



# the wheel®

*On Our Cover*

## ROLEX REUNION

*p. 16*

*Wheelworks*

## RUBBER-CHICKEN FUNERAL

*p. 10*

*2015-2016*

## CANDIDATE STATEMENTS

*p. 21*



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New Jersey Motorsports Park	Thunderhill Raceway	Memphis International Raceway
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# October



Cover Photo By Laura Stich & Photo Above By Chuck Koehler

**FEATURES**

- 5 Annual Awards Banquet News
- 7 Election and Convention News
- 8 Letter to the Editor
- 9 RDC Enduro
- 10 Wheelworks
- 12 Notes from the Archive
- 16 Rolex Motorsports Reunion
- 19 What My Competition License Means to Me
- 20 The First SFR Enduro
- 21 Candidate Statements
- 24 Hillsborough Concours
- 26 Spec Miata Festival Winners
- 28 Thunderhill Report
- 29 USPS Circulation Statement

**IN EVERY ISSUE**

- 6 Calendar
- 30 The Garage: Classified Ads
- 34 List of Advertisers
- 34 Travel Tech

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the wheel.

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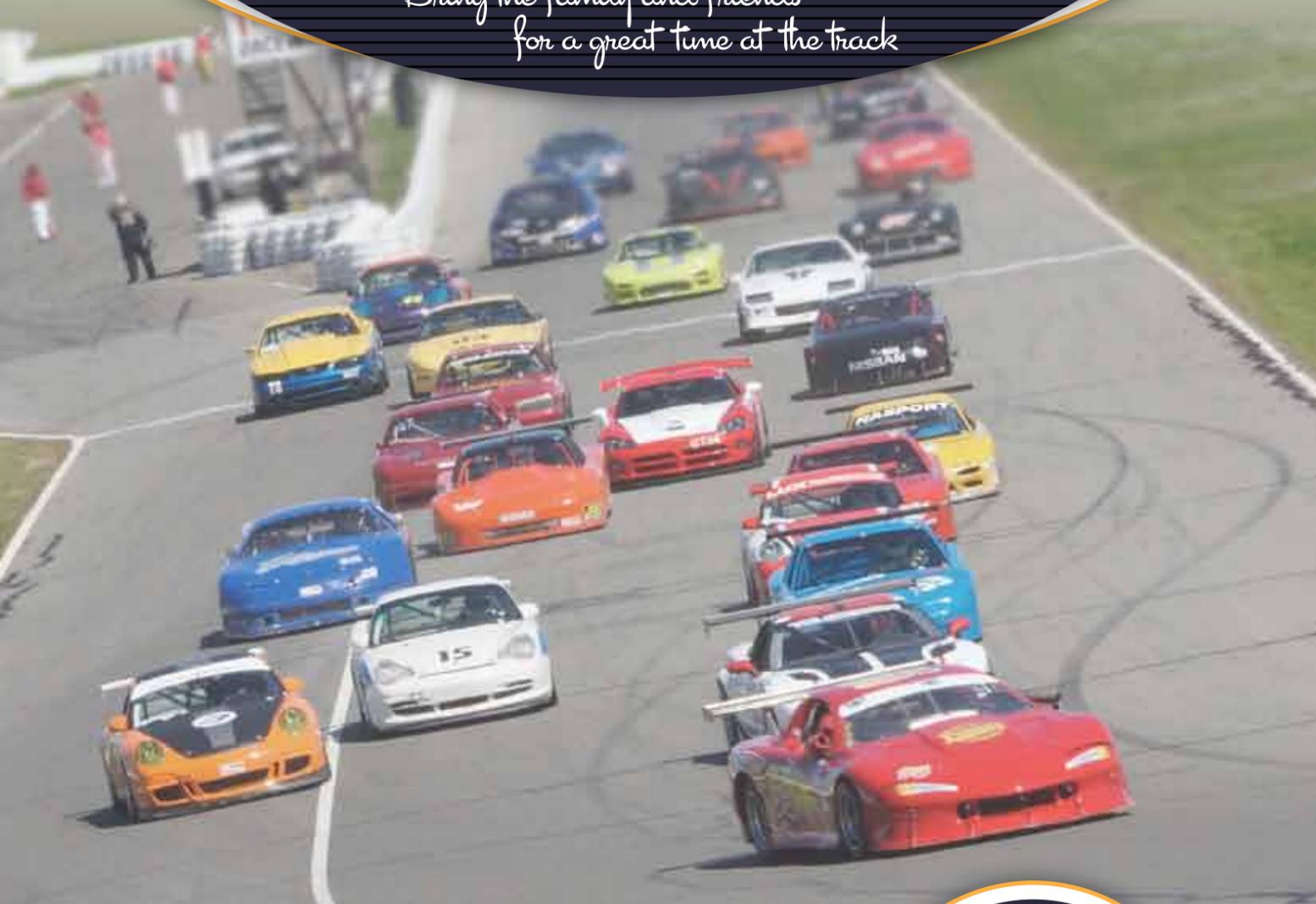
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**SUNDAY** Racing Drivers Club Four-hour Enduro

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ENDURO INFO WWW.RACINGDRIVERSCLUB.COM

October  
23-25

October 22  
TEST DAY  
THUNDERHILL

ANNUAL AWARDS BANQUET  
&  
HALL OF FAME PRESENTATION



*With a new Board of Directors comes a new plan. For years we have had the annual Awards Banquet at a Bay Area hotel the weekend before Thanksgiving, but the Board felt that it was time to make a change and have the awards banquet Saturday night, October 24th, the weekend of the season finale at Thunderhill.*

This makes sense because the season champions will all be determined at the end of the race day on Saturday. Then just a few hours later the Regional Champions will be recognized for their achievements. The cool thing about this is your crew will already be on hand and will not have to set aside a special day to show up and collect your trophy.

Another benefit to the club is we get to utilize the talents of Jim Thompson who is the head of food services at Thunderhill Raceway.

The event will take place at the Veteran's Hall in Willows and the price will be a very respectable \$45 per person.

The menu will feature the usual choice of Beef, Chicken or Vegetarian.

This year's Hall of Fame will continue as part of the banquet and will induct two new members. The names will be announced shortly.

Registration will be via Motorsportreg.com and can easily be done when you register for the race.

About the only down side I can see is that we will have to pack some nice clothes because I am sure the rest of the people at the table do not want to smell greasy track clothes.

SFR SCCA  
2015 ROAD RACING AWARDS BANQUET

**OCTOBER 24**

Veterans Memorial Hall  
525 W. Sycamore Street  
Willows, California 95988

5:30 pm Social and no host, full-service bar  
6:30 pm Dinner followed by awards

*Transportation from the track to town and back will be available*

**TO REGISTER:**

<http://sfrscca.motorsportreg.com/>  
Select 2015 Club Racing Banquet

When registering, select the number of reservations and dinner choices; enter payment information. You're done!

Dinner cost is \$45 including salad and dessert. Choices are:

- Steak with bacon herb butter
- Stuffed Chicken Florentine
- Curried Vegetable Kabobs

If you want to make reservations using Volunteer VIP points, email [office@sfrscca.org](mailto:office@sfrscca.org)

# 2015 CALENDAR

## SOLO SCHEDULE

### SLUSH SEASON ALL EVENTS AT MARINA

Round 1	October 4
Round 2	October 31
Round 3	November 22
Round 4	December 5

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

## 2015 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

### OCTOBER

## Regional—Enduro/Banquet

October 23-25 | Thunderhill

## FANTASY JUNCTION



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## FRESNO SOLO EVENTS

### OCTOBER

#### Event 10

October 11 | Buttonwillow Kart Track

### NOVEMBER

#### Event 11

November 21 | Fresno Fairgrounds

#### Event 12 *Enduro*

November 22 | Fresno Fairgrounds

## SACRAMENTO SOLO SCHEDULE

### OCTOBER

#### Enduro Day 1

The "Bill Fleig Memorial"

October 24 | San Joaquin Fairgrounds

#### Enduro Day 2

The "Bill Fleig Memorial"

October 25 | San Joaquin Fairgrounds

T.B.A.

SCCA Sacramento Cup Awards Banquet

Timber Creek Ballroom (Del Web Roseville)

# VOTING FOR BOARD OF DIRECTORS AND BYLAWS CHANGE

The election of the 2015-2016 Board of Directors will open in mid-October (exact date to be determined by date of Annual Meeting). At this writing (August 27) candidate petitions have been received from Gary Pitts for Regional Executive; and for Directors, Rod Simmons (current Board member), R.J. Gordy and Dan Burgoon. Petitions can be submitted through September 1. Candidate statements will be published soon on www.sfrscca.org and in the October issue of The Wheel.

In addition to the election this year, a change to the SFR Bylaws will be voted upon. The changes relate to the methods for holding Director elections.

