thrive on change and love it when people come to the property and say, "Every time I come to Thunderhill there is something new and different." Hopefully they see and believe that all the changes we make are designed to make Thunderhill a better and more enjoyable experience for them. They might also realize that our pattern of change is designed to make Thunderhill stronger financially and capable of prospering in the years ahead and adapt to what changes in our world. This is what we do and this is what we will continue to do as times change, people change and the things that zoom around the track change. Wish us luck.

Better yet, come to Thunderhill and use our track, enjoy our facilities, buy our food, fill up your track vehicles with our "special gas" and wear Thunderhill garb proudly and often telling everyone along the way about the track that the SCCA built - and be proud. If you truly love Thunderhill rent a garage. Rent a day or two and bring up ten of your best friends and have a fun day at the track. We do all the work. All you have to do is pay the bill and it is not expensive despite what Jay Lam says. You could reward your race team helpers, your family or your co-workers with a "day at the track". They will support you even more next year and remember their special day, always.

After all, why should you be the only one who gets to drive the race car or ride the motorcycle on the three miles of adrenalin or the two miles of "brake-shift-turn-go"? We even have a skid pad where you can practice car control or experience what the kids like to do. It is called drifting. By the way, drifting is hard. Try doing a figure eight with the backend dirt tracking without gaining excess speed or spinning out. It is hard and takes learned skills just like good road racing does.

For those of you who were here for the SFR SCCA final event you saw our awesome landscaping designed to

save water and make the entry to the Eandi Club house look strikingly beautiful. If you came to the 25 Hours of Thunderhill on December 5th & 6th you saw our video display overhang at the entry to the Eandi Club house where the old corrugated metal half-circle used to be. It is designed to display messages and video and, eventually, data such as qualifying times and line-ups.

In 2016 and 2017 we will continue to look for ways to improve the park for you and for its long-term success as a business. All of the 27 garages we offer to those who want to have their "stuff" at the track are rented. Most of these are yearly rentals. Because of this I am looking at a different type of garage with bigger bays and different amenities such as a small office space in a much taller structure. We have a "build to suit" building opportunity with offices, classrooms and a show-room area that could be made available if there was a business that wanted to set up home at Thunderhill. I also plan to fill-in the area between our entry road and the ridge that rises before the West track in order to create more pad area for future development. You should know that rental income is constant whereas event income relies on short-term demand.

As of today, December 1, 2015 we have 484 days rented on the two tracks and 114 days used on the skid pad. We also have 376 pending contracts in 2016 for days on the two tracks. We expect to rent over 150 user-days on the skid pad. Our goal has always been to keep the track busy. This is how properties such as ours survive and create the funding to grow and adjust to the changes that are inevitable.

Change is the only constant. What we do about it is the difference between success and becoming irrelevant and non-existent. It's the buggy whip story. You know, the one where you keep doing what you have always done, oblivious to the changes that are occurring right under your nose and then complain constantly that business is slipping

away and that the young people do not see the value in what you have to offer.

As we enjoy the ever-changing holiday season where most of us will buy presents that did not exist ten years ago, we wish you all the best holiday season and thank you for your support and business this past year. With the Majors event back to three days and the summer event back on the calendar in 2016 we will see you even more than we did in 2015.

Do not forget that we will have a FREE TEST day for you on Sunday, December 27th from 9 am to 4 pm. Bring your hot-rod street cars and we will have a street car session during the day. It's FREE but you have to be an SFR/SCCA member to enjoy this benefit. You can join the SFR/SCCA at the event! While you are enjoying the long winter break, spend some time recruiting new SCCA racers from your family and friends. The annual SCCA school is not that far off - March 4-6, 2016. We need more drivers!

Finally I would like to recognize Mike Smith for his incredible contribution to the SFR SCCA over so many years. Most clubs have trouble finding and keeping qualified, visionary leadership. With Mike we had well over a decade of top-flight CEO leadership and management. Mike's not going anywhere and he will still be on the track Board of Directors, but he will not be at the helm. We will be fine with Dr. Gary Pitts. He has a better motorsports resume in SCCA than anyone I have ever met.

