



# The wheel<sup>®</sup>

VOL. 58 | APRIL 2017

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

## FRESNO AUTOCROSS

p. 16

## SFR CHAMPIONSHIP SERIES SEASON OPENER

p. 18

## SFR SOLO ROUND 2

p. 26



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April 2017

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 Above: Fresno Solo, Justin Tang. Photo by Ric Quinonez

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

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### Builds



# 2017

# CALENDAR

## 2017 SFR ROAD RACING SCHEDULE

Any changes will be shown on [www.sfrscca.org](http://www.sfrscca.org)

### APRIL

#### MAJOR

April 1&2 | Thunderhill

### MAY

#### REGIONAL 3&4

May 6-7 | Regional 3 & 4 @ Thunderhill

#### FERRARI CHALLENGE

PRO SUPPORT

May 11-14 | Mazda Raceway Laguna Seca

#### SPRING CLASSIC

May 19-21 | Mazda Raceway Laguna Seca

### JUNE

#### TEST DAY & REGIONAL 5 & 6

SPEC RACER FESTIVAL

June 1-4 | Mazda Raceway Laguna Seca

#### REGIONAL 7 & 8 SPEC MIATA FESTIVAL

June 30-July 2 | Sonoma Raceway

### JULY

#### REGIONAL 9 & 10

July 28-30 | Mazda Raceway Laguna Seca

### AUGUST

#### PRE-REUNION

PRO SUPPORT

August 12-13 | Mazda Raceway Laguna Seca

#### REUNION

PRO SUPPORT

August 17-20 | Mazda Raceway Laguna Seca

### SEPTEMBER

#### REGIONAL 11 & 12

September 1-3 | Mazda Raceway Laguna Seca

#### IMSA

PRO SUPPORT

September 21-24 | Mazda Raceway Laguna Seca

### OCTOBER

#### PIRELLI WORLD CHALLENGE

PRO SUPPORT

October 12-15 | Mazda Raceway Laguna Seca

#### REGIONAL 13 & 14 SEASON FINALE

October 27-29 | Thunderhill

#### IT'S BACK!! RDC FOUR-HOUR ENDURO

October 29 | Thunderhill

## BAY AREA SOLO CALENDAR 2017

**PRO SOLO:** Crows Landing: April 22-23

**NATIONAL TOUR:**

Crows Landing: April 29-30

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**PHIL MUNOZ**  
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**TOM TURNER**  
San Ramon Area,  
925-389-6181

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Saturday/Sunday

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mileage  
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mileage  
Logbook for new car or  
re-issuing a  
Logbook is \$30 plus  
mileage.

## FRESNO CHAPTER 2017 CALENDAR

Event 3 - April 22

Event 4 - April 23

Event 5 - June 10

Event 6 - June 11

Event 7 - July 8

Event 8 - July 29

Event 9 - August 12

Event 10 - October 8 - Buttonwillow Kart Track

Event 11 - November 11

Event 12 Enduro - November 12

All events held at Fresno Fairgrounds, except

Event 10, which is at Buttonwillow Raceway.

## SACRAMENTO SOLO 2017 SCHEDULE

All events at San Joaquin Fairgrounds, Stockton

April 29 Round 3

April 30 Round 4

June 24 Round 5

June 25 Round 6

July 22 Round 7

July 23 Round 8

August 26 Round 9

August 27 Round 10

September 23 Round 11

September 24 Round 12

October 14 Enduro Practice

October 15 Enduro

## THUNDER ON THE WEST COURSE" PDX/TIME TRIALS

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### 2017 SCHEDULE

APRIL 30

JUNE 11

SEPTEMBER 10

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GO TO: [www.renoscca.motorsportreg.com](http://www.renoscca.motorsportreg.com) for additional information and register

Overnight parking Saturday night

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# ANNOUNCING, NO ANNOUNCING!!!

WHEELWORKS BY **BLAKE TATUM**

*If a tree fell in the middle of the forest and no one was around would it make a noise? We have all heard that theoretical question to which the answer is of course it would, but shy of some strategically placed recording equipment there is no way of proving it. The relevance to San Francisco Region road racing is: if we held a race and no one announced the race did it really happen?*

Somehow or another our board decided that announcing or doing the color for our races was not necessary. Apparently they received complaints that the public address system was annoying. Some people were complaining that all the noise was hindering their ability to do the job. According to some board members they have received several complaints regarding the constant barrage of noise coming from the public address system.

Because of these complaints it was decided that the region would ask our announce crew to only use the PA system for essential announcements, you know things like the speed in the paddock is slightly faster than a brisk walking pace; group six to pre-pre-grid; or we found some keys to a Tesla, please come up and identify. Naturally the people that agreed to be our announce crew decided that would not be very much fun so they decided to support the club in a different manner.

The worst part of this decision was it was based on a few complaints. There was never any research done on this matter. No one ever polled the driver's, no one ever polled the entire work force, no one ever asked the crews what they thought about this. So based on some complaints from a few people it was decided that the color or play-by-play announcing of the races would cease.

I do not know who was complaining, but I have to ask, if you are at a race track why would you expect there to be peace and quiet. When I go to the race track I look forward to the noise. I like the sound of the cars slowing down for the turn and accelerating down the straight. I like the sound of the tires screaming for adhesion. I like the sound of the announcer letting me know what the hell is going on. I like all of that. Asking the announcer to be quiet while a race is going on is like asking the sound technician to turn down the music at a rock concert!

As board members we have to keep in mind who

the customer is at the race track. It is not the volunteer work force. The people paying the bills are the drivers. They pay the entry fee that pays for the entire operation. So if there was ever going to be decisions that effect the driver's wouldn't you think that there would have been a formal polling of them to see what their thoughts are?

As a driver it does not make much sense to me to eliminate the race play-by-play. As a driver I want people to know how I am doing. I want my crew to hear my name on the loud speaker. I want my sponsors name announced. I want my wife to hear my name. All of these things are the sizzle that sells the steak. Once we decide not to announce the races we have become a track day club.

The announcers have a better view than most people at the track. They tell the audience what is happening on the other parts of the track.

In addition to satisfying the driver's need for an ego massage, the spectators need to hear the announcer describing the wheel-to-wheel racing. They need to hear the excitement in his voice. They need to understand that this is exciting edge-of-your-seat thrills. How are we going to create excitement if there is just a bunch of cars going around without anyone sharing describing what the driver is feeling, what the driver is thinking, and what the driver is trying to do? How are your race weekends going to sell new members or new drivers without someone explaining what is going on?

We are trying very hard to attract new members who will hopefully become new volunteers or new drivers. How do we do that without the buzz created by announcing the races? I just do not get how we came up with this decision.

But to be fair, our public address system could be toned down at the right time. We already shut everything down once the races are done for that day and do our best to have silence during the lunch break. I can understand if a

volunteer is trying to communicate via the radio with someone at the other end of the paddock and every time they try to talk there is someone blasting away. I get that, but I think the solution the board came up with was throwing the baby out with the bath water.

One thing we might need to look at is the ability to turn down or off certain speakers that are directly blaring into the ear of a particular group. I can see how a public address system stepping on your conversation could be difficult. So are some of the complaints justified? Most likely but you do not eliminate the most important part of the weekend to address those complaints. You come up with some compromises, you do not eliminate one of the best things about the weekend because of a few complaints.

Where do we go from here? For the short term, I am happy to say that the race play-by-play will return. I am happy to announce we once again have an announce crew. The long term solution will be a survey that will be designed so that as board members we can find out exactly what our members want from the announce crew.

So if you are in the same camp that I am, please participate and let the world know that a race without an announcer is like a tree falling in the middle of the forest.



David Vodden, Thunderhill CEO presenting a generous contribution to Regional Executive Gary Pitts for the San Francisco Region racing programs.

# DRIVER AND WORKER OF THE WEEKEND AWARDS

DOUBLE REGIONAL, MARCH 10-12 AT THUNDERHILL

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



**Paul Gilbert**  
**WORKER OF THE WEEKEND**

The Worker of the Weekend for the SFR Double Regional AV8 Super Cars at Thunderhill, selected by the Sound Crew, was veteran driver and worker, Paul Gilbert of Reno NV. He was commended for "Always stepping up and helping where needed." For the weekend, he was Chief of Worker Transportation, and also worked F&C on Turn 11 by himself. Well done, Paul, and Thanks!