### THE FOLLOWING IS FROM SECTION IV OF THE BYLAWS:

(b) *Elections.* A ballot shall be made available to the members in good standing not more than thirty (30) days nor less than twenty days (20) in advance of the Annual Meeting. All voting shall be by mail or secure electronic format and all ballots must be received by the Secretary, in care of the Regional Office, at least four (4) days before the date of the Annual Meeting.

### PROPOSED ADDITION TO THE BYLAWS:

If no nomination for Regional Executive is received, or if fewer than the required number of nominations for Director are received, the elected Members of the Board shall fill those positions by appointment, and no ballot for those positions shall be submitted to the membership.

### PROPOSED DELETION TO THE BYLAWS (TO REFLECT CURRENT PRACTICE):

The Regional Executive shall appoint from members who so volunteer a foreman and team of inspectors of the election to open and count the ballots. If a candidate for office withdraws after ballots are printed, votes cast for that candidate become void.

### ELECTION PROCESS

The election will be conducted through online voting on MotorsportReg.com. When voting opens, go to <http://sfrscca.motorsportreg.com/> to vote. If you don't have an account you can quickly set one up. Then go to the "2015 Election Survey" on the registration page, and vote.

Those desiring a paper ballot should send their request to the Region Office (530-934-4455 or email [office@sfrscca.org](mailto:office@sfrscca.org)). Online voting will open in mid-October and close four days before the annual meeting in November.

New Directors will be seated at the annual meeting. The Region Board of Directors consists of the Regional Executive and six Directors. Three members of the Board of Directors are elected for two-year terms in even numbered years, and three members are elected in odd-numbered years. To be eligible for Regional Executive, you must be or have been a member of the Board of Directors. Only SFR members may hold elected offices.

# NORPAC ROUNDTABLE MOVES TO LAS VEGAS

The Northern Pacific (NORPAC) and Southern Pacific (SOPAC) Divisions will convene a joint Roundtable for both Divisions' participants on Wednesday January 20, 2016 at the South Point Hotel and Casino in Las Vegas, NV. This Roundtable will be the afternoon before the start of the annual SCCA National Convention.

This year's Roundtable will give you the opportunity to talk to your regional, divisional and national leaders, and with the SCCA National Convention the opportunity to participate in discussions with members and leaders from all over the United States. The cost for this year's Roundtable is \$50.

Wednesday 12:00 – 5:00 (lunch included) Discussions will focus on joint division projects, Majors planning for 2016, 2017 Runoffs location, information specific to volunteer specialties, retention and recruitment of volunteers and drivers.



## THE MAGAZINE EDITOR | Is Looking For

The magazine editor is looking for people like you, who breathes and lives all things autocross, to join the group of writing collaborators to report on the event Championship and Slush during the season. Style is open, and as long as you don't mix politics and other polarizing topics with racing, you should be fine. If interested, send me an email at [rafa.soto2011@gmail.com](mailto:rafa.soto2011@gmail.com).

## LETTER TO THE | Editor

To The Wheel,

I am an avid reader of the The Wheel, but when reading through the summary of the races at Laguna Seca, I came across something that is incorrect and that did involve me. On page 17, it refers that in Race One of Group 7, "Nuno Goncalves Pedro, #93, spun in Turn 11 and was contacted by Nick Iarossi, #22, both of whom would retire(...)". This is incorrect as there was indeed a skirmish between Nick and another driver in front of him and they both spun just in front of me on turn 11. Without anywhere to go, I eventually had contact with Nick, which indeed made both of us retire. I want to be clear about this, because it cost me one of my best races in group 7/17 to date, but I did not spin and cause an accident; Nick and whoever he was battling caused me to have this accident.

**Nuno Goncalves**

## FINAL REGIONAL AND RDC ENDURO SCHEDULE

FRIDAY, OCTOBER 23 <i>All start times are green flag times.</i>			
Start	End	Session	Group
7:00	4:00	Registration & Express	Tech
7:15		Tech opens	
8:15	10:55	Practice Groups 20 minutes each Feed on, feed off	4, 7, 6, 5, 2, 3
11:00	11:20	Qualifying	4
11:30	11:50	Qualifying	7
12:00	12:20	Qualifying	6
12:20	1:20	Lunch	
1:20	1:40	Qualifying	5
1:50	2:10	Qualifying	2
2:20	2:40	Qualifying	3
2:50	3:20	RACE 1	4
3:35	4:05	RACE 1	7
4:20	4:50	RACE 1	6
4:50		Social for all	
REGIONAL GROUPS & CLASSES			
<b>Group 2</b>	FA, FB, FS, P1, P2, FE, FM, S2, DSR		
<b>Group 3</b>	GT1, GT2, GT3, GTA, SP, EP, ITE, N3/L, T1, T2, T4, SS, PC, E46		
<b>Group 4</b>	FF, CF, FV, FST, F5, FC		
<b>Group 5</b>	AS, ITS, ITA, ITB, ITC, ITX, ITR, STL, STU, SE30, SMG, FP, HP, T3, B-Spec, GTL		
<b>Group 6</b>	SRF, SRF3		
<b>Group 7</b>	SMT, SSM, SM		
<b>Group 8</b>	RDC Enduro: PO, PU, SO, SU, SR, ME (See RDC Supps for complete listings)		
<b>Grid positions for Race 2 will be determined by fastest lap in Race 1. Disqualified or non-starters in Race 1 will start at the back.</b>			
In order to maximize track time for all competitors, the SFR BoD has directed the Stewards to modify the schedule due to on-track incidents. The schedule will be corrected at the expense of the offending group.			
SATURDAY, OCTOBER 24 <i>All start times are green flag times.</i>			
7:30	11:30	Registration & Express Tech	
8:00		Tech opens	
8:30	9:00	RACE 1	5
9:15	9:45	RACE 1	2
10:00	10:30	RACE 1	3
10:45	11:15	RACE 2	4
11:30	12:00	RACE 2	7
12:00	1:00	Lunch	
1:00	1:30	RACE 2	6
1:45	2:15	RACE 2	5
2:30	3:00	RACE 2	2
3:15	3:45	RACE 2	3
<b>Awards Banquet Veterans Memorial Hall, Willows</b>			
5:30		Social	
6:00		Awards Dinner Served	
7:00		Awards Ceremony	
SUNDAY, OCTOBER 25			
7:30	11:30	Registration	
7:00		Chapel service	
8:00		Tech opens	
8:30	9:30	Enduro Practice/ Qualifying 8	
9:30	10:30	Pit Setup/ Worker Break	
10:30	2:30	RDC Enduro	8
2:30		Enduro Awards /Social	
EVENT OFFICIALS			
Chief Steward: Dave DeBorde	Driver Advisor: Gary Meeker		
Safety Steward: Dean Stoker, Rhonda Corbitt	Pace Car: Paul Helberg		
Chairman, SOM: MaryLou Robson	Race Chairman: Ian Cook		
Stewards of the Meet: Larry Albedi, Bob Corbitt	Chief Registrar: Claire Kelly		
Operating Stewards: Bill Blake, R.J. Gordy, Barbara McClellan	Chief Tech: Allen Davis		
Tech Steward: Jim Rogaski, John Schmale	Chief T&S: Les Berry		
Sound Steward: Dick Raymond	Paddock Marshal: Cecil Barbee		

## RDC ENDURO OCTOBER 25, THUNDERHILL

*The Racing Drivers Club Four-hour Enduro has been a fun, low pressure, year-end event for over a half century. The 56th running of the Racing Drivers Club Illgen Enduro will cap off a weekend of Regional racing on Sunday, October 25 at Thunderhill Raceway on the three-mile East track.*

### Early entry discounts!

**1st 10 entries before Sept 10th,**  
\$150 rebate

**2nd 10 entries before September 20th**  
(or the 2nd 10 entries, 11 through 20)  
\$100 rebate

**3rd 10 entries before September 30th**  
(or the 3rd 10 entries, 21 through 30) \$50 rebate

**4th 10 entries before October 5th** (or the 4th set of 10, 31 through 40), \$25 rebate

Rebate checks will be issued at RDC Registration.

### Tag Team Entries

**A** A Tag Team consists of 2 driver/car pairs and only 2.

**B** After the second car has replaced the first car during the race, the first car is retired and may not rejoin the race.

**C** Normally the 2 cars meet the requirements of the same class. If 2 dissimilar cars are teamed, they will be placed in the class of the more powerful car (i.e., a Team consisting of a Miata and a Mustang would be placed in the PO class).

**D** The team may have only one car on track at any one time. If both team cars trip the transponder loop on the same lap, indicating that both cars have been on track at the same time, the team cars will be black flagged and not allowed to continue running in the event.