But know and do not forget that thing that has made the Region great for all these years has been the leadership, the men and women who have set the course and come up with the plans and ideas that long ago earned us the title of "the Region that Knows How." We did and we do and that is because of people like Mike Smith and the many great leaders that preceded him. Thanks Mike Smith.

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1988 Formula Mazda for sale standard FM, like new. Very nice, new fuel cell, new tires, new belts, many spares, included TPD 24 foot trailer, very good condition. Mike Bonnington 408-386-9648. or mikebonnington@yahoo.com \$24,999 with trailer 1511



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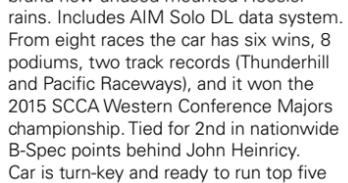
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1970 Datsun SRL 311 Roadster: SCCA E Solo2 comp car. 1987 SCCA Solo2 National Champion in EPL. Convert to DP/GT3 in 84. SCCA log-book Great for road racing driving school. Many pictures available. Ken 408 741-5749 or Jan 408 644-7260

B SPEC



Brand new Mazda2 B-Spec build. Purchased new off the dealership lot in late 2014, stripped, and prepped for B-Spec competition. Only 8 races on the car with just over 1k miles so engine is just broken in and will only get stronger. Roll cage is an S-Box engineering kit professionally installed by Margraff Racing. Car has the best of everything and is one of the nicest B-Specs in the country right now. Cobra Sebring Pro Fit seat. Schroth Profi II belts. 5 pound, 4-nozzle integrated fire system. Quick release Sparco wheel with integrated radio PTT buttons. 3 sets of TRMotorsports C1M wheels, one with brand new unused mounted Hoosier rains. Includes AIM Solo DL data system. From eight races the car has six wins, 8 podiums, two track records (Thunderhill and Pacific Raceways), and it won the 2015 SCCA Western Conference Majors championship. Tied for 2nd in nationwide B-Spec points behind John Heinrich. Car is turn-key and ready to run top five in PWC at Sonoma or the Runoffs at Daytona with the right driver. I'll throw in coaching and car prep assistance for your first race weekend. Car is currently located in Auburn, CA but will be moving to HSE Racing in the San Francisco Bay Area soon. Contact Eric at eric@boucherracing.com or (408) 391-2310 for additional info. More pics at <http://tinyurl.com/onzmbjs> Asking \$29k. 1508



#40 SMG 2005 Mustang GT, 5 spd, 3:73 gears, Burgundy & White. New build completed April, 2014. 6 SCCA events total...6 wins, 6 2nds with driver's Darrell Anderson, Tony D'Allesandro, and Mark Drennan. Current T-Hill SMG record holder...1:58.2 (Drennan) set May 16th, 2015. New motor Jan, 2015. (3 events), new Koni front struts June, 2015

GT/PRODUCTION RACER



Ford's Boss 302S is special limited edition model built by Ford Racing in conjunction with Watson Engineering as a ready-to-run road racing car and an homage to the original. Basic specs are aimed at Pirelli World Challenge GTS class racing, but also suitable for SCCA and NASA club events. Power is supplied by a 5.0-liter TiVCT engine modified for better cooling along with various ECU settings for 91 and 98-octane fuel. A Tremec T-6060 six-speed manual transmission with integrated cooling pump, 3.73:1 rear end and a Torsen T2R differential help put the power to the road. Brembo four-piston brakes provide stopping power with 14-inch front and 12-inch rear rotors, PFC pads, Ford Racing brake ducts, stainless lines and Ford Racing ABS system. A Recaro HANS ProRacer seat is outfitted in the cockpit along with a Hand window net, Sabelt six-point harness, cockpit rollcage, and onboard fire extinguisher system. Finished in School Bus Yellow, this 302S is #42 and of the 50-unit run and ready to race. \$85,000 Adam Simms 408-438-7129. 1510