**Nathan Pope**  
**DRIVER OF THE WEEKEND**

Nathan Pope of Fremont in Group 3B was selected as Driver of the Weekend by the Membership Team at the SFR Season's Opener, Double Regional 1-2 AV8 Super Cars. He was chosen for his exciting race in Group 3B Sunday afternoon, which had even Race Control on its collective feet at the window.

Nineteen-year old Pope gridded second in his little ITE Honda, and had quite the race with veterans Tom Wickersham Tom Wickersham No.01 in his big black T2 2012 Mustang and Darrell Anderson in No.50 T2 brand-new big black 2015 Mustang. Pope made a bold pass in Turn 14 on the last lap to pass both Mustangs and come in second overall. It was David besting two Goliaths.

Membership Chief, David Allen, had a front-row seat for most of the battle, running in fifth place in his No.29 SS 07 Mustang, until he pitted on Lap 11 of the 13-lap race, with a mechanical problem.

Young Nathan, a freshman studying physics at Harvey Mudd College, has been racing for three years. His Dad, David Pope is the Novice in the family, from this year's Driver's School, running his first SFR race weekend. Both race for El Dorado Motorsports.

David, ran No.23 1992 Honda Prelude in GroupDOW Three ITE (a small group) and Five STU (the largest group). He ran ninth for most of the Group Five race, making a pass on the last lap and setting his fastest race lap to finish eighth. David's joy and elation over that was only eclipsed by learning his son won Driver Of The Weekend. He took the news as Nathan had already left the track for spring break.

Well done Pope's father and son!

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# COURSE MARSHALS PUT SUPER DUSTER 2 INTO THE FLEET

Hi Dan,

Not sure if Chris shared this photo with you, we took delivery today of the new Hopper (#2).

Chris took time off and arranged to meet with Hugh [the manufacturer & deliverer] at Thunderhill to take delivery, and it worked out well as Hugh was able to assess the condition of Hopper #1 and make maintenance observations and suggestions. We will be sharing those maintenance items with you soon, but wanted to share with you and the rest of the Course Marshall team our excitement regarding the new equipment.

This is a great example of the commitment the SFRSCCA Board has made to making sure we have the very best equipment to do our jobs well. We truly appreciate your focus and support going forward!

Always the very best,

Don Landers III



# RUMOR MILL, AN OPEN LETTER

It sure is funny how a rumor can get started and how it takes on a life on it's own. SCCA lives and dies by it's ability to draw in volunteers to staff our many events. These volunteers take pride in the work that they do and have definitely earned the moniker "The region that knows how".

However as times have changed the influx of new people has dramatically slowed down. Every year the demands placed on the volunteer work force seems to increase with more dates and longer hours. As board members we certainly understand the work they put into supporting the club and the pride they take being a professional, knowledgeable group of people who's only reward is a lunch and a beer at the end of the day.

With the thought that the well will eventually dry up, an idea was floated to the chiefs at a recent meeting. The idea was to form a separate company that would staff professional races at Laguna Seca. The idea was that the people working for this professional company would get paid and therefore would at least get some sort of reimbursement for the expense they incur while volunteering for the SCCA.

Now this was just an IDEA, it was thrown out to the group for discussion purposes. It was never meant to be taken literally and it was never meant to be a threat to our existing status. It was just a doomsday planning exercise that was meant to get people thinking.

To put these rumors to bed the chiefs council met and drafted this letter. The letter is addressed to the Tech Crew but can apply to all the volunteer groups.

2/27/17 - To San Francisco Region SCCA Tech Crew

Re: "Pro Crew" Rumor

Hi all,

After a brief Chiefs' Meeting on Saturday evening and a follow up discussion with the Regional Executive, it has been concluded that this rumor of a "Pro Crew" in support of Pro events must be quashed.

This was never anything more than an idea that apparently took on a life of its own on social media. It was debated hotly online and became a fractious us-and-them issue which may have contributed to a couple of recent retirements. All in the absence of any real information. Discussing anything in a vacuum yields unpredictable results.

It's axiomatic among the math-challenged such as myself that  $0 \times 0 = 0$ . (Turns out that this can't be resolved.) Nevertheless, in this case  $0 \times 0$  resulted in the conclusion that "The Sky Is Falling". This is not the case: The sky is firmly in place.

To sum up:

- 1.) This "Pro Crew" was never more than an idea: Not a program; not a plan; not even a proposal.
- 2.) It's not going to happen.
- 3.) Please don't ask to sign up for it.
- 4.) Please don't quit because of it.

In fairness, this idea was floated in response to the very real concern that volunteer worker numbers are down. If you want to do anything at all for our Region, please do everything you can to recruit more workers. (Recruiting younger, good-looking workers has been suggested.)

Feel free to forward this to anyone else who needs to be informed. Let's put this fire out... Best,

Allen

(Allen Davis Chief of Tech)

Please put this one to rest as everyone knows the world is filled with too much fake news.

A note from Lynne Huntting: *The Saturday night Chiefs' gathering is called Chiefs' Council. That was the term the group decided upon. The Council will have a monthly teleconference. The issue of the unrest caused by the 'fake news' and rumors of the Pro Worker was the main topic of discussion at the inaugural Council Saturday night of Drivers' School, and consensus was that we all have to expend efforts to quash the concept and rumors, and move on. Eliminate the negative and accentuate the positive.*



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# NOTES

from the *Archive*

## LOTUS 7 SURVIVOR

BY GARY HORSTKORTA

In my January 2017 I wrote about that great production sports car from Colin Chapman, the Lotus 7. Then a few days ago I received an email from a former autocrosser, Lawrence (Larry) Trice who lives here in the Bay Area. Larry said he owns and drives a Lotus 7A on the street most every week, a car he bought in 1970 and has had for the past forty-seven years. We exchanged emails and arranged a time for a telephone conversation since I wanted to learn more about the history of his car.



Dave Rauch Laguna Seca

During our conversation, Larry gave me contact information for one of the cars early driver/owners, Don Stiver, also living in the Bay Area. I spoke with Stiver who added to the background Larry had given me to provide a pretty complete picture of the cars early racing days.



Trice with Lotus on a recent run to Yosemite

Stiver was an engineer working at the Lawrence Berkeley Lab and in his spare time helped maintain his friend Bob Bent's race cars. Bent had been racing since 1957 in a Corvette (1957-58), Austin Healey's (1959 -60) and a RAM Formula Junior (last two races in 1960). In 1961, Bent and Stiver partnered on the purchase of a new Lotus 7A through local Lotus dealer and friend, Rod Carveth. The car, in kit form, was air freighted directly from Lotus to Stiver's home where it was assembled and prepared for the upcoming racing season.

Stiver, explained he and Bent split the driving duties while running a full season in 1962. He ran the Regionals and Bent the Divisional races where he scored thirty-six points good at year end for fourth in F Production. With some success and seat time in the Lotus, the "team" was looking forward to the next season. To help

ensure they would be ready for the competition, they had Huf-faker Engineering bore the engine, perform some head work and install a hotter cam.



Don Stiver takes a victory lap Laguna Seca 1963



From a kit to SFR competition in 1962



Trice takes a run in the early 1970's

The 1963 season began in fine style with Stiver taking the Lotus to a first place finish at Stockton, then Bent reeled podiums in six straight races where he placed first four times and second, twice. Stiver finished the season with another first in October at Laguna Seca. In eight races the team scored six first place finishes and two seconds with Bent finishing first in F Production Divisional Points with one hundred eighteen. With the Lotus having won a championship, Bent and Stiver felt this would be a good time to sell the car which they did, but the buyers name has been lost over time.

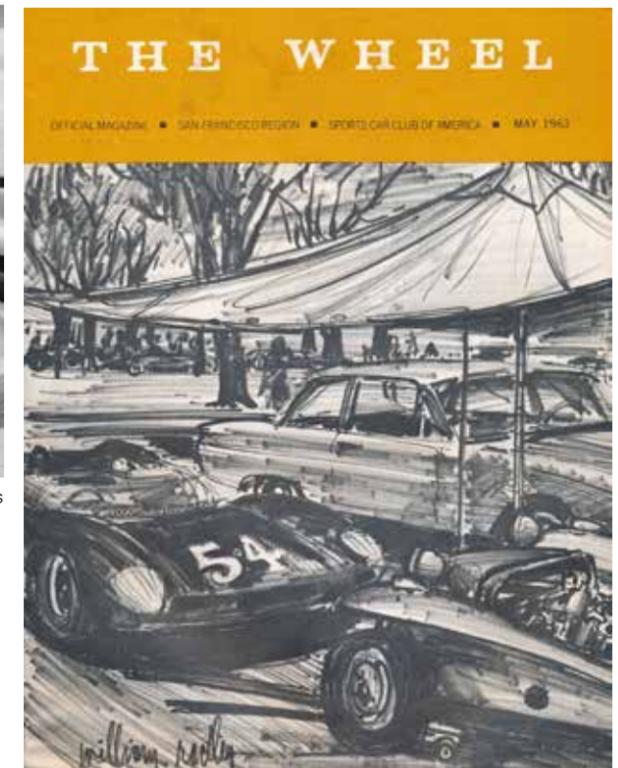
The Lotus reappeared in September 1969 in the hands of Dave Rauch at Sears Point where he finished fourth in F Production. He then ran four more races at Ontario, two at Laguna Seca and one at Vaca Valley with mixed results. At the end of the season, Rauch put the car up for sale where his ad was spotted by Larry Trice.