**E** Both cars for a team shall have the same number but one will have a 4" high A at the end.

The Enduro is open to a broad spectrum of cars and drivers. Drivers with current competition licenses from SCCA, BMW CCA, FIA, HSR, ICSCC, IMSA, MCSCC, NASA, PCA, SVRA, VMC and other racing groups are accepted per the SCCA General Competition Rules. In addition, every driver on your team must be a member of the RDC.

Any fendered car meeting the safety requirements of one of the SCCA categories is acceptable for entry in one of the six classes. Sorry, no open wheel cars are allowed for safety reasons.

Enduro classes are:

**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

**SR-Gen 2** Spec Racer Fords, Gen 2

**SR-Gen 3** Spec RacerFords, Gen 3

**ME** Mazda Miatas complying with SFR Group 7 rules

The entry fee is \$550 which includes the two (minimum) drivers. Each additional driver (up to four) is \$100.



Photo by Viet-Tam Luu

All Enduro sessions take place on Sunday, October 25. Practice/qualifying sessions will be followed by a break, then the green flag of the longest running Enduro in Northern California at 10:30 am. Checkered flag flies at 2:30.

Online registration: <http://sfrscca.motorsportreg.com/>

Enduro info and Supplementary Regulations: <http://www.racingdriversclub.com/>

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# RUBBER CHICKEN FUNERAL AT SONOMA TURN TEN

WHEELWORKS BY **BLAKE TATUM**

*It was the Monday after a long race weekend, and I got into my hot suburban that had been baking in the unseasonably hot Indian summer. I had just finished a race weekend but ran out of steam the night before. I did not unload the race tires from the rear cargo area. The smell of the hot racing rubber permeated the cabin area of the high mileage tow vehicle. Although I rather enjoyed the smell, I thought to myself this must have some ill effects on the brain. Thinking about my own brain damage caused me to think of the latex novelty buried on the inside of turn ten at Sonoma Raceway.*

IT WAS THE EARLY EIGHTIES, BACK WHEN LOVERBOY COULD STILL FIT IN tight leather pants and John DeLorean was trying to hawk stainless steel sports cars. A young Rhonda Corbitt, decided she would like to go racing. Rhonda has always had a mischievous sense of humor and there was no reason her humor and auto racing could not mix.

The roots of her humor can be accredited to a boss who thought the work place could be an environment of practical jokes and good times. He was the guy that bought things like fart machines and rubber vomit to work. He would spring them on his employees at the most inconvenient times. Rhonda decided to get in on the action and thought a rubber chicken would be the perfect vehicle to deliver the laughs. We have all seen the rubber chickens I am talking about. They are plucked of their feathers, have a yellow ruddy complexion, reddish brown gnarly feet with disgusting toe nails, and a pronounced reddish pink comb. Being rubber, these chickens have no form other than limp. If you were to touch one blindfolded your hand would immediately recoil due to their cold clamminess.

One day Rhonda decided to get even with her boss for the countless chunks of fake vomit. She put the rubber chicken in his desk drawer. This boss was a cool customer because after a week he did not say a thing about the fowl joke played on him even though he used his desk every day.

With little to no acknowledgement of her misdeeds, Rhonda turned her at-

tention to her roommate Lisa. Lisa was a pretty smart character as she had a job at Lawrence Livermore Lab. This was a place where national security technologies were developed. This is a place of very high security standards. These standards do not have time for fun and games.

Rhonda and Lisa decided to entertain each other by hiding the rubber chicken all around the house. Places like the upper shelf in the pantry. Imagine opening up the pantry door and reaching for the Top Ramen way up high and inadvertently choking a rubber chicken. The two of them worked very hard at finding obscure places to sequester the chicken. Lisa liked to bring her lunch to work and on more than one occasion the chicken

made it past the many security measures to share a spot on the Lawrence Livermore Lab lunchroom table. I can only imagine the bewildered look on those super serious co-workers' faces when Lisa took the featherless limp rubber chicken out of the Flintstones lunch pale, WILMA!

Rhonda's fixation on rubber chickens was shared with her dentist during numerous visits. The day she got her braces off the dentist presented Rhonda with a very special present. It was a rubber chicken with a complete set of mouth hardware. I think the dentist told Rhonda the chicken's teeth were cockeyed.

Fellow SCCA members, Paul and Stephanie Helberg announced their

engagement by mailing a picture of themselves staged in an old west scene compete with western garb. Rhonda and Bob were invited to the engagement party and of course the engagement present had everything to do with a rubber chicken. In honor of their new adventure, Rhonda and Bob gave them a pair of rubber chickens dressed in western wear and posed exactly as the Helbergs were. The chicken's had the complete western outfit including boots made out of dental quality finger gloves supplied by her favorite dentist.

The rubber chicken had become such a mainstay in Rhonda's life that it nested in the motorhome on race weekends. Rhonda drove an ITC Datsun 510 sedan. Her husband Bob was the chief mechanic on the car. Once the car was ready for a session, Bob would grab the chicken off the curtain rod in the motorhome and do a chicken dance around the racecar. The dance included hopping up and down with one leg then the other. Bob being a spiritual type would belt out some high-



Rubber Chicken Dance.

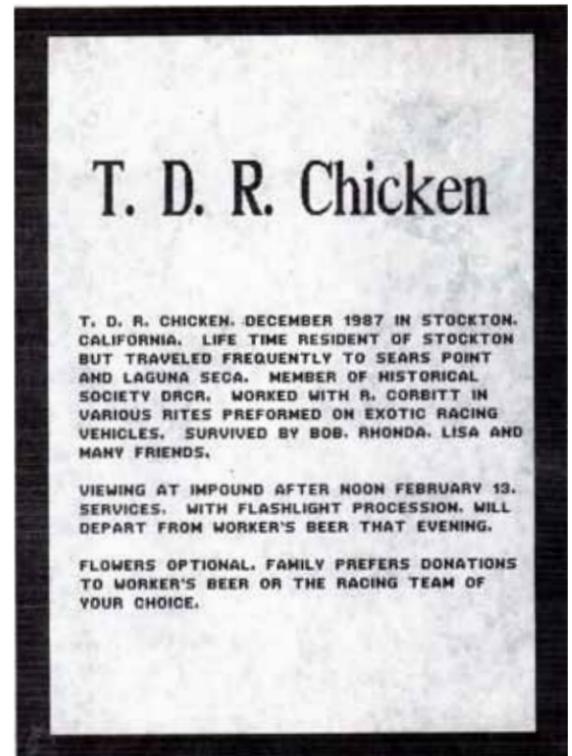
pitched chant that with out a doubt caused many a dog to seek relief. Of course the chicken would be waved at the car as some sort of offering.

It is unknown if the chicken provided any sacrificial powers as Rhonda was not a very fast driver. The chicken was secured by a bungee cord around his neck but as the years passed the wear and tear caused the neck to develop a hole and soon the bungee was threaded through the hole in the neck. The hard life in the paddock, the multiple session weekends, the shaking, and Bob's chanting took a toll on the rubber chicken and one day the rubber chicken's neck broke. He fell to the ground and landed sunny side up. No need to call for medical assistance, the rubber chicken was dead the minute the rubber met the road.

With the rubber chicken's death, Bob and Rhonda decided to have a funeral for him. Unfortunately funerals are a

sad occasion. A lot of care and thought needs to go into hatching such a sad event. Rhonda and Bob decided driver's school would be the appropriate time to conduct the funeral. Making the arrangements meant some serious thought had to be given to honor the life of the rubber chicken. Rhonda purchased a couple of gaudy plastic flower wreaths complete with glitter at a dime store. The comments Rhonda received from a little old lady at the checkout counter about how pretty the flowers were made her feel good about the purchase. Rhonda's biggest concern though was that the little old lady would ask her what the flowers were for.

CONTINUES ON PAGE 15



The End.

# NOTES

from the Archive

## ALFA ROMEO

BY GARY HORSTKORTA



Robert Gillespie in his street registered Alfa – Sacramento - 1957



Steve Froines in his F Production Alfa - Laguna Seca - 1958

**WHEN THE SUBJECT OF ITALIAN SPORTS CARS IS DISCUSSED,** three manufacturers immediately come to mind - Ferrari, Maserati and Alfa Romeo. All three of these companies have a long history of producing fast, competitive cars which came onto the U.S. road racing scene in the early 1950's following the path blazed by MGs and Jaguars. These Italian cars brought a new level of handling, power, sleek body design and a winning European tradition to the grids of SCCA races across the country.

In 1911 a group of industrialists took over the former Darracq Italiana plant which had assembled French Darracq taxis for the Italian market in a town near Milan. They renamed the company Societa Anonima Lombarda Fabbrica Automobili (Lombardy Motor Manufacturing Co.) or ALFA for short to build an all-Italian car. The new factory produced a four-cylinder, 12 or

24hp roadster which was well received with two cars in the 1911 Targa Florio. This was followed in 1914 with a DOHC, 4.5L four-cylinder Grand Prix car producing 75hp with two cars taking 3rd and 4th in that year's Coppa Florio race.