1994 Pontiac Body/Hornaday Chassis/Victory Circle Race Cars. Former Darrel Krenz Southwest tour car. All aluminum 358ci 9.5/1, Fresh springs rebuilt Jerico trans/new drive shaft Winters quick change w/ 10 gears sets New Bilstein shocks/springs New Tilton clutch 390/750 cfm carburetors (comp carburetors) 1.5 hours since refurbished. Fast and Fun! Mark 775 771 9120 1508



#40 SMG 2005 Mustang GT, 5 spd, 3:73 gears, Burgundy & White. New build completed April, 2014. 6 SCCA events total...6 wins, 6 2nds with driver's Darrell Anderson, Tony D'Allesandro, and Mark Drennan. Current T-Hill SMG record holder...1:58.2 (Drennan) set May 16th, 2015. New motor Jan, 2015. (3 events), new Koni front struts June, 2015

(never run). 2 sets wheels, AIM, spares. Beautiful, fast, every conceivable option, pristine condition throughout. Pics on request...50K or B/O...contact Dave Mani, 650-867-0010 1507

GT1 Speedway chassis. Roller with 4 speed 5 Star fiberglas. Two sets of Duralites. Call for details. Jim Clayworth (510) 531-3229 \$3500/OBO 1506

GT1/TA Rockersports C5 Corvette, two motors, 5 speed, Weismann computer. Call for details. Jim Clayworth (510) 531-3229 \$45K/OBO 1506

'72 911 Racecar and licensed California car, built to PCA Club Racing GT-1; runs SCCA ITE 3.8L twin-turbo air-cooled motor, MSD Ignition, Haltech fuel control, est 700+ hp at safe boost levels. Meets 103db. 24-gallon FuelSafe. G50/50 transmission - rare, very strong. Elsinor/ERP front end, 993 multi-link rear suspension. RSR-type bodywork, mostly fiberglass and Plexiglas, drop-hood cooling, aggressive rear wing. 2170 lbs. 2 sets Fikse wheels 18/17, runs 285/30 fronts & 335/35 rears or 26*9*18 fronts & 25.5*12*17 rears. Full logs. \$75,000. Hank Watts, 408-245-4040 PDT hank@CAMDesigns.com. 1505



1984 Renault Alliance Cup car. Restored, «showroom fresh» \$3000 obo John (Eves) 916 454-1115 brabworld@sbc-global.net 1501



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 and current lap record holder at the Thunderhill "new" 5 mile course and previous lap record holder at the Thunderhill 3 mile course. This car could position you to win the 2015 Runoffs. This is a very safe, well-maintained car designed and engineered to be managed by one person. \$58,500 or best offer with 2 motors, 3 sets of wheels and spares With 19 years of continuous development and more than \$125,000 invested, this is a winning car! Call or e-mail me for a complete spec sheet and

photos: Chuck McKinney (510) 812-1140 chuck@amtmetals.com 1411



Race Car for sale GT-1/SP Tube Frame/ Silhouette Body Body 1998 Monte Carlo (fiberglass by Revenge). Tube Frame (coil over). 396 CI Chevy Small Block by Comptech (2005), low hours - 550 HP, 500 LBft. (Edelbrock heads, roller cam, Mahle pistons, Schoenfeld headers, MSD. Four speed Jerico. SCCA Log books from 1987. SCCA SF Region 1987-2006 The car runs and drives; only a fresh set of tires from track ready. \$12,500 OBO Call for complete specifications - Geoff at 916/870-6682



1984 Renault Alliance Cup car. Restored, «showroom fresh» \$3000 obo John (Eves) 916 454-1115 brabworld@sbc-global.net 1501

SPEC MIATA



1991 Spec Miata #93. The Topless Miata (hardtop, window net, and hardware included). This is an excellent entry-level Driver's School/Track Day car. Open trailer included. Some spares, including a rebuildable 1600 cc engine. \$7500. Contact Mike Neff at 916-448-3270 or proraly@sbcglobal.net. 1508