Trice competed in autocross with the Northern California Sports Car Council (NCSCC), running a Camaro but always liked the Lotus 7. He answered Rauch's ad

and bought the car which he ran in NCSCC events for the next several years before retiring the car to pursue a teaching career. Then in 1978, Trice received a call from Bent who asked about driving the car in a vintage race at Laguna Seca. Trice agreed and the car was prepared for road racing once again. Unfortunately it didn't go that well as on a fast section of the track, the transmission popped out of fourth gear causing Bent to lose control and smack a barrier damaging the car and send him to the hospital with several injuries. Trice took the damaged car home and parked it where it sat for the next thirty-two years.

In 2010, Trice decided to bring the car back to life and with the help of John Buddenbaum Fabrication, the bent frame tubes and other sheet metal were repaired or replaced. Trice added the necessary

components to make the car street legal and fifty years after the car arrived from England in a crate, it was back on the road where it is driven at least once per week. Thus proving the point that (some) old race cars never die, they continue to provide pleasure to their owners.



The Wheel - May 1963



Bob Bent Larry 1978 at Historics

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E  
STANDING

# THUNDERHILL PARK REVS UP FOR 2017

## PRE-SEASON TESTING BUSY AT THUNDERHILL PARK

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

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

## 2017 AT THUNDERHILL – BEST EVER?

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

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

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



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

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



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

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



Thunderhill from the air.

# SPRING CLASSIC MAY 19-21 AT MAZDA RACEWAY LAGUNA SECA

*Mazda Raceway Laguna Seca has added a new event to its 2017 schedule.*

*The Spring Classic will take place on May 19-21 at the fabled raceway.*

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

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

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

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

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

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

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

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

For more information and ticket prices, visit [MazdaRaceway.com](http://MazdaRaceway.com) or call 831-242-8200.



# FULL BODY CONTACT

BY BRUCE RICHARDSON  
SPECRACER ENTERPRISES NEWS

**SPECRACER FORD PRICING CHANGES** – A new price list for the SRF and FE/ESR was just announced and will take effect immediately. The price of the GEN3 and GEN3 Kits did not change. Some of the prices went down, most stayed the same, but some went up. Some examples of price changes are listed below. Note that this is the first price change in many years and it is nice to see that some prices went down and/or are staying the same. A list of the current pricing is available on the [accelracetek.com](http://accelracetek.com) website.

PART	OLD PRICE	NEW PRICE	CHANGE
Cast Front Wheel	\$349	\$320	\$29 savings
Cast Front Wheel	\$378	\$350	\$28 savings
Rotor, Vented	\$98	\$112	\$14 increase
Brake Pads	\$143	\$143	No change
Hubs	\$379	\$425	\$46 increase
Spindl	\$155	\$140	\$15 Savings

**GEN3 CLUTCH STATUS** - The New Gen3 Clutches are still in development. Currently the Tilton organic clutch material disk is the only one available. The torsional damped new version of the clutch is still under development and testing.

**GEN3 GEAR SETS** – A new small batch of straight cut spur gears are in production. This new batch of gears will be tested and if they meet requirements they will become available. Currently the helical gears are the only gear sets available.

**BRAKES** - The first set of the new Wilwood SRF Brakes will be delivered to SCCA-E soon. They will still need to be tested before they are shipped to customers so racers might see them this summer. The new “SRF Wilwood Caliper w/Bracket, Pins & Seals” part number 800038 and has a list price of \$392.

**G3 MUFFLERS** – The tail pipe may now be tack welded to the muffler to keep the muffler from twisting. Note that there is also a change to the rules on packing. The details are in the current GCR book.

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

SpecRacer SRF CSR News

**INSTAGRAM ACCOUNT** - We now have an Instagram account; #accelracetek. We posted photos from driver's school, the first race weekend, and the Major race. We plan to take interesting photos at all race weekends and other interesting SpecRacer events. Please feel free to follow us.

**SFR GRID SFR RACE 1 & 2** – The first race of the season was a blast. There was a total of 22 SpecRacers, 10 GEN2 and 12 GEN3's. The weather earlier in the week looked like rain but turned out to be sunny and pleasant the entire weekend. Both races ran with little or no yellow flags. Both races had an exciting start with cars running side by side up and into the crowd's nest. Photos from the weekend can be seen on the #accelracetek Instagram account.

**SPECRACER GRID**

**NEW WEBSITE SHOPPING CART** – We recently added the ability to purchase parts online with a shopping cart. This will allow you to order and pay, with a credit card, for parts online through the internet at your convenience. Parts ordered at night will be shipped out the next day. The site currently has most of the commonly used part and we will continue to add more if not all parts in the future.



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

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



**YOU CAN STOP BY THROUGHOUT THE DAY TO VIEW AND/OR PURCHASE YOUR PHOTOS.** To see photos online, go to [gotbluemilk.com](http://gotbluemilk.com)

The current gears and clutches are the only ones available and should be used final production of the gears and clutches are approved.

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

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

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Abel Ojeda. Photo by Amy Armes.

## EXCITING CHANGES ARE COMING TO FRESNO

BY KATHERINE FLATER

PHOTOS BY AMY ARMES AND RIC QUINONEZ

*The 2017 season for the SFR Fresno Chapter is underway, and it promises to be an interesting year!*

The 2017 season for the SFR Fresno Chapter is underway, and it promises to be an interesting year!

Event 1 took place on January 14 and was chaired by Ric Quinonez. The 2016 Awards

Banquet was on January 21 at the Cosmopolitan in Fresno and was arranged by Sanjay Singh. Most recently, the 2017 Performance Driving School was on March 18, followed by Event 2 on March 18. The club would like to thank Gary Lieb and Sanjay Singh, who were the event chairs for the school and Event 2 respectively.

There are some exciting event format changes starting with Event 3 on Saturday, April 22! Our chapter will be switching to a two run group format. Each run group will receive runs in the morning and in the afternoon. The morning runs will count for points, and the afternoon runs will



Jerry Kell. Photo by Ric Quinonez

not. At this time the total number of runs is at the discretion of the event chair.

There are many benefits of switching to a two run group format. First of all, this will allow better distribution of workers during our events so competitors don't have to work at undermanned stations. It will also allow us to provide a friendlier format for novices, as there will be more people around during their run group to provide instruction. Drivers have a great opportunity to test and tune at each event in the afternoon, instead of having to find a dedicated test and tune event. Since morning runs are the only runs that count for points, competitors that are not able to stay for the whole day will be able to leave at lunch. Finally, the elimination of the afternoon registration, tech, and driver's meeting will allow us to finish earlier than in the past.

Questions or comments? Login to our forum at [www.fresnoscca.com](http://www.fresnoscca.com) and give us some feedback!



Jimmy Au-Yeung. Photo by Ric Quinonez

Event 1 results are as follows:

In BS, Leon Bennett ran unopposed in his 2016 Ford Focus RS. In CAM-S, Ian Cline was first in his Chevrolet Corvette Z06, and Michael Gardner finished second in his 2012 Ford Mustang GT 500.

In CAM-T, Roger Oaks took first place over Tyler Oaks, both in a 1992 Chevrolet Camaro.

In CS, Craig Boyle ran unopposed in his 2000 Mazda Miata.

In DS, Gary Fazekas placed first in his 2015 Ford Mustang, Frank Vasquez came in second in his 2012 Mini Cooper, and Joshua Pranich placed third in his 2005 Mini Cooper S.

In ES, Dennis Feasel ran unopposed in his 1990 Mazda Miata.

In FS, Corky Schroeder ran unopposed in his 2006 Ford Mustang.