Firmly established as a manufacturer of performance and stylish street and race cars, over the years ALFA has produced a series of classic cars including the P2 and P3 Grand Prix cars; the 4, 6,, 8 and 12 C Series; Disco Volante; Giulia and Giuliette; Alfetta; Montreal; GTV/GTA; TZ; T-33, etc.

In 1951, Phil Hill raced one of the first ALFA's to appear in a race on the west coast, a big 1938 8C 2900B he drove to victory at Pebble Beach in the Del Monte Handicap. San Francisco car dealer Charles Rezzaghi raced a rare Disco Volante in 1954 at Golden Gate Park, Santa Rosa, Sacramento and Pebble Beach but ALFA's were not regular entries as grids were still dominated by British made cars at SFR events.

1956 saw the door open as several Alfa Spiders (1290cc) raced at both Arcata and Buchanan Field. However, at the Sacramento race in September, six ALFA's were entered marking this as the real beginning



Hill winner of the Handicap Race – Pebble Beach - Alfa 8C 2900B - 1951

of these cars as consistent participants which continued into 1957 and by the end of the year race at Laguna Seca in 1958, there were nine ALFA's on the grid including one driven by future D Production National Champion, Steve Froines. On the national scene, ALFA's were G Production National Champions in 1957 through 1959 then again in 1961, 1969, 1977, 1983 and 1988-89.

Perhaps two of the best known ALFAs raced in SFR events were champions in their day and are still racing in vintage events today. In the early 1960's an ALFA Giulietta was raced, out of Griswold's Alfa/Ferrari shop in Berkeley. Initially a street car, the Alfa had been converted to a race car by its first owner then

sold the car to Stephen Griswold. Not liking the original gold color of the car, he painted it a lime green color which became known as "Griswold Lime Green" or "Loud Mouth Green".

With Griswold behind the wheel for the 1964 season, the car was very successful winding up the year by winning the E production class at the Pacific Coast Championships at Vaca Valley. What followed was a succession of local racers including, John Woodner, Jon Norman, Dan Marvin and then to John Anderson in 1975. After a complete rebuild, Anderson campaigned the updated Alfa through 1979. His best season was 1977 when he won the national G production championship at the SCCA Runoffs at Road Atlanta.

Another very successful Alfa was the car owned and raced most notably by Al

world champion for many years

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Alfa ad - Laguna Seca Program - June 1958



Loud Mouth Green, a converted street car – Cotati - Sep 1968



Charles Rezzaghi in a Disco Volante – Golden Gate Park - 1954

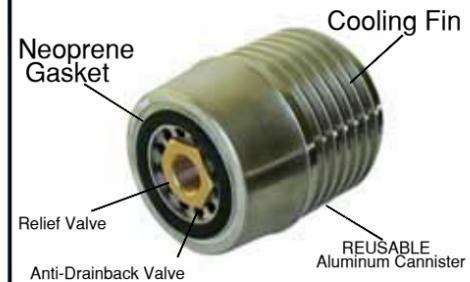
Leake and known as “Sophia”. A street car for its first ten years, H.B. Luginbuhl acquired the car in 1970. After conversion into a race car, Luginbuhl raced it for a year before selling it to Phil Mason who updated the car to current SCCA regulations and continued racing the Alfa, winning a couple of SCCA Division Championships. Mason then sold the car to racer Al Leake. With further updating, Leake went on a tremendous winning streak, going undefeated over the next decade and winning six West Coast Championships. Upon Sophia’s retirement in 1988, she had compiled a most impressive record - winning 262 SCCA races, 26 SCCA Championships and setting 11 lap records!

Today, both Loud Mouth Green and Sophia have been restored to their early racing configurations and can be seen at local vintage racing events on the West Coast. Not bad for a couple of 1950’s era sports cars.



Bob Griffiths spins in Alfa Duetto – Cotati - 1968

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## RUBBER CHICKEN FUNERAL AT SONOMA TURN TEN CONTINUES FROM PAGE 11

The casket was of course going to be a much tougher egg to crack. Rubber chicken caskets are not available from Batesville. At first Rhonda and Bob were going to make the casket themselves. They decided to visit their friend Pete who is a carpenter. When they told Pete of their plight, he took it upon himself to make a lovely redwood casket for their dear friend. The casket was complete with rope hinges and a routed lid, which was inscribed T.D.R. (That Dammed Rubber chicken).

The hardware store was the next stop. Rhonda and Bob needed a latching mechanism for the casket. As they were looking around a helpful employee asked what they were looking for. They told him a hook and eye and he asked what they were going to use it for. Rhonda looked at Bob, he looked at Rhonda, they both smiled and said: “a coffin for a rubber chicken.” While the poor salesperson tried his best to remain professional, a man down the aisle said: “You want to go over two aisles, there are some down there.” He was very amused.

Samantha Stoker printed up some flyers to let people know there was going to be a procession. T.D.R. lay in state at the back of the Corbitt’s motorhome. He looked so peaceful in his custom-made coffin complete with a bed made of cardboard egg cartons. It was a beautiful way to carry him onto his journey to the next life. Dutifully sitting by his side were the Helberg Chickens, Opus (Frank Eubel’s constant racing passenger) and numerous stuffed animals that the rubber chicken influenced during his life. The wake lasted the entire day and as friends and acquaintances paid their respects the somber occasion was dignified by the playing of a tape complete with crying and moaning. The chicken would not have wanted it any other way.



The eulogy.

At the end of the day the procession began at impound. Black armbands were handed out. The procession wove it’s way to social, plucked up additional mourners, and made it’s way to the plot the Corbitts picked out on the inside of turn ten. For the interment, Hal Cope brought his portable keyboard (which he did not know how to play) and provided the music. Frank Eubel read the Eubelogy from the book, which turned out to be a cookbook. In sonorous tones, Father Frank read the recipe for Flaming Chicken while those gathered wept. Numerous testimonials followed and at least one person fainted. Finally the chicken was put to rest. The inside of turn ten wasn’t Foster Farms, but it did allow the chicken a view of Rhonda in her ITC 510 at speed.

Everyone proceeded back to impound where refreshments and drumsticks were served. One student driver, a psychiatrist, said his children who had attended with him would probably need counseling the rest of their lives. Another mourner commented that the food served at impound was finger-lickin’ good.

The suppressed hilarity finally attracted the attention of some of the student drivers. Upon learning the particulars, they displayed considerable consternation knowing the workers who were participating were the same folks who were expected to save the student’s bacon the next day.

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## MAZDA RACEWAY LAGUNA SECA | AUGUST 13-16

PHOTOGRAPHY BY LAURA STICH

Over four sun-filled days, one of the finest collections of historic race cars competed in the Rolex Monterey Motorsports Reunion. The 15 race groups were comprised of some of the most recognizable marques in motorsports: Bugatti, Alfa Romeo, Talbott, Delage, Lotus, McLaren, Porsche, Ferrari, Aston Martin, BMW, Mercedes-Benz, Jaguar, Lola and many more. It a magical week of motor cars and social events that serve up big doses of memories and create many more.

For all of this on-track activity, San Francisco Region SCCA volunteers provided the management and caretaking of these

irreplaceable automobiles. Our dedicated crews included grid for staging the cars before entry onto the track, starters, flaggers and corner workers providing direction and assistance to drivers while on course, emergency crews for handling those who could not make it back to the pits. Behind the scenes the indefatigable Social crew kept everyone going with lunch and dinner and worker trans got everyone to their work stations and home again.

Here are views of some of the workers both on and off the job.





# WHAT MY COMPETITION LICENSE MEANS TO ME

BY BARRY HILTON

**I WISH TO EXPRESS MY GRATITUDE TO THE** Racing Drivers' Club for my scholarship to the 2014 Competition Drivers' School. I subsequently completed the required three races to earn a Full Competition Race License. For me, in many ways, this has been a life-long dream. When one looks at the statistics, there are very few individuals in this "club" of having earned a Full Competition racing license. I also wish to express my appreciation to Ian Cook of Cook Motorsports for his support, encouragement, guidance, and coaching.

Motor Sport is an intense athletic activity that requires skill and good physical conditioning. Prior to and after a track session, just as in any athletic competition, one must drink lots of water. Fear has no place on the track; if one has any fear, then one does not race, any more than being afraid to climb Half Dome in Yosemite.

The intensity, focus, and experience of driving a car in a race are difficult to describe. It is almost surrealistic. Participants, enjoy the and look forward to the experience. Helio Castroneves, an Indianapolis 500 winner and Formula 1 Champion, has posted on Facebook that the attraction is for the smells and sounds of the car. I totally disagree that one races for the element of risk involved.