1999 Miata. The current engine and setup ran for the 2013 season, primarily in the San Francisco Region of SCCA. We ended up with 5th place seasonal points for SMT and 1st place for ITS. In addition we won our class in the four hour RDC Enduro. The car is fast and ready to race. We had 7 first place finishes, 3 second placed finishes and 1 third place finish. Car Includes *SCCA & NASA Log books *Race Engineering head *1 set of 15" Team dynamic wheels *MiataCage.com Roll Cage *Mazda Motorsports SPEC Miata suspension *1.8 Suspension kit (second gen miata) * Stainless steel braided brake lines/Valaya Automotive, LLC 447 W. Saint John St, San Jose, CA 95110 Tel: 408-297-1990 1505

1989 SMT Miata. Extra set of rims and couple random parts. 21' fully enclosed trailer. Raced in SF Region SCCA. Selling car and trailer together. Asking \$12000 Contact Greg Smoot 510-381-3029 1511

Re-tub your Spec Miata! For sale: 1999 Miata bare chassis, red: unibody with windshield, fenders, doors, bumpers, lights, subframes. No motor/suspension/interior. Excellent condition, never raced nor crashed. \$1000. A few other parts available separately. Contact Viet-Tam Luu (Tam): tam@sfrscca.org / 408-59M-IATA 1411

PTE AND ITA MIATA TOP EQUIPMENT: \$18,500 - 1800/94 FOR SALE - STL and PTE MIATA - TOP EQUIPMENT \$18,500 - 1600/93. Miata hard Tops - \$800 [2]. Miata Transmissions \$250. Spec Miata Shocks \$50 each. 94 Head - \$150. Wheels with tires \$100 ea. 1600 Differential \$250. Sway bars - big & little - \$100 ea. Volden [530]934-5588 e-101.

'99 Miata close ratio transmission, Quaife gear set, built by Prather mid 2013, used three (3) weekends: \$3,000. '99 Miata 488 differential, REM gears, Torsen, all new bearings, used four (4) weekends. \$1,100. Call Jess @ 503-208-3712 or 503-407-3854



1990 SSM, Built by OPM, maintained by Premier Auto Service. Three sets of wheels. All Steel 16' repainted open Car-son Trailer with wench, storage box and tire rack. Extra transmission and some parts. \$8,000 for both the car and trailer or separately negotiable. To see call Ed Railton to 925-549-0444.

VINTAGE RACER



1971 Triumph GT6 - Fresh (zero hour) Jim Clark engine, rebuilt trans, rear end. New paint in & out. Spares. Current VARA log books. Ed (760) 492-3814 edunn@afsfuel.com

IT/ST



1984 Honda Civic ex ITC car for sale. The car was originally purchased for the 24 hrs of Lemons, but plans change. It has an ITC legal cage, new 5 point

harness, Mallory tach with rev limiter, Sparco seat, new ball joints, rebuilt bottom end, front camber plates, rear coil overs, 13x10" steel wheels, lexan windshield. Very light weight and amazing handling. Fun and cheap car. \$2,500 obo. stevec1456@gmail.com 1511



2007 Civic Si 4-door For Sale
Built in 2008 for World Challenge, our Civic currently runs SCCA's STL class. Built as a race car from new, it has fewer than 8,000 miles on the chassis. Super high quality build, in great condition. Lots of content and spares as well. Located in Southern California. Too many details for a small ad so please write us for more details at: forumal1@earthlink.net Eric Rosenberg 310-291-2555 1502



1975 Fiat X 1/9. NorPac Div H
Prod Champ 2005&2009 \$6000.
John (eves) 916 454-1115brabworld@sbcglobel.net01/13

1983 MAZDA RX7 Race Car Spare eng & trans and complete car. \$5000.00
OBO.530-357-3696 or EDMAT@TDS.NET.

STREET CARS



1970 VW convertible. New Bug Performance motor; new fenders, hoods, running boards, and paint. \$6000 Jerry Pacheco 530-367-3899 1512



1997 MIATA WITH EXTRAS AND TRAILER: New canvas top/rear window, Koni adjustable shocks, Hawk brakes with 2nd set of rear (Hawk) pads, K&N air

filter, Hard Dog Hard Core roll bar, Mazdaspeed 20mm front sway bar, Dunlop Direzza Sport Z1 tires. Includes additional set of four Hoosier A6 R-compound tires mounted on 2nd set of alloy rims, plus a Hidden Hitch receiver hitch and Northern Tool Shed tire-and-accessory trailer.