In FSP, Justin Tang placed first in his 1986 Toyota Corolla. He was followed by Jason Holden in second place and Luke Holden in third place, both in a 2008 Chevrolet Colorado.

In Indexed class, Jimmy Au-Yeung took the top spot in his 2006 Mitsubishi Evolution, Paul Newton placed second in his 2013 Mazda Miata, and Kurt Wong placed third in his 2013 Scion FRS.

In Ladies class, Pamela Schroeder ran unopposed in her 2006 Ford Mustang.

In Mod class, Gary Ratliff placed first in his 1969 VW Dune Buggy and Sanjay Singh in his 1964 Triumph Spitfire.

In SSM, Ahla Yang ran unopposed in his 2014 Subaru Impreza WRX.

In SSP, Gary McDaniel ran unopposed in his 2001 Chevrolet Corvette Z06.

In STR, Derek Hui placed first, Ruben Gonzalez finished in second place, and John Santiago came in third place. All competitors in this class were driving Honda S2000s.

In STS, Myron Ybarra placed first in his 1995 Mazda Miata and Eugene Cole finished second

in his 1999 Infiniti G20.

In STX, Clint Bustamante ran unopposed in his 2013 Scion FRS.

Event 2 results are as follows:

In BS, Ryan Zelinski placed first in his Honda S2000 followed by Larry Kirlin in his 2008 Porsche Boxster S.

In CAM-T, James West ran unopposed in his 1966 Chevy El Camino

In CSP, Ming Tang ran unopposed in his 1992 Mazda Miata.

In ES, Ken Vaughn took the top spot, followed by Richard Cadiente in second place and Gary Lieb in third place. All competitors in this class were driving Mazda Miatas.

In ESP, Justin Roberto ran unopposed in his 2002 Subaru WRX.

In FS, Keith Bullock finished first in his 2014 Ford Mustang, followed by Greg West in his 2016 Dodge Charger and Leonardo Saavedra in his 2016 BMW M235i.

In FSP, Jensen Tang placed first over Justin Tang, both in a 1986 Toyota Corolla.

In HS, Adriana Hernandez placed first over her co-driver Samantha Oaks, both in a 2017 Kia Soul.



Clint Bustamante. Photo by Amy Armes.



Rufus Connell. Photo by Amy Armes.



Keith Bullock. Photo by Amy Armes.



Pete Gabrelian. Photo by Amy Armes.

In Indexed class, Jimmy Au-Yeung placed first in his 2006 Mitsubishi Lancer Evolution SE, followed in second place by Ricardo Quinonez in his 2013 Scion FRS and Kurt Wong finishing in third place in his 2013 Scion FRS.



Helmuth Jones in his Orthopedic Associates of Northern Ca Sponsored Maita

# AMERICAN V8 SUPERCAR SEASON OPENER

## REGIONAL 1 AND 2 - THUNDERHILL RACEWAY

BY LYNNE HUNTTING PHOTOS BY GOTBLUEMILK.COM

### GROUP 2A

Group Two, 'Wings and Things' was the smallest subscribed group, with seven entries, including one driver all the way from Bigfork, Montana. It may have been small, but it was the fastest group. There are ten classes in Group Two, with four classes represented in the race.

Six of the seven cars started the race, with Steve Baumhoff as a DNS in his No.61 FA 2004 Off Constantly Racing Elan Star Mazda.

Pole Sitter Jeff Lederman in P1 No.55 Joseph & Cohen Professional Corporation 2004 Stohr WF1 Conversion was jumped by Charles Chi in No.98 P1 2016 Norma M20FC, but he regained the lead on the second lap and never looked back. His Margin of Victory was 28.980 ahead of Chi, and he also turned the fastest race lap of 1:42.139/101.015 mph. They were the



Sandwiched in between #01 Tom Wickersham and #50 Darrell Anderson is #24 Nathan Pope

only cars on the lead lap. Except for that pass on the first lap, the drivers all finished where they started.

Robin Riner won FS Class in No.91R&D Builders 1998 Mazda Formula. On his victory lap, Riner stopped in Turn Two and presented his checkered flag to F&C worker, Bob Tousanint.

FM Class was won by Ritchie Hollingsworth in No.14 Ibis Cycles, Ride More Work Less 1995 Mazda Formula. Steve Bresee won P2 Class in No.5 Monogram Plus 1999 Radical ProSport.

### GROUP 2B

Group 2B had six starters in four of the ten classes

Jeff Lederman of Vacaville had the pole position again, in No.55 P1 Joseph & Cohen, Professional Corporation 2004 Stohr WF1 Conversion. He led flag to flag, and turned the fastest race lap of 1:43.336.

Charles Chi of Nevada in No.98 P1 2016 Norma M20FC started second but pitted for two laps, moving everyone up one position. Chi finished fifth overall, second in class.

Robin Riner in No.91 R&D Builders 1998 Mazda Formula finished second overall, and first in FS Class. FM Class winner was Ritchie Hollingsworth in No.9 Ibis Cycles, Ride More, Work Less 1995 Mazda Formula. Steve Bresee didn't qualify and started last. He moved up to fifth for five laps before being passed by Chi, but won P2 Class.

### GROUP 3A

Group Three A includes 15 classes, but only five were represented this weekend: ITE, GT2, SP, SS and T2. There were twelve entries including two families - Pole Sitter (and late entry) Sean Wheeler in ITE No.66 TC Design 1987 BMW, and wife, Novice Elizabeth Wheeler in T2 No.06 AV8 Supercars 2007 Ford Spec Mustang; and young Nathan Pope driving ITE No.24 El Dorado Motorsports 1991 Honda CRX, and father, Novice David Pope in ITE No.23 El Dorado Motorsports 1992 Honda Prelude.

Sean Wheeler of San Jose CA had the pole, and led every lap but the first. Joe Montana in SP No.88 J.Bews Racing and Fabrication 2010 Ford Fusion got the jump on Wheeler for Lap One after starting second. But Sean Wheeler regained his lead position and led until the end of the 13-lap race, winning by 1:01.572. He also turned the fastest race lap of 1:55.079/86.657 mph. Montana came in second, winning the SP class.

Runner-up Montana, from Colfax, won SP class. David Allen of Cupertino won the SS class, finishing sixth overall.

Tom Wickersham of Piedmont CA set a new track record for the T2 class of 1:59.537, winning that class in No.01 Competition Autowerks 2012 Ford Mustang. He started and finished third overall.

Darrell Anderson, whose AV8 Super Cars sponsored the weekend races, finished fifth overall and second in ITE. He had started from the last row as his qualifying times were disallowed when he ran afoul of the sound meter. He gained five positions by Lap Two, and by Lap Three he was running fifth.

Starting last beside Anderson was Bruce Trenerly in No.2 SP Fantasy Junction, Import Automotive 2002 Acura RSX, who didn't qualify. Trenerly moved up two positions by Turn Three of the first lap, and finished ninth overall, second in SP.

The top Novice was David Pope finishing fifth in ITE and tenth overall. The other Novices, James Fulton in No.55 ITE 2002 Mazda Miata finished fourth in class, eighth overall; and Elizabeth Wheeler, finished third in T2, twelfth overall

All 3B cars finished, with six on the lead lap, and the rest one lap down.

### GROUP 3B

Group 3B had a smaller field - ten starters of 12 entries, but it was one of the most riveting races on Sunday. Sean Wheeler in No.66 ITE 1987 TC Design BMW again had the pole position and led flag to flag, with a 0.31.957 Margin of Victory ahead of Nathan Pope in No.24 1991 El Dorado Motorsports Honda CRX, also in ITE. It was Pope's race with third and fourth place finishers that was the story of the race. While Wheeler ran away from the field,



#69 Jeff Jorgenson and #10 Ethan Shippert



#92 Brandon Miller and #03 Leeson Grant



#80 Jeffrey Pietz



Start of Group 3 race with #66 Sean Wheeler leading the pack.

a fierce battle was going in his rear-view mirror, between Pope, Darrell Anderson in No.50 T2 AV8/Hoosier Tire 2015 Ford Mustang, and Tom Wickersham in No.01 T2 Competition Autowerks 2012 Ford Mustang, who gridded third and fourth, respectively.

Pope held onto second position for the first four laps, before being passed by Anderson and Wickersham. For two laps Pope nipped at their heels like a little Jack Russell terrier after two Clydesdales. On Lap Seven Pope passed Anderson; and for the next seven laps Pope was the filling in a Mustang sandwich.

On the last lap going into Turn 14, Nathan made a bold outside pass and led the Mustangs to the checkered flag. It was a good and hard-fought

race. And as they say, the crowd went wild! For his good clean but nail-biting battle, he was selected Driver of the Weekend.