A driver must focus on each element—carefully and meticulously paying attention to every minute detail. Ensure that the car is prepared, put on the driving attire (safety equipment), enter the car, firmly secure oneself and gear including helmet and head and neck safety device. Each of these requires meticulous attention to detail so that one is firmly secured and protected in case of any event. Car safety includes a steel roll cage with side impact protection to minimize the potential for injury if in a collision with another driver, rolling, or impacting a safety barrier. Special fuel cells are required to prevent fuel leakage; special racing seats; special safety belts integral fire suppression system and many other amenities.

While on track, a driver focuses on details such as the track conditions, operating conditions of the car, the position and location of other cars, and flag conditions from the appropriate corner box. The driver depends upon the flagging stations to warn of conditions over the hill or around the corner in case of a condition such as a car stopped on course. Even in club racing where the maximum speed may be in the vicinity of 100 miles/hour, a driver is processing information based upon a glance—essentially in a fraction of a second!

I would liken it to a computer operating a machine—Instantaneous feedback, continuing movement, visual perception, and mental decisions. Fear has no part of the equation. If one is afraid,

"don't even go there." The following occur almost instantaneously—in split seconds. The feel of the car, the sense of forces, braking, accelerating, turning only as much as needed and never doing anything in a jerking motion because that action affects the traction between the tires and track. Too quick or "jerky" and "bad things happen."

There is close cooperation, consideration, no animosity, hate, resentment. Pure joy! Cars move very quickly and very close together requiring predictability and consideration of those around him, giving "racing room" to the other drivers. As an example, in Drivers' School, I had a car start to pass me and ended up spinning and into the turf. On the opposite point, I "succumbed to aggression" and yielded positions where I didn't need to. Nevertheless, each of us expresses camaraderie and consideration for the others.

The safety crew is a critical component. These are not the drivers but are the personnel (in this case voluntary) who respond quickly and with great compassion and care to provide whatever assistance is necessary—everything from pushing or towing a disabled vehicle to rendering assistance to an injured driver (rare due to the intense safety considerations).

Safety is "Job 1." We have very strict rules. We are working within the principles physics but we each learn the rules and code of conduct. The result is that we strictly and wisely adhere to the rules.

Aggression is very much an "I'm here, I want your attention and I am taking charge" concept but not in any negative aspect. I had cars wanting to pass and I could have yielded to them but that is not true racing. Only once they are in a particular position does one yield and it really is one where they are forced to pass and take advantage of greater speed or power.

For me, while racing (in this case racing not to be last), I had to say to myself "No, I don't think so." And I stayed ahead and left them behind. While completing the required three races to earn my Full completion license, I continually worked to reduce my lap times. Interestingly, very few of us who completed drivers' school entered additional races to earn their full competition license.

As the old story of the recipe for Rabbit Stew—first catch for rabbit. In this case, carefully prepare oneself, the car, and make sure all systems are working—fuel, cooling, oil, tires, brakes, engine, transmission... Ultimately, it requires a deep desire to participate. There definitely is an "adrenaline" increase; for me, it is all the other factors. It definitely is not a desire to get "an adrenaline rush" although all of us do find great

exhilaration every time we are in the car, even if we are not in competition.

Ultimately, I have an incredibly greater appreciation for the courage, attention, and incredibly high skill levels expressed by everyone in racing competition, whether in Club Racing, Professional racing, or the Formula 1 and Indy Car drivers. I was in close quarters at speeds up to 100 mph; imagine close "dicing" at speeds up to 200+ mph! Enjoy yourselves.

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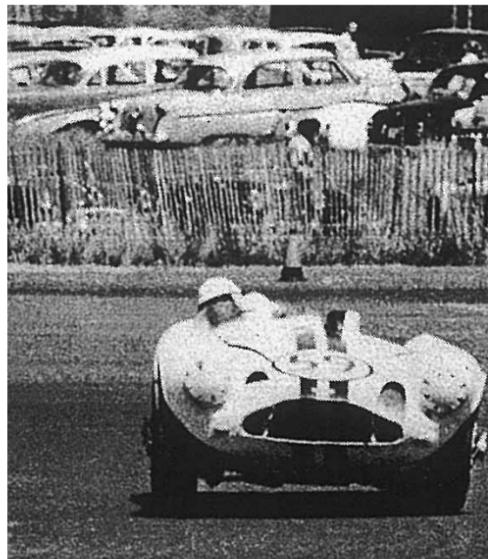
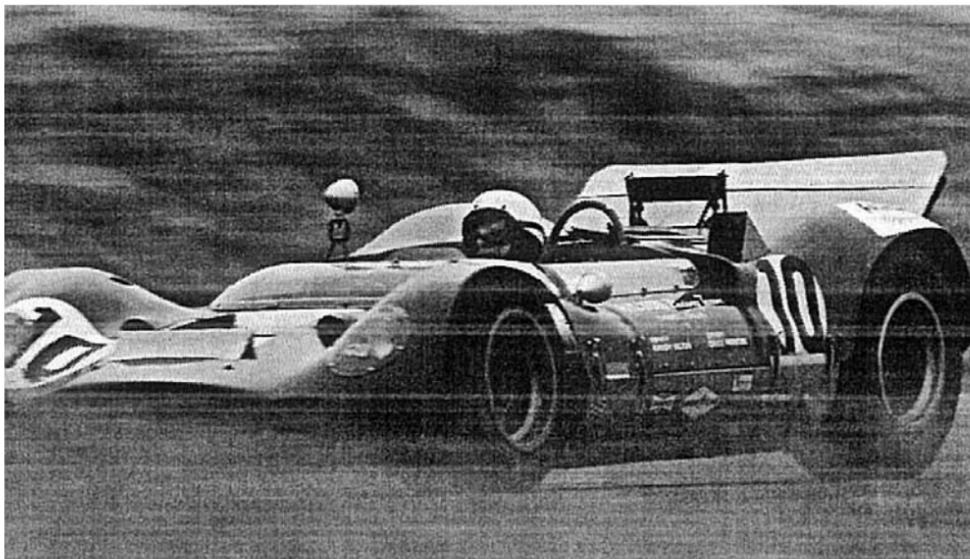
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## THE FIRST SFR ENDURO

BY CHARLES ILGEN

*The year was 1957, the track was Cotati, and it was a warm August day. It was also the very first endurance race held by the San Francisco Region of SCCA.*

**BACK THEN THE DROP OF THE GREEN FLAG DID** not signal the dropping of the clutch and shifting through the gears. Back then it meant springing from a sprinter's position and running across the track to the racing machine that awaited you. Back then when the driver's arrived at their cars, they had to start them and fasten the belts be-



fore they blazed off for the first turn. Although being the leader into the first turn meant absolutely nothing (it was an endurance race) it sure made for an exciting start. In 1957 the Aston Martin was king. One car in particular had been through this before: the ex-factory Aston Martin DB3S owned by Joe Lubin. Lubin's ex-factory car was a veteran of many European encounters, having taken on Spa and Oulton Park. Lubin had a second customer-type Aston Martin plus Rod Carveth brought the latest creation from the factory, featuring a streamlined nose.

Richie Ginther was scheduled to drive one of the DB3S's but by the time the green flag dropped Bob Oker was the one running towards the driver's seat. His partner in the long, hot, six-hour race was Bob Drake.

Back then Oker was making a reputation running over the competition in his large displacement



Aluminum AC Bristol. Meanwhile Drake was busy making a name for himself in Lubin's Birdcage Maserati and Max Balchowski's Ol' Yeller

The first Endurance race set the standard for the years to come. The nation's top cars took a stab at the prestigious parking spot in the winner's circle. Even though the names and the cars changed, the one constant was the battle between the smaller displacement, but nimble European cars, and the brute horsepower of the American Specials.

As the years went by, Stan Peterson and Charlie Parsons teamed up in Rod Carveth's Testa Rosa Ferrari, winning in 1962 and 1963. When he was not driving the Testa Rosa, Parsons took an ex-Jim Hall Birdcage Maserati to victory a few times. Parsons also had success in Huffaker's Genie and he teamed with Mark Donahue to win the 24 hours of Daytona in Roger Penske's Lola.

This year, become a part of this history and add your name to the illustrious group of racing legends driving in the Enduro. Names like Bill Sherwood, Alan Johnson, Elliott Forbes-Robinson, Ted Field, Danny Ongais, Dominic Dobson, Dan Marvin, Memo Gidley, and our own Larry "Golden Voice" Albedi.

## SFR SCCA BOARD ELECTIONS

# 2015-2016

## TERM CANDIDATE STATEMENTS



*Candidate statements for the three individuals running for the Board of Directors for the 2015-2016 term appear below. Candidates are Dan Burgoon, R.J. Gordy, and Rod Simmons. Gary Pitts will run for re-election as Regional Executive.*

*The Regional Executive serves a one-year term; Directors serve a two-year term.*

*Election will open October 22. New Board members will be seated at the Annual Membership Meeting to be held in mid-November.*

*Current Board members Michael Smith and Anthony Tabacco are not seeking re-election.*

*See the separate article for additional election information and the text of a proposed Bylaws revision.*

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## ROD SIMMONS CANDIDATE STATEMENT

Two years ago in these very same pages of The Wheel, I asked for your trust, and your vote. With your help I was elected to the Board of the best SCCA Region in the country.