Whole package ready to go: \$5,000; 408 656-1524, danwolford@earthlink.net. 1508

TRAILER/TOW

'93 Chev/CAT toterhome. Fully self-contained 5 spd/diesel set up for TAG trailer. Call for details. Jim Clayworth (510) 531-3229 \$23K/OBO 1506



FINEST TOW VEHICLE AVAILABLE! 2000 Chev, 3500 LS, extended cab, dually, glasstite shell, alcoa wheels. 7.4L, auto, only 56K original miles w/new motor (long story). New paint, excellent condition, \$10K firm. 925-683-1283

Open trailer for formula car/ SR \$250.00
Bob at (415) 285-2573 12/12

1994 Thor Pinnacle class A RV. 2 owner, no pets or smoke, excellent condition. complete remodel and numerous upgrades. call for list of features. Can email photos and specs.650-728-7273

Spec Racer Trailer. Single axel open trailer w/ramps & 3 new tires \$1200. Tarzana CA. Barryataylor@yahoo.com. (818)515-1946.

MISC FOR SALE



Miata Top great condition \$1100
Kirkey Road Racing seat w/HD back brace. \$235
Dennis Murphy 209-610-3000 1511

Serious about racecar alignment?
Corner Weight Scales with leveling stands, toe plates, Caster/camber gauge and fixture, Classis Height Gauge and Brake & Tire Pyrometer all for \$825
call Fred, 925 280-0730 1508

Hobbyists/Light Industrial lathe/mill for sale - Smithy 1324 Granite with 3-axis DRO and a work stand. Plus all additional set up (3 jaw chuck, 4 jaw chuck, complete set of R8 collets, rotary table, vice, etc.), cutting (I have a drawer full of assorted cutting tools), and measurement (2' granite surface table, height gauge, micrometers, etc.) tools. \$7K. Contact Bob at (408)733-0776 or email at bgardner44@earthlink.net. 1507

1976 Fiat X-1/9 parts: Hood, seats, vinyl top, wheels and misc. engine and body parts. All in good shape. \$650 for all or will piece out. (209) 613-8625 1506

1300cc Cosworth engine block and oil pan \$250. 5-spd Hewland gear sets (20+) in heavy duty wooden case. Some new and used. All in good condition, \$450. Accusump dry sump, new, still in original box. Low profile (non-hydraulic) jack for use on sports/spec racers. Designed and built by Chuck Billington, \$75. Contact Dennis Wilson (209) 613-8625 1506

Do you want to join the exciting world of LEMON car racing?? FOR SALE 1976 BMW 630 CSI sunroof- rusty fenders rear trunk etc, has fair running 3.0 engine, with an extremely rare GETRAG ultra close ratio 5 speed, gear splits approx 900 rpm, direct 5th gear. Project was started and stalled, has resurfaced flywheel, new clutch, pressure plate, TO bearing, trans mount and driveshaft, alone worth \$1000+, nice Racing Dynamics alloys, crap tires. Not a restoration candidate. Best offer- can send pics. 831-917-5952 1506



SIX brand new BFGs R1 "S" 225/45X17 tires in our garage stored since new in black bags. On Tire Rack they retail for \$260/tire (\$1,040 for a set of four). We're only asking \$185/tire!! Please let me know if you'd like additional photos or have any questions. This is a great set of tires at a fraction the price of retail. Eric, 310-291-255Five 1504

Two sets of 13" vintage racing wheels. Bolt pattern 4 on 3&3/4. Centerlines 6" wide and five spoke American Racing "Silverstone" wheels 4.5" wide. Call for pics and offsets. \$300.each set. Sam at 775 530-0265. 1503

I am selling part of my collection of original 30" X 40" Porsche factory race and advertizing posters. All posters are new and in perfect condition.