The top four of ten finished on the lead lap. Pope turned the second fastest time of the race - 1:59.736, behind Wheeler, who's fastest lap was 1:56.634/88.461 mph.

Wickersham took T2 Class honours; Mat-

thew Insley was top in GT2 driving No.42 Pontiac Firebird; Bruce Trenery claimed SP Class in No.61, a borrowed 1990 Mazda Miata after his original entry, No.2 Fantasy Junction, Import Automotive 2002 Acura RSX, had issues; and David Allen took the SS Class checkered flag in Pit Lane in No.29 SFR Volunteers 2007 Ford Mustang.

Nathan's father, David Pope was the top Novice in the race, finishing third in ITE in No.23 El Dorado Motorsports 1992 Honda Prelude. He finished sixth overall, after running seventh for ten of his 12 laps.

#### GROUP 4A

Group 4A for Formula Cars had four of its six classes represented. Twelve of the thirteen entries started.

Pole Sitter Scott Vreeland of Livermore led every lap, turned the fastest lap of 1:46.426/96.946mph and had Saturday's largest Margin of Victory of 1:39.283. He drove No.51 FC 2001 Redhorse Constructor/Porter Racing/BV Training Van Diemen.

Ethan Shippert of Petaluma in No.10 Veloce Motors West FF 2001 Van Diemen RF01 had a character-building day. First he spun on the Pace Lap for which he was penalized one finishing position for regaining position. On the second lap he had no place to go when Tim Fass of San Francisco spun in Turn 11 in No.34 Fass Bros Racing 1996 Van Diemen. Fass lost a wing and spun again. Both cars recovered and continued, with Shippert on track and Tim Fass pitting for wing replacement.

Jeff Jorgenson of San Francisco won F5 Class and also gained the most positions in the race - four, to finish third overall in No.69 Veskimo Cooling 2004 Novakar JW-10. Steve Meyer won FF in No.48 Porter Racing 1998 Swift DB-6/Honda, finishing sixth, but moved to fifth after Shippert's penalty.



#82 Bob Murillo

Michael Edick of Pine Grove won CF Class in No.36 MTE Engineering 1976 Le Grand Mk21. The two Fass brothers, Tim and Geoffrey of Bellingham WA in No.85 Fass Brothers Racing 1996 Van Diemen each retired after seven laps. They were only entered for Saturday's race.

#### GROUP 4B

Group 4B for Formula Cars had eight starters in four classes of its six classes - FC, F5, FF and CF. Scott Vreeland again had the pole position, led every lap and turned the fastest race lap of 1:47.177. He won FC and overall in No.51 Redhorse/Porter Racing/BV Training 2001 Van Diemen.

Jeffrey Pietz in No.80 FC Cleveland Infant Care 2008 Van Dieman DP 08 ran second all race and finished runner-up overall and in FC Class.

Jeff Jorgenson started fourth in No.69 F5 Veskimo Cooling 2004 Novakar JW-10 and moved up to third, where he finished first in Class and third overall.

Ethan Shippert fared better the second time around. He won FF Class, starting third and finishing fourth overall in No.10 Veloce Motors West 2001 Van Diemen RF01. He and Jorgenson swapped places on Lap Two. The top four overall were on the lead lap of the 14-lap race.-189 for

Michael Edick won CF in No.36 MTE Engineering 1976 Le Grand Mk21. He started seventh, dropped back to eighth, then moved back up to finish the last three laps in sixth place.

#### GROUP 5A

Group Five has 14 classes, of which nine were represented in the entries, with 37 entries, 35 qualifiers, and 34 starters in the race in eight classes - ITS, ITA, ITX, ITR, FP, STL, STU, SMG, and AS. There were two Novices in the race, Sushanth Sureshkumar and Elizabeth Wheeler. Group 5A had the dubious honor of having two Pace Laps, as some jumped the gun and the rest were really strung out.

Pole Sitter Roger Eagleton of Burlingame led every lap in No.30 SMG Hooked On Driving 2008

Ford Mustang and turned the fastest race lap of 2:00.493/85.628 mph. His Margin of Victory was 19.927 ahead of runner-up and STU winner, Bob Bradfield of Aptos in No.36 Bobcat Bicycles/Rusty's Repair 1997 Mazda RX7. Tim Auger of Monterey was STL Class winner and third overall in No.07 augersmiles.com/Baja Cantina, Invisalign 1992 Acura Integra.

There was momentary excitement after an accident between Terry Gibson in No.35 ITA 1993 Mazda Miata and Clint deWitt in No.54 ITR Top 1 Oil 2003 BMW Z4. DeWitt continued the race, while Gibson limped into the pits, smoking heavily. The Pit Fire Marshals responded and Gibson got out of the car OK. Gibson got back on course and finished, three laps down. DeWitt finished one lap and won ITR Class honors.

After another accident involving Mike Cary in No.53 ITS Cary's Redding Tire & Auto 1987 Mazda RX7, he was penalized and was credited with a second place finish in ITS, giving the checkered flag to Ray Meister in No.66 Huffaker Engineering 1972 MG Midget.

Albert Correia won FP Class honors, seventh overall, in No.60 Integrity Windows & Doors, JC Machining Inc, Hawk Performance 1973 Porsche 914.

Glen Cherry of Vacaville drove his No.81 OTR 1997 Mazda Miata to victory in ITA Class, the largest subscribed class in the group, with 13 entries and 11 starters. ITX Class winner was Derek Stewart of Colfax in No.17 Brake Late Racing 1999 Mazda Miata. In ITS Class, it was Joe Kalinowski as winner, driving No.55 New York Rock Exchange 1999 Mazda Miata.

Sixteen drivers finished on the lead lap. There

were no starters in AS Class.

The top finishing Novice was Sushanth Sureshkumar, ninth of 13 ITA entries, driving No.99 A Plus Racing 1991 Mazda Miata. Novice Elizabeth Wheeler finished fourth in SMG in No.06 AV8 Supercars 2007 Ford Spec Mustang. She also raced this car in Group Three.

#### GROUP 5B

Group 5B had fewer starters on Sunday than Saturday. Twenty-nine started the race, and there were all familiar faces with the checkered flags on



#4 Frank Valente getting a different view of the racing



#64 Mike Smith sets a new track record for SRF3 en-route to victory



#24 Jeff Page

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Alfa Romeo '62 Spider	Mazda '70 Cosmo Sport
Aston Martin '52 DB2 Vantage	MB '55 300SL Gullwing
BMW '80 M1	MB '57 300SL Roadster
Cisitalia '46 D46 Monoposto	Nissan '70 Fairlady Z432
Citroen '72 SM	Porsche '58 356A Coupe
Ferrari 250 TR61 Recreation	Porsche '62 356B T6 Cabriolet
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victory laps.

Pole Sitter Roger Eagleton did it again, leading from flag to flag to win overall and SMG Class in No.30 Hooked On Driving 2008 Ford Mustang. And he set another fastest race lap time of 2:01.346.

Runner-up was Bob Bradfield, winning STU Class in No.36 Bobcat Bicycles/Rusty's Repair 1979 Mazda RX7.

Coming in third was Tim Auger, who started 28th after not qualifying, handily winning the Hard Charger award, gaining 25 positions, 15 of them on the first lap, and another five by Lap Two. He reached He won STL Class in No.07 augersmiles.

com, Baja Cantina, Invisalign.

Albert Correia won FP Class, finishing eighth overall, in No.60 Integrity Windows & Doors, JC Machining Inc, Hawk Performance 1973 Porsche 914, the second oldest car in the group.

ITA Class was won again by Glen Cherry, driving No.81 OTR 1997 Mazda Miata, coming in eleventh. Derek Stewart in No.17 Brake Late Racing 1991 Mazda Miata won ITX, fourteenth overall. ITR Class and twenty-first overall was taken by Clint deWitt in No.54 Top 1 Oil 2003 BMW Z4. Mike Cary won ITS Class in Cary's Redding Tire & Auto 1987 Mazda RX7. There were no AS starters.

Sushanth Sureshkumar was again the top Novice driver, finishing eighth in ITA in No.99 A Plus Racing 1991 Mazda Miata. Elizabeth Wheeler did not start.