Now, two years after that request, I am here again asking for your support.

These last two years have been a huge learning curve for me in my responsibilities as your representative. Some of my responsibilities I have succeeded at, some I have fumbled, and a couple I have mangled badly.

In 2014, in no part due to my efforts, the Region had a fantastic season, helped in large part by the SCCA decision to host the Runoffs in our very own backyard. Having the Runoffs here was a huge boost to the Region in a plethora of ways, especially as we began to dig our way out of some of the nation's economic woes of the previous few years.

2015 started out somewhat scary, from a financial perspective, with attendance at our events even below what we had somewhat pessimistically forecast. As the year went on, things began to improve, and attendance began to outshoot our predictions.

Was any of this success due to my own efforts? Unfortunately, no.

So why re-elect me to the Region Board? The best reason I can state is that I will continue to do my best to keep the San Francisco Region the best in the country. The work isn't glamorous, the pay sucks, and yet I can continue to enjoy working with the best workers and racers in the country.

Will I promise you the future is going to be full of rainbows and unicorns? No.

As we move into 2016 and beyond, we are faced with many of the same problems that existed in 2013: diminishing public interest in auto sports and auto-related hobbies; an inability to attract a sufficient number of

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## R.J. GORDY CANDIDATE STATEMENT

Why am I doing this? Well, my golf game sucks, so this is where I find my fun. Have since 1985. We all have choices to make about who, what and where we spend our discretionary time and money. I have found that the time I spend with S.C.C.A. is intrinsically rewarding and serving on the Board of Directors, where there is the potential of making a difference, even more so.

I have made many lifelong friends in our club, and along the way have become a firmly entrenched "clubbee". While I understand and appreciate that the club must be operated with a sound business component I believe that most of our members join and participate in the fun activities that are offered by our club. If we don't make it fun, they will find another outlet, and there are plenty to choose from in this day and age.

We are fortunate that the 2,500 or so members of our club represent a tremendous resource that can be used to overcome obstacles that would paralyze weaker organizations. But some significant obstacles lie on the horizon for our club. That is where effective leadership comes in.

My experience in club politics has taught me the necessity of building consensus and working toward mutually acceptable goals. I have had the pleasure of working with the sitting Board members and believe we can work effectively for the common good of the club.

workers and racers to keep our ranks intact or grow; heightened costs for racing and for conducting events; and impediments to racing at some of our favorite tracks.

For the first problem, there isn't much I can do on a national or societal scale. I will continue to promote our automotive interests wherever and whenever I can.

As to the second issue, attracting workers and future racers, a couple of our members may have discovered a potential source of new recruits, as evidenced by some of our new helpers at the September event. I am going to do all I can to try and improve on and expand upon that opportunity.

As to heightened cost, again, there is not a great deal I can do to lower the costs to race. The best I can do is try and keep our event costs, and thusly entry fees, as low as possible. One of our Board members has done a lot to try and keep the Region's costs in check, and in at least two cases, lower them substantially. I plan to learn as much as I can from that individual.

As for the aforementioned impediments to accessing our favorite tracks, most (if not all) of you know that we recently dodged a huge bullet in regards to our access to Laguna Seca. I will do everything I can to maintain, and if possible improve, our relationship with SCRAMP. I will continue to try and improve our relationship with Sonoma so that our Region can race there more than once a year, if that is what we desire.

I will continue to work with all of you to make all of our experiences in the San Francisco Region the best.

So, in closing, if you believe I have your best interests at heart, then I am asking for your vote. If you believe another candidate has your best interest in mind, then by all means show that candidate your support.

And if you are able to, run in 2016!

I also understand that our club is much more than road racing. All of our components should work symbiotically to attract any individual who enjoys motorsports or any and all things automotive. I would like to see our club attract those who want to participate and take an active interest in all that our club has to offer.

I take the responsibility of being a member of the Board of Directors seriously and will willingly listen to the constructive input of all of our members. And while I am distressed that only three members have chosen to run for the three vacancies on the Board, I will do my part to assure that as many club members as possible share in the fun I have enjoyed from being a member of the Sports Car Club of America.

Thank you for your support!

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## DAN H BURGOON CANDIDATE STATEMENT

I would like to offer my services to you the members of the San Francisco Region of the Sports Car Club of America as a member of your board. If you choose to elect me I will serve with honesty, integrity, and transparency.

### BACKGROUND

I have been a member of this region for over 20 years serving as a race official primarily with the Communication team. I currently hold a National F&C license as well as regional licenses for ES-Fire/Rescue and Sound Control. I recently retired from a career with Kaiser Permanente working as a clinical expert in the National Information Technology Offices which gave me a great deal of experience working with and leading governance groups and project teams. The two organizations share a similar structure of national, regional, and local units that must all work together to provide

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## GARY PITTS CANDIDATE STATEMENT, REGIONAL EXECUTIVE

49 year member of SCCA (plus 3 years as an affiliate before that)

29 year member of SFR

In some ways times change and in others they remain the same. I am running for the third year of my second stint as Regional Executive of the Great San Francisco Region of SCCA.

As you may recall I did this before and the results were particularly good for the club and the members. You may also know that similar calls to duty for our Club included six [6] years as your representative for the NORPAC Division of the SCCA. While acting as your SCCA Director I served as the Treasurer, the Vice Chairman, and for two terms as the Chairman of the National Board of Directors. Following this service I was called upon to be the President of the club, the highest paid position in our organization, when our President Steve Johnson moved to another career opportunity. This was a temporary assignment designed to fill the gap while a new leader was sought.

Following these duties I returned to my roots in San Francisco where I have proudly served on the Thunderhill Park Board of Directors for nearly twenty years.

In "real life", I am a scientist and an attorney in the pharmaceutical industry, formerly serving as Vice President for Research, Development, and Engineering for the Johnson & Johnson Company, and currently since 1997 serving on the Boards of Directors of pharmaceutical startups and working with inventors (including myself and partners) on commercial inventions based on biochemical technologies.

I share this with you because I want you to know that, as your RE, I bring a substantial and relevant resumé to the task being RE of the largest (and best) Region in SCCA. We are in a more competitive environment than we have ever experienced in our 64 years. With street car programs thriving and other race clubs finding creative new ways to do what we do, the burden is upon us to respond and move to the forefront.

We have examples of SCCA regions that are doing well that we can study and we have other SCCA regions that are struggling just to sustain their existence. We do not intend to "hold on for dear life". We will move forward, find new answers to long-term questions and create the San Francisco Region of tomorrow. Ours will be a region that others, even non-SCCA race groups, look to with awe. We will recapture the glory of the "Region that knows how" and we will stand alone as a leader of recreational motorsports. We will do this because we want it really badly, because you want it really badly, and because we all have a deep and driving motivation to do better.

the member with the optimal experience within limited budgets.

### VISION

Our Board should be representative of our membership and seek to provide a variety of event types and participation opportunities that meet the desires and expectations of the membership.

### Agenda

I bring no specific agenda to this board other than maximizing the enjoyment of our members and keeping the club fiscally sound.

Thank you.

Our membership will stand tall and lead the way through event after event that sets new standards for all to follow. We will make it happen, together. To start this process I call on each and every one reading this material, who was or is a member of this club to re-commit to the San Francisco Region of the SCCA. You can start by renewing your membership if it has expired. You can renew your spouses and family membership if you have let them drop off of the club's roster. You can add to this "first strike effort" by making sure the people that share your pit space on SCCA weekends have a membership card in their possession. By restoring your commitment through membership in the SFR SCCA you buy into the mission we are now launching to the make this club better today than it was yesterday and better each and every day as we move forward to 2016 and beyond.

We have a lot to do and that "we" includes YOU! Commit now! Help me help you make the San Francisco Region of the SCCA the biggest, best, most influential and most fun club for all involved. We can do it. It starts with your vote in this important election and your membership commitment for the long term. Do it now. Please.

Thank you for your vote of confidence is San Francisco Region of SCCA!