See my website, for photos and prices. www.speedpartsinternational.com
Ron Randolph (925) 945-8178 1412

Drivers gear. Bell M-4 helmet 2010 Snell, perfect condition, large(7&1/4)\$300. Hans 20 degree medium for sedan\$400. Quilted double layer xlg suit blue. SFi 3-2A/5 rating. \$200. Also have shoe-size 11, gloves med, underwear & head sock etc. Retiring after 30 years of racing so I'm willing to make someone an incredible deal for a complete package-make me an offer. Bob (916) 962-3912. murphfilm@sbcglobel.net 1412

Racing radios, Racing Electronics Reliant complete driver- crew chief set up. Crew chief head set, radio and belt. Driver radio, push to talk, antenna & all cables & 2 chargers including custom carry case. Excellent condition One radio is brand new never used. \$395 OBO Bob(916) 962-3912 murphfilm@sbcglobel.net Bob Murphy Member 93387 (916) 962-3912murphfilm@sbcglobel.net 1412

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SHOP/STORAGE SPACE

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

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

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

RACE CAR STORAGE San Luis Obispo. Shared shop with utilities.\$150 month Near airport. Gary Corsiglia (805)544-0890

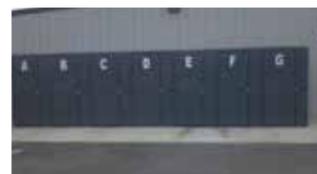
STORAGE SPACE: Available for smaller race car, hot rod, vintage. Concord area. Very secure long term deal storage only \$125 per month. John (510) 548-1011

DRIVER COACH

Driver Instructor: Professional racecar driving instructor. Over 17 years experience in all types of race cars & tracks. Also advanced street skills for drivers of all ages. Group rates. Ric McCormick(530)646-8838 Resume at www.myspace.com/ricmccormick

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SPEC RACER FORD RENTAL; Car finished 8th at 2014 Runoffs and has many regional wins. High horsepower dyno tuned motor. Mychron data including; shock travel, steering position, brake pressure, fuel pressure and mixture. Car had a complete rebuild in 2013 and has all upgrades with new Penske shocks. Very reliable car with no DNF's due to mechanical failures. See YouTube video at https://www.youtube.com/watch?v=wtMLeLsVPMc. Contact Perry Richardson for rental availability and pricing at (408) 497-1996 or perry@perryrichardson.com 1511

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WANTED

Looking for an open aluminum trailer. It needs to fit a 108" wheelbase car. 74 inches between the wheels and carry 3000lb max weight. I will trade a 20-foot enclosed Hallmark car hauler, electric brakes, 4 new tires. Rear door ramp, etc. Great condition. includes load-carrying hitch, etc. or will sell trailer. Let's talk. Seth Emerson, San Jose, CA. (408) 247-2237 1507

WANTED: Friendly, racer oriented or at least sympathetic, CHAIN LINK fence Company/installer to put up chain link fence at Thunderhill. [WILL TRADE FOR TRACK TIME?] Five [5] feet high with some gates. The usual stuff. Some top bars too. Please contact D. Vodden @ 530-934-5588 Ext 101 to arrange premise visit and opportunity to bid the job[s]. Could be BIG? Location: 5250 Hwy 162 – Willows, CA. 95988 1501

MEMBERS SEEKING ...

Searching for a member - Rick Gould. I have acquired an old RX7 that Rick used to race and I would like to learn more about the car's history and build. Please contact me via email or phone. Thanks! Len Qualls, Lenqualls@msn.com 541-261-9407 1503

HELP ME FIND ...



MAYBE YOU CAN HELP: Stolen from Oakland Hills near Keller: dual axel Texas Roll Back Trailer license number 4EL5006. Trailer is aluminum with big tire box on front with Built Right tool box in front of the box. Oakland police report number 322. The thieves may visit a locksmith to rekey the two compartments. Michael DiGiacomo mddpm2003@yahoo.com 510-406-4818 1503

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

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No separate Ground School day required this year!!
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In addition to registering, you need to obtain your Novice Permit which requires a physical form, photos, and additional information from the SCCA National Office. You **ALSO** need to provide your car (probably a rental) and all your own safety gear.

COMPLETE INFORMATION including a list of Rental Car Providers can be found on the Driver's School page on www.sfrscca.org → click Driver's School at the top of any page.



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