#### GROUP 6A

Group 6A is SRF and SRF3 Classes with 23 entries and 22 starters, including two Novices, both in SRF3. Pole Sitter Mike Smith of San Jose put on a race school class, leading from the Green to Checkered Flag, and breaking the track record not once, but twice during the 13-lap race. His fastest lap in No.64 M&L Racing 2000 Ford SRF3 was 1:59.236/86.531mph, and his Margin of Victory was 5.934. Runner-up was Bill Jordan of Rough & Ready CA in No.7 SRF3 1984 Spec Racer, who had set a new fastest lap early on. The two had a nice race, with Jordan catching up in the corners and Smith stretching his lead on the straights.

The front pack of SRF3's was tight with close racing, as was the mid-pack front-running SRF's.

The battle for top SRF between Connor Solis of Prunedale in No.22 Accelracetek Performance and Hank Raymond of South Lake Tahoe CA in No.28 TahoeAutoRepair.com Spec Racer Ford was nose to tail, with challenges coming from Nei Ng of San Francisco in No.48 CSR Performance SCCA Enterprises Spec Racer Ford. They finished 1-2-3, eleventh thru thirteenth overall.

With the heated competition, there were a few spins and offs, but no harm, no foul.



#57 Bill Booth duking it out with #7 Bill Jordan

The top Novice was Dustin Decker, son of veteran DSR driver, Paul Decker. Despite a spin on the last lap coming into Turn 10, the highest steepest bank on the course (four percent banking) Dustin finished tenth in No.89 Decker Sports Racing SCCA Enterprises Spec Racer Ford Gen 3. The other Novice, Vasili Strattonon of Monte Sereno finished 11th in SRF3 Class in No.69 2012 SRF3.

After the race, winner Smith, who only was entered for the Saturday race, took his checkered flag home to his son Parker.

#### GROUP 6B

Group 6B for SRF3 and SRF was the first group to have a Full Course Yellow all weekend to remove a hazardous stranded car. The Race Control Stewards had nothing but praise for the team work and nice job all around by the leader and the pack, as well as the Car Driver, Gary Meeker and the corner workers who got their flags up promptly. This allowed the leader, Bill Booth of Cupertino in No.57 2016 SCCA Enterprises Spec Racer Gen 3 to acknowledge the situation and immediately slow down the pack, allowing the Safety Car to segue out in front right at Start-Finish. The whole exercise only took three minutes to clear and get back to racing.

A lead change on Lap Eight going into Turn One saw Pole Sitter Bill Jordan regain his top position, after being passed by Booth at the Start. The SRF3 driver from Rough & Ready in No.7 1984 Spec Racer SRF led the final five laps to the Checkered Flag. Booth was runner-up and third in SRF3 was Court Cardinal of Nevada in No.88 United Truck Dismantlers 2000 SCCA Enterprises Spec Racer Ford.

The top Novice driver was teenager, Dustin Decker in No.89 Decker Sports Racing SCCA Enterprises Spec Racer Ford Gen 3 in fourth overall and class.

The same three SRF drivers were tops in class, but in different order for second and third. Connor Solis was again first in No.22 Accelracetek SCCA Enterprises SRF, seventh overall. Nei Ng in

No.48 CSR Performance SCCA Enterprises Spec Racer Ford was second, ninth overall, followed by Hank Raymond in tenth overall, driving No.28 TahoeAutoRepair.com Spec Racer Ford.

The other Novice driver, Vasili Stratton only ran two laps before retiring.

#### GROUP 7A

Group 7 was the largest field, with 41 entries in SMT and SM Classes, all Mazda Miatas, with Hoosier and Toys Tires. It also had the most Novice drivers - six.

Newbie SFR driver, Nick Sommers of Nevada City

CA dominated the Group and SMT Class all weekend. He had the pole for Saturday's race, led every lap and turned the fastest race lap of 2:08.487/80.301mph. This was Sommers very first encounter with SCCA and SFR, having come from karting and NASA. Although he is not yet 18 years old, his four years of driving experience counted for something. Due to track age limitations, Thunderhill has been the main track on which Nick has raced. After experiencing difficulties getting through the SCCA licensing process, Nick's father, Greg Sommers - who had to sign a Minor Waiver to allow Nick to race - was referred to NorPac Driver Licensing Administrator, Gary Meeker. After evaluating Nick's prior experience, Meeker was issued a Competition License, not just a Novice Permit. He repaid the trust and won two poles, two races and set one fastest race lap. According to Greg Sommers, "It was amazing how Meeker cut through the red tape and quickly got Nick his Competition Licensed, based on his prior experience."

Saturday's race had 36 starters. Sommers qualified his No.83 SMT Pete's Welding & Machine 1993 Mazda Miata ahead of many veterans including fellow high-school senior, Tommy McCarthy, who has two years Mazda racing experience and grid-ded second overall and first in SM Class in No.23 Du-All Safety 2001 Mazda Miata. Sommer said the SMT Miatas run on Toyo Tires, which he said are harder and slower than the Hoosiers on which the SM Miatas run.

The race was caution free, with just a few offs. McCarthy pushed Sommers, until he had differential problems and pitted on Lap Five. This was his third engine this month, after blowing one in pre-race testing, and another one in practice. Among those helping McCarthy replace his engines were Sommers, along with another high school senior classmate of McCarthy, Novice-JD Medlin in No.95 SMT 1990 Mazda Miata.

Sommers Margin of Victory was 15.340 ahead of Tim Auger in No.07 SM augersmiles.com, Baja Cantina, Invisalign, who also ran Group Five. Third through fifth were Roland Kamber in SMT No.90 Precision Identity/Larry Oka Racing



#76 Rob Fuller



#10 Ethan Shippert in his Veloce Motors West Van Diemen

1990 Mazda Miata, David McAnaney in No.45 SMT 1990 Mazda Miata, and Michael LaBouff in No.04 Off the Stick Fresh Grill SMT.

The top Novice was Medlin, who finished 13th overall and in SMT Class. All six Novices finished the race.

#### GROUP 7B

Group 7B started out with the same three Miatas in the top spots, with young Nick Sommers taking his second pole position of the weekend in No.83 SMT Pete's Welding & Machine 1993 Mazda Miata. Fellow teenager and third-generation racer, Tommy McCarthy was on the front row, having repaired yet again his No.23 Du-All Safety SM 2001 Mazda Miata, and Tim Auger starting third in No.07 SMT.

The leaders had a tighter race this time, with McCarthy dogging Sommers lap after lap. McCarthy was passed briefly by Auger, but quickly regained his position; and passed Sommers on Lap Eight to lead for two laps before Sommers retook his position. The race to the Checkered Flag was breathtaking, literally a photo finish the closest neck to neck Checkered Flag dash of the weekend - 0.183 Margin of Victory. Thank goodness for workable transponders.

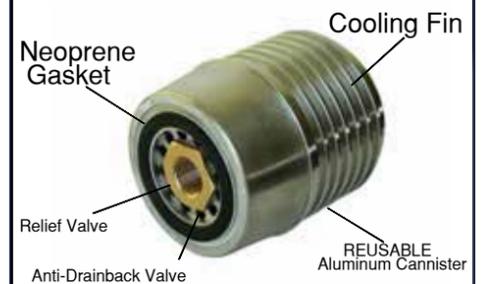
Sommers won overall and first in SMT Class. McCarthy finished runner-up and first in SM Class.

Third overall and second in SMT was Roland Kamber in No.90 Mazda Miata. Fourth and fifth were Auger and McAnaney.

The race was caution free, with 27 of the 34 starters finishing on the lead lap, and only one driver retiring early.

Michael Spitz was the top Novice driver of six in the race, racing No.27 SMT 1999 Mazda Miata, finishing 11th in Class of 19 in class and 18th overall.

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## TRACK NIGHT STARTING LINE EVENT AT THUNDERHILL

*New SCCA Track Night Starting Line Program Puts People on Performance Path*

TOPEKA, Kan. (Feb. 24, 2017) -- For four years now, the SCCA's Starting Line school has introduced people to autocross and techniques required to excel in the sport. In 2017, the SCCA® is expanding its Starting Line school to include

instruction at select Track Night in America® Driven by Tire Rack events.

Track Night in America Starting Line is a performance driving school designed to get

participants up to speed on car control techniques, track driving etiquette, and preparation for track events. The program focuses on the experience of having fun with cars and encourages drivers to evolve at their own pace.

At Track Night Starting Line, drivers have a professional instructor in the car with them to practice the foundations of performance driving in a controlled environment before hitting the track. Tom O'Gorman, Track Night Starting Line lead instructor and the 2016 Pirelli World Challenge TCB Class champion, said students can expect one-on-one instruction with a focus on acceleration, braking and cornering techniques applicable to track driving. There will be helpful "Chalk Talks" to discuss performance driving and car control, as well as track driving protocol and concepts. Starting Line instructors are then available to students for an entire Track Night in America Driven by Tire Rack event.