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## HILLSBOROUGH CONCOURS

BY PATRICK WILLE

*The 59th annual Hillsborough Concours d'Elegance proved to be as magnificent as anticipated. Over 230 vehicles were on display, including more than 50 Ferraris and 20 woodies.*

*Although the weather was peculiar, feeling more like it should have been the Keels & Wheels Concours just outside of Houston (yup, it was hot & humid!), that didn't diminish the spirit of the participants and spectators. As always at Hillsborough, John Joss emceed with his remarkable automotive acumen and resonating British delivery.*



### CLASS WINNERS FOR THIS YEAR'S SHOW WERE AS FOLLOWS:

American Pre-War, 1925-'46: 1925 Ford Model T, Jim & Kathy Rien, Woodside

American Post-War, 1947-'59: 1950 Chevrolet Bel Air, Ralph Moceo, Santa Cruz

American Recent Classics, 1960-'73: 1960 Chrysler 300F, The Falore Family, Portola Valley

American Muscle Cars, 1964-'73: 1965 Pontiac GTO, Larry Zanchettini, San Mateo

Vintage Motorcycles: 1969 Kawasaki H1 Mach III 500, Jarvis Gross, San Jose

Bentley: 1939 Bentley 4-1/4 Litre Park Ward, Alan & Rhonda Kember, Morgan Hill

CCCA Approved Classics Closed: 1931 Marmon V16, Academy of Arts University, San Francisco

CCCA Approved Classics Open: 1933 Cadillac Series 452C V16, Aaron & Valerie Weiss, San Marino

Antiques Nickel & Brass 1900-'24: 1914 Oldsmobile 54, Wayne & Lisa Weathers, Foster City

Ferrari Competition: 1964 Ferrari 250 LM, Peter Read, Berkeley

Ferrari 1956-'68: 1961 Ferrari 400 Superamerica SWB Aerodinamico, Larry & Jane Solomon, Palo Alto

Ferrari 206/246 Dino: 1973 Ferrari 246 GTS Dino, Mark Lambert, Menlo Park

Ferrari 365GTB4/GTB4C: 1972 Ferrari 365 GTB/4, Alan Cavey, San Francisco

Ferrari 308 - 355: 1983 Ferrari 308 GTS QV, Roy & Barb Riccetti, Gilroy

Ferrari Speciale/Supercar: 2009 Ferrari 430 Scuderia 16M, Dave Buchanan, Menlo Park

Ferrari BB/Testarossa/550: 1999 Ferrari 550 Maranello, Payton Dobbs, San Francisco

Imported Sports Cars through 1962: 1953 MGTD, Thomas Dunham, San Martin

Imported Sports Cars 1963-'89: 1964 Triumph Spitfire 4, Barry Connally, Oceanside

Jaguar Sports Cars: 1961 Jaguar E-Type Series 1, Larry & Jane Solomon, Palo Alto

Porsche 911: 1986 Porsche 911 Turbo, Joseph De-

Meo, Santa Monica

Corvettes through 1989: 1967 Chevrolet Corvette, Len & Linda Perham, Campbell

Rolls-Royce: 1931 Rolls-Royce Phantom II, Neal Kirkham, Saratoga

Imported Passenger & Touring through 1959: 1952 Volkswagen Type 1 (Zwitter), Jerry Cvitanich, San Jose

Imported Passenger & Touring Cars 1960-'86 <\$5,000: 1970 Alfa Romeo GTV, Gary Kuntz & Laurie Laikam, Danville

Imported Passenger and Touring Cars 1960-'86 >\$5,000: 1963 Mercedes Benz 220 SE Cabriolet, Bob Buckter, San Francisco

Exotics: 1966 Iso Grifo, Michael Gullet, Carmel

Vintage Race Cars: 1959 Huffaker BMC Formula Junior, Captain Marco Sange, Bolinas

Oddities & Rarities - Arcane: 1951 Allard K2, David Rossiter, Folsom

### SPECIAL AWARD WINNERS WERE AS FOLLOWS:

Chairman's Award: 1933 Rolls-Royce 22/25 Vincent Van, Leroy Gatto, Lodi

Honorary Judges' Award: 1938 Corsair Phantom Experimental Six Passenger Coupe, Jay Hubbard, Reno, NV



Aerodinamico, Larry & Jane Solomon, Palo Alto

Strother MacMinn Design Award: 1933 Rolls-Royce 20/25 Vincent Van, Leroy Gatto, Lodi

Sid Colberg Award: 1936 Cord 810 Cabriolet, Allan McCrary & Susan Doyle, Vacaville

Hillsborough Cup Award: 1956 Austin Healey 100M, Hudson Vitaich, Sacramento

Candy Store Award: 1933 Cadillac Series 452C V16, Aaron & Valerie Weiss, San Marino

Hillsborough Schools Foundation Children's Choice Award: 2003 Ferrari Enzo, Mario Tarigo, Los Altos Hills

People's Choice Award: 1932 Ford 3-Window Coupe, John Mumford, Portola Valley

Owners' Choice Award: 1931 Rolls-Royce Phantom II, Neal Kirkham, Saratoga

Best of Show: 1964 Ferrari 250LM, Peter Read, Berkeley



Wayne Weathers Award: 1914 Oldsmobile 54, Wayne & Lisa Weathers, Foster City

Elwood Hansen Most Elegant Open Award: 1933 Cadillac Series 452C V16, Aaron & Valerie Weiss, San Marino

Elwood Hansen Most Elegant Closed Award: 1934 Packard 1107 V12 Club Sedan: Allen & Ana Nelson, San Mateo

Franklin Templeton Investments Post-WWII Open Award: 1952 Ferrari 342/375 America, Art Zafropoula, Atherton

Franklin Templeton Investments Post-WWII Closed Award: 1961 Ferrari 400 Superamerica SWB






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## SPEC MIATA FESTIVAL WINNERS

BY SHERRY GRANTZ PHOTOGRAPHY BY CHUCK KOEHLER

*The Eighth Annual Spec Miata Festival took place at Sonoma Raceway in Sonoma on Saturday, September 12. Fifty-four Spec Miatas took to the track for some close racing over the three days and three races. Once again Mazda Motorsports graciously sponsored the Festival Race, handing out \$2000 in prize money to 12 drivers drawn at random in Impound.*



### MAZDA MOTORSPORTS \$ WINNERS

Dan Cooper - \$150  
 David Biggar - \$150  
 Darrell Adams - \$200  
 Glen Cherry - \$200  
 Greg Hoff - \$150  
 Helmuth Jones - \$250  
 Kenny Murillo - \$200  
 Mark Drennan - \$150  
 Michael Kwan - \$250  
 Nuno Goncalves Pedro - \$100  
 Tommy McCarthy - \$100  
 Tupper Hull - \$100

### ON THE PODIUM FOR EACH CLASS WERE:

SMT – Mark Drennan, Phillip Holifield and Jason Godfrey  
 SSM – Brian Cross, Kirk Uhrlaub and Kenny Murillo  
 SM – Tommy McCarthy, Kyle Hatchet and Ron Myska

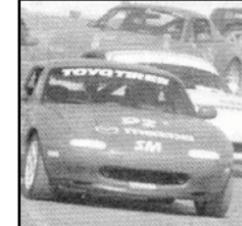
### SPEC MIATA FESTIVAL TOP 30

Pos	Class	PIC	Name	Hometown
1	SMT	1	Mark Drennan	San Jose
2	SMT	2	Phillip Holifield	Sonoma
3	SMT	3	Jason Godfrey	Menlo Park
4	SMT	4	Spencer Treneary	Berkeley
5	SM	1	Tommy McCarthy	Mountain View
6	SMT	5	Andrew Holifield	Redwood City
7	SMT	6	Michael LaBouff	Los Gatos
8	SMT	7	Tupper Hull	Sacramento
9	SMT	8	Angelo Zucchi	Napa
10	SMT	9	Leeson Grant	Danville
11	SMT	10	Glen Cherry	Vacaville
12	SSM	1	Brian Cross	San Francisco
13	SSM	2	Kirk Uhrlaub	San Anselmo
14	SMT	11	David Biggar	Napa
15	SMT	12	Scott Carter	Suisun City
16	SSM	8	Kenny Murillo	Santa Rosa
17	SSM	3	Brandon Miller	Mountain View
18	SSM	4	Dean Hadley	Redlands
19	SM	2	Kyle Hatchet	San Jose
20	SMT	13	Michael Kwan	San Jose
21	SSM	5	Helmuth Jones	Paradise
22	SM	3	Ron Myska	Fairfield
23	SSM	6	Nuno Goncalves Pedro	Half Moon Bay
24	SSM	7	Alan Gjedsted	San Francisco
25	SM	4	Ward Rose	Modesto
26	SSM	8	Darrell Adams	Mill Valley
27	SMT	14	Tim Sullivan	Danville
28	SMT	15	Jeff Page	Forest Ranch
29	SSM	9	David Anderson	San Jose
30	SSM	10	Gregory Hoff	Oakland

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**CHUCK KOEHLER**  
 PHOTOGRAPHY

**SCCA Race Photos**

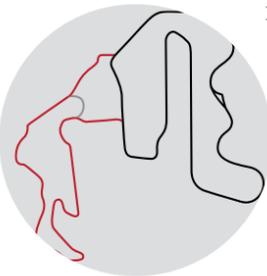
Come by our booth and check out the photos of your car on the track. We will have proofs shortly after your track time and prints by the end of the weekend We are your official SFR SCCA Photographers. Chuck Don & Kathy

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**Chuck Koehler 916-409-5205**

# THUNDERHILL REPORT

BY DAVID VODDEN



**EVERY ONCE AND AWHILE** anyone who is responsible for the bottom line of a business needs to ask the following question: "What business are we in?" In the case of Thunderhill you probably know that we are in the facility business. We rent a track and provide numerous services to men and women, clubs and organizations and

companies who want to use our tracks. This produces track rent. From this point we provide a laundry list of unique services that are important revenue streams to our business.