"With Track Night Starting Line, automotive

enthusiasts get valuable, personalized instruction on the very same day as their Track Night in America experience," O'Gorman said. "Of course, what people learn during Starting Line will be of value on the track. But a lot of what is taught will also make people better drivers on everyday streets."

Track Night Starting Line is priced at \$325 per entrant and includes coaching, SCCA membership, subscriptions to Sports-Car and Grassroots Motorsports magazines, and entry to a Track Night in America Driven by Tire Rack event. Ten Track Night Starting Line events are planned for the early part of the year, and registration for those events will open Monday, Feb. 27 at 8 a.m. Central Time. An up-to-date calendar can be viewed at the Track Night Starting Line webpage. Additional sessions will be added, but the current schedule is as follows:

- April 5: Atlanta Motorsports Park; Dawsonville, Georgia
- April 11: Motorsports Ranch; Cresson, Texas
- April 13 Thunderhill Raceway Park; Wil-lows, California
- April 13: NOLA Motorsports Park; Avon-dale, Louisiana
- April 19: New Jersey Motorsports Park; Millville, New Jersey
- April 20: Heartland Park Topeka; Topeka, Kansas

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- April 25: Thompson Speedway Motorsports Park; Thompson, Connecticut
- May 11: Pittsburgh International Race Complex; Wampum, Pennsylvania
- May 16: Palm Beach International Raceway; Jupiter, Florida
- May 17: The Ridge Motorsports Park; Shel-ton, Washington

Track Night in America is a non-competitive, no-stress, entertaining, easy and inexpensive way for nearly anyone who loves cars or motor-sports to get on a real racecourse in their own vehicle during weeknights. All that is required is that participants be at least 18 years old with a valid driver's license and have access to a helmet and street car in good working condition. No previous on-track experience or SCCA mem-bership is required to join in the fun. Drivers participate in the Advanced, Intermediate or KONI Novice Experience group so on-track activities remain fun for all, and everyone gets three 20-minute sessions on course -- as well as feedback from SCCA driver coaches on site. Admission is free for people who just want to

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stop by and watch the fun, and leisurely circuit parade laps are provided for all Track Night in America guests.

For more information about Track Night Starting Line, visit <https://www.scca.com/pages/sl-track>. More information about SCCA Track Night in America Driven by Tire Rack can be found at [www.TrackNightInAmerica.com](http://www.TrackNightInAmerica.com). Additional press releases can be found at the Track Night in America press page; and FAQ, logo and photos located online at the Track Night in America media kit.

## APRIL 13 - THUNDERHILL RACEWAY

*Advanced, Intermediate and Novice groups: \$150 / \$125*

*Track Tour Laps and Spectating: FREE!*

To register for the Starting Line Track School (including Track Night), click here: <https://www.scca.com/events/1987964-starting-line-tnia-thunderhill-raceway-park>



Robert Marcy lifts the inside front on his 1973 Datsun 1200, finishing 2nd in DP.

## MARINA AIRPORT FOR ROUND 2 OF SFR SOLO II

BY RYAN PANLILIO PHOTOS BY PAUL TIBBALS

One-hundred and thirty-one drivers participated in the second autocross of the season that was held at Marina Airport on March 12, 2017. The event was chaired by Kevin Bui and Hugo Diaz, and the course was designed by Tony R. and Jonathan Stroud.

Dusty Perryman just barely eeked out first place in AS by 0.081 seconds over Arvin Silvestre. Perryman was in his 2008 Saturn Sky Redline, Silvestre in a Z06 Corvette.

It was an all-Ford Focus RS show in BS, with Larry Sharp leading in his '16 model. Navid Kahanghi was a close second in his '16 model, and John Leckrone rounded out third in his '16 model. Jamie Leckrone ran uncontested in BSL, also in a '16 Focus RS.



Bob Traina takes 4th in CAM in his 1969 Camaro.

Michael Butler finished in first place in CS in his '16 Mazda Miata. He was quickly followed in second place by David Peterson, also in a '16 Miata.

Erik Acks led the Toyobaru twins in DS in his '13 BRZ. Jonathan Stroud took second in his '13 Scion FRS, while Kurt Wong rounded out the top three in his '13 FRS. Katherine Flater ran uncontested in DSL in a '13 Toyota Scion.

It was a one-model podium in ES. Zach Heidepriem took first in his '94 Miata. He was followed by Craig Boyle, also in a '94 Miata. Edison Tran finished third in his '99 Miata.

Michael Do Couto, in his '10 BMW M3, finished in first place in FS. Dan Pellow bested co-driver Stephen Hare for second place. They were splitting seat time in a '02 Chevrolet Camaro.

Howard Yang took first place in GS in his '16 Focus ST. Al Anderson, in a '03 VW GLL, came in second, with Michael Marven rounding

out the top three in his '14 BMW 320i.

Evan Millitello handily finished in first place in HS in his '14 Ford Fiesta ST. James Brassill came in second in his '15 Fiesta.

Eric Lam, in a '15 Porsche GT3, took first place in SS. Following close behind him was Monty Pack in a '14 Porsche GT3. Karlton Lew took the last podium spot in a '15 Porsche GT3.

John Paulsen ran uncontested in JA in his '09 Beril Kart.

Jonathan Jarrett took first place in JB in his CRG over Isabella Carothers, also in a CRG.

Jake Obniski led the way in American iron in his '96 Ford Mustang in CAM class. He was followed by Maury Green in a '08 Mustang GT. Andrew Probert, in a '70 Buick Skylark Custom, finished third.

Alex Muresan took the lead from his first run to take first place in SSR in a '11 Porsche GT3. He was followed by co-driver Tiberiu Muresan in second place. Alan Miller rounded out the top three in his '08 Corvette Z06.

Drew Mathers edged out Patchara Charoensiri



Derrick Gonzales pilots his 1985 Mazda RX7, good for 12th in ES.



Dusty Perryman takes 1st in AS in his Saturn Sky Redline.

for first place in STF. Mathers was in a '07 Honda Fit, Charoensiri in a '12 Honda CR-Z.

Troy Jennings led the one-model STP class in his '14 Mustang GT. He was followed by John Fabela in a '15 Mustang GT, with Leon Weinroth taking the last podium spot in his '14 Mustang V6. Kim Jennings ran uncontested in STPL in her '15 Mustang Turbo.

The all-droptop STR group was led by James Laeno in a '13 Miata. Kendall Barr followed in second in his '94 Miata, with Julian Koev rounding out the top three in his '02 Porsche Boxster.

Manuel Ruiz took first place in STS in his '90 Miata. Randy Krider spoiled an all-Miata podium by taking second in his '89 Honda Civic Si. Damian Huertas took third in his '90 Miata. Seajae Jennings was the lone competitor in STSL in her '96 Miata.



Vin Nguyen takes 4th in DM in a Exomotive Exocet.

Hal Dorton, in a '03 BMW M3, finished in first place in STU. He was followed by Paul Tibbals in a '06 Subaru WRX Sti. Diane Dorton rounded out the top three in a '03 BMW M3.

The all-Toyobaru podium STX class was led by Justin Tsang in a '13 BRZ. Jeff Wong, in a '14 FRS, came in second, and Mack Tsang took third in a '13 BRZ.

Ben Martinez, piloting a '84 VanDemon, took first place in M class. He was followed by Gary Ratliff in a '69 Dune Buggy. Third place went to Greg McNair in a '69 VW Dune Buggy.

Sean Dyer narrowly edged out Dustin Yee in N class. Dyer was in a '14 Focus ST, Yee in a '91 Suzuki Cappuccino. Kyle Christie finished third in his '11 WRX.

Dickson Fong finished in first place in NS in his '13 BRZ. Braun Shedd came in second in a '97 Miata, while Miguel Rivas finished third in a '16 WRX.

Grant Keyser was able to hold off Robert Marcy for first place in P class. Keyser was driving a '10 Cayman S, Marcy was in a '73 Datsun 1200.



Patchara Charoensiri takes 2nd in STF in a Honda CRZ.

It took Isaac Acks and Robert Petz their last runs to get their best times in SM. Acks took first place in his '06 Lancer Evolution, Petz came in second in his '16 Focus RS.

Micah McElravy led the SP class in his '91 Miata. Darrell Moskowitz came in second in a '94 Honda Prelude, while Daniel Stalcup finished third in his '15 Cadillac.