As an example, our biggest revenue stream for the company is rental fees. Food, fuel, merchandise, flaggers, officials, security, tires, plus a host of smaller items make up the money we collect in addition to track rent. This is why our schedule is so important and why booking the track is job one. This is why we want more Club races at our Club owned track and this is why we stress customer service and the creation of new sources of revenue. One of the best new sources of revenue ever created at Thunderhill were the garages. We have 27 garages and all but two are booked full time. At \$600 a month this is a significant and stable source of revenue for the track. Our garage tenants are so happy with the value they receive that they just stay and stay. We have very little turnover.

The other side of our business is the expenses incurred to do what we do. Since day one we have operated on the principle that everyone who works at Thunderhill does everything. Clearly we have areas of specialization but we all pitch in when one area or another needs extra help. By doing this we avoid

excess staff and the excess overhead that goes with too many people on the payroll. It is easy to overstaff. It is not so easy to create a team that will do, "Whatever it takes" to create a successful experience for the customer, all customers, and maximize the bottom line at the same time. We do that.

Another key element of what we do is our pricing. We price based on what the market will bear and have always done so. The idea that we should not charge, or charge the minimum

possible to avoid upsetting a mythical person, is absurd. We have never considered such a pricing policy despite the many people who feel that the track should be cheap, if not free. We would not be open today if we followed this oft-suggested pricing model and we certainly would not have a three-mile track, a two mile track, two club houses, shade canopies or any of the other improvements we have added over the years.

After years of dealing with the people that think that we charge too much it finally dawned on me that everyone who has ever expressed such a thought, was really saying that we should charge "Them" less. It is about them and what they want to pay and not about the track or the future of the track or anyone else who might ever want to use the track. It is purely selfish even if expressed in third person terms that suggest that the world would be a better place if they did not have to pay for this and that. This is the business of Thunderhill Park. It began in October of 1993 and has remained generally the same over the 23 years we have been in business. The plan is to continue.

Because you are reading this in The Wheel, the official house organ of the San Francisco Region of the Sports Car Club of America [SFR SCCA], you might ask yourself right now the following question: "What business is the SFR SCCA in?" Really! At the onset, the SFR SCCA was in the road racing business. Their mission was to plan, promote and execute semi-professional road races for member participants and spectators who paid to watch. The archives are full of stories about races at the Presidio in San Francisco, on the coast highway near Pebble Beach, in Stockton and Vacaville and Cotati and on and on. The San Francisco Chronicle used to cover SFR SCCA road races with great enthusiasm putting pictures of our winners on the front page of the sports section.

As with all things, times changed but the road racing remained real

serious, just one level below the professional stuff that got just a little bit more American press than we did. The local nature of the SFR SCCA and the name, San Francisco, often earned us better press than the big boys. When did this change and why. This would be a long and convoluted story. Is SFR SCCA road racing better and more rewarding today than it was in the past for all the men and women who do what it takes to own and operate race cars?

What business is the SFR SCCA in today? Is it viable. Is planning, promoting and executing road races of significance still part of the formula? What do you think? What will the SFR SCCA be like in ten years? Who will be leading the Club and making it better and stronger? Whose vision will provide the road map for success and define the future for the SFR SCCA? This is why asking the above questions is worthwhile. With solid, sound, global answers, the people in charge can do the job of making sure that the SFR SCCA continues to lead in the world of road racing in all its forms in the years ahead. Can we make this happen?

The world of professional motorsports has reached the culmination of yet another season of racing. If you watch racing, you know that the Indy Car Series is over and that Scott Dixon took the coveted title away from Juan Pablo Montoya in a tie settlement as a result of the double points and Dixon's win at Sonoma. The race was dramatic. If you were watching this drama unfold you saw a great show. All year long the Indy car races have been spectacular and even breathless at times. Crazy stuff you say. True. Next year will see the 100th running of the Indianapolis 500 in May at the Brickyard. This is an historically significant event of great magnitude. I hope you carve out the time to see this event and all the folderol and drama that it will provide. I plan to go!

The NASCAR people are in the midst of their ten-race playoffs called, "The Chase". This change in their age-old system of crowning

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champions was brilliant and has proven to be very popular with everyone involved. When it is over, the top four drivers racing at Homestead Raceway for the NASCAR title will be: Kevin Harvick; Jimmy Johnson, Matt Kenseth and Kyle Busch. I would love to see Jeff Gordon in this group, but it is too much of a long shot. I purposely left out Joey Logano, although he could win it all. Lewis Hamilton will win the Formula One title again with Nico Rosberg second and Mercedes the manufacturer champion. This is not a long shot at all even though there are a number of races yet to be run. The Circuit of the Americas will be drastically impacted by the Formula One race one week later in nearby Mexico.

Donny Schatz will win the World of Outlaws Sprint car title again. John Force will not win the NHRA Nitro Funny Car Championship at age 65. A Ford will win the Xfinity series in a world where Chevy and Toyota are king. A great many SFR SCCA 2015 class champions will be crowned, forever impacting each driver's life and only a few people will know.

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## 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](mailto:eric@boucherracing.com) or (408) 391-2310 for additional info. More pics at <http://tinyurl.com/onzmbjs> Asking \$29k. 1500

## 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 1500



#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 THill 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 fiberglass. 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



Noble M400 GT-1 For Sale or Rent. 110,000.00, Hoover Chan 925-455-1066 HooverC@turbohoses.com 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 Run-

offs 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@amtmotors.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



Mazda RX7 ITA, ITX, 2 sets wheels/tires. Tampico struts. Log book. asking \$3,200.00. Jason Webb 925-899-8712

## 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 re-buildable 1600 cc engine. \$7500. Contact Mike Neff at 916-448-3270 or proral@sbcbglobal.net. 1500

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 1501

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](mailto: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. Voden [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



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



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



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, Maz-dasped 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.

### 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



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 up-grades. 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. Barrytaylor@yahoo.com. (818)515-1946.

Unique 17 foot Hanson enclosed trailer for . The trailer is set-up to haul 2 Spec Racers. The box dimensions are 17' 6" by 101" wide, it is insulated and interior walls are lined with white aluminum. It has a work bench with cabinets and a built in toolbox in addition it has chemical and oil storage racks. It is wired for 110 volts and

has both 110 volt lights and 12 volt lights. Tires are new, and bearing have been re-packed. It has a unique hoist system that attaches to the roll cage and lifts one car up, load bars are installed and the upper car attaches to the load bars. When the cars are out of the trailer the entire inside of the trailer is open space. This trailer is in good condition and is built like a tank. \$5,500 Kevin Rogers, (916)744-1914, rogersk@crc.losrios.edu

### MISC FOR SALE

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

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.

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

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

For Sale: Goodyear Racing rain tires, 25.5-14x16 28.5-14.5x16, stickers (4 years old but never used) \$950, 707-769-8608

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



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

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.

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

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 shoes-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@sbcglobal.net

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@sbcglobal.net Bob Murphy Member 93387 (916) 962-3912murphfilm@sbcglobal.net

Goodyear New Radial Race Tires GT1. 2 sets medium compound R430, rear:28.5x14.5x16 & front:25.5x14x16, one set new - new never mounted, 2nd set scuffed in only no race time allowed to cure perfect and like new, both stored in dark & cool. Norcal - 20seaview12@gmail.com

11" x 17" plastic laminated color auto-graphed photos with driving records

on the back: Petty in a Ford, Pearson, Yarbrough, B. Allison, Baker; Waltrip, Foyt, B. Unser, Mears, A. Unser, Ongias, Dallenbach, Johncock, Sneva, Rutherford, D. Allison, Guthrie, Earnhardt, and more. \$10 ea, plus S/H. \$15.00.

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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 alangi@comcast.net.

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

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

SPACE AVAILABLE:Race/collector car, safe, central Berkley location. Easy access. \$150 per month. Jerry Burr (510) 459-7270

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

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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

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

### 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

### 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

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### PHOTOGRAPHY

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**-Todd Solomon**

Two weeks after earning his SCCA racing license, Todd entered and won a T2 category competition at Thunderhill Raceway Park! He has run in both SMG and T2 races in Northern California at Mazda Raceway Laguna Seca — where he took 3rd place in the more popular SMG class.

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