Kevin Winston, in a '16 BMW M3, finished first in T2. Winston was followed by Richard Mitchell in a '17 WRX, with Rich Gonzalez rounding out third in a '10 Grand Sport Corvette.

Christopher Mayfield took first place in X class in a '05 Impreza. Rob Luis, in a '11 Mini Hardtop, came in second, with Justin Moore finishing third in his '05 WRX Sti.



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# THUNDERHILL REPORT

BY DAVID VODDEN



*The Club hosted its first race weekend of the year at Thunderhill. The event was billed as the AV-8 Supercars SCCA Season Opener – aka - Regional Race #1 and #2. As you know, most weekends are two races for entry-fee and point accumulation purposes. The first three races of 2017 are at Thunderhill and so is the last race of the year scheduled for October 27-29.*

The race in March was sponsored by Darrell Anderson who is growing his brand, “AV8 Super Cars”. He offers Spec Mustangs for drivers who want some power as part of a well-handling car. Google AVS Supercars and Darrell Anderson and find a way to rent or build a Mustang.

The October SCCA race at Thunderhill is available for you to sponsor for the \$2,500 fee if you hurry. I have a great SCCA racer who wants to sponsor the May event and make it a big deal for the many volunteers who share what we do in various official capacities. Stay tuned. The October season final would be ideal for that SCCA business owner or entrepreneur who acts first. Call me – 530-934-5588 Ext. 101.

The SCCA weekend for me was terrible! It started on Thursday when I was picking up the event tee-shirt and found that my usually reliable supplier left all the names above “K” off the back of the shirt. Darn! On Saturday, I tried to demonstrate what announcing can do to make the race weekend a better and richer experience for all in attendance. There were too many complaints from various people in volunteer positions so I stopped and did not return. This is such a loss for the people who pay to play.

Saturday night, while driving home to Chico, I realized that my Sunday race was at 8 am. Eight am on the first day of Daylight Savings Time is 7am for my body and all the neighbors around the track! Group 5 was one of the largest groups. Eight am [or really 7 am]!! In the future, it would be better for all if the Sunday, day one, of Daylight Savings Time would start later. It is about sensibility for the neighbors and, maybe, the drivers?

On Sunday in the 8 am, Group 5 race, I had trouble with an orange Mustang that was not in my class but who held me off [A big manly-Mustang vs. a little girly-Miata]. I was held off until the car I was racing for the win got by me and then he moved over. Duh! After my first

race Sunday morning, I changed tires hoping to pick-up a little corner speed to better beat the Honda that was a lot faster than me in a straight line. A weight must have fallen off of a front wheel because the car began to shake unmercifully. I started in front of my competition because he had a problem in qualifying and had to start in back. Great for me? Not. I asked the driver of the orange Mustang to please not hold me up and explained why. He laughed. No problem. I could still win. There had to be a full course yellow flag if my competition was to make up all the distance and have a chance to win. There was. And the orange Mustang blocked, swerved, and totally slowed me down until, sad though it be, my competition was on my bumper. I was passed for the lead and the win. Hell! I gave the orange Mustang a solid finger gesture several times and finished second. Shit. It is worth noting that I was called into impound at the end of every session. To be fair the tech people were cool and helpful. What they had to do was what they had to do. The other times I was called in were for Stewards actions all of which were personal and resolved.

We had about 100 drivers participating in the weekend event. They represented about 122 entries. That was horrible too. I figure we lost about 25 entries to the big SCCA National event in Willow Springs but it turns out that they only had 164 entries. That is more than we had but it is still way below what should be happening in the once omnipotent SCCA road racing program. Enough complaining. No one cares anyway.

Here are some highlights. In the Group 6 race on Saturday, seventy-year-old Mike Smith put on a virtuoso performance in winning overall and in SRF3. His best lap time during the race was an all-time track record for the SRF3 class. It was fun to watch. The McCarthy race team changed an engine [in Sacramento] and a rear-end Saturday night and still went on to win the SM class on Sunday. What a great effort. No one finished

worse than second in the Group #2 race both days.

Everyone who won overall in the first round of races on Saturday also won in the second round on Sunday, except for Mike Smith who went home. Bill Jordan finished second in that Group #6 event on Saturday and won on Sunday. Roger Eagleton was the star of Group #5 dominating the front of the pack in a Mustang that belonged to veteran driver David Ray of “Hooked on Driving” fame. David was not present so Roger rented the car. Leading up to the races he expressed considerable concern on Facebook about the risk of taking over the Ray car. After the races, he posted even more about his wins. Good job Roger! Would you sponsor a club race, please?

There were 52 first place trophies awarded among the 119 entries. There were many one-car classes. There is a fix for this.

The Thunderhill Awards program that we have instituted for racers who come to Thunderhill, was the subject of some dialog. There are no decals required. Forget that. It is just about racing the Thunderhill Park events, period. You must race at least three weekends to be eligible for the drawing that will take place at the banquet in October. If you race in one or both Regionals assigned to a weekend you get one ticket for the big drawing. One weekend, one ticket. No micro-details. You will also get a ticket for each day before the SCCA race weekends that you pay to test. This means that the optimum situation for the drawing is that you would have four testing tickets and four race weekend tickets. You can't get more than that. You can get three only simply by racing three weekends and never testing on Friday before. Not bad. Simple.

This is so easy and the prizes for the lucky winner are significant. They include: a free year of testing before the SCCA events in 2018. Coupons for free 2018 entry at SCCA races at Thunderhill. There will be some number of free room nights for SCCA races in 2018. Coupons for free race gas, race merchandise and food at Thunderhill will be provided. I am hoping for more prizes but I do not want to cause any anguish by creating an unreal expectation. Stay tuned. If you would like to donate a prize or service or even money to this awards program just call me. We can make it happen. I know that you get many requests to “help” our Club in various segments and you can't do them all, but if you can help here that would be greatly appreciated and awesome! Call me at 530-934-5588 on extension 101.

# THUNDERHILL GARAGES

BY DAVID VODDEN



*Thunderhill has a bank of new and very popular garage storage units for those car and motorcycle buffs who need a place to store their toys for mama and to have easy access when they are at Thunderhill Park. Rental rates are low and the value received is high. Call now to reserve your Thunderhill Park garage now. 530-934-5588 Ext 101.*

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*For information* call: David Vodden 530-934-5588 Ext 101

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Spec Racer Ford Gen2- 2004 Ready to race! Professionally maintained and very well sorted. Chassis completely rebuilt in 2012: new fuel cell, new clutch, new complete belly pans, frame painted with Rust Bullet, shocks rebuilt, all new heims and suspension bushings. 2012 Complete chassis reset- paint, heims, bushings- cleanest SRF on the planet! Includes tons of spares: 3 sets wheels and tires, quick jack, complete bolt on string bars for alignments, quick disconnect steering wheel, hot lap timing set, Butler racing seat upgrade, fire system, 2 sets brake pads, suspension spares, dynamic number system, oil filter, fuel filter, and spark plugs/plug wire set. Please email for extensive photo package. \$13,500 OBO, James "Cotch" Cotcher cell: 530-545-1765 home: 530-573-0505 jamescotcher22@gmail.com 1612



SPECRACER #33 FOR SALE OR RENT Fast and clean SpecRacer for sale or rent as a GEN2 or GEN3 after October. Updates include: new paint, Butler seat, in-cell fuel pump, new air intake tube, new fuel regulator, Penske shocks, 2 sets of Shelby rims, transponder, removable steering wheel, and Laguna muffler. Motor has 104+ hp and 120 ft-lb of torque. Strong, solid car currently second in points in the San Francisco Region. GEN 2 Price \$17,500 GEN 3 price \$36,000. For more info and rental rates go to www.accelracetek.com or contact Bruce Richardson @ (669) 232-4844 or brichardson@accelracetek.com 1611



Spec Racer Renault #434 ,Rebello motor, Spare motor and Transaxle, Spare Radiator, Jack stands & Jack, Spare nose & tail, Misc parts, 6 spare aluminum wheels, 6 spare steel wheels, \$8500, Jeff Francis 559-307-5878 1508

**FENDERED RACE CARS**

1971 Datsun 510 4 Door. SCCA ITC Racer GRP 5. Car won 2015 ITC Champ. Ready to race, good first car. L1600 Robello Engine 40 over. Additional Pictures 4x4xfar88@gmail.com Text 209-613-4813. With spares \$6500 1704



1978 Porsche 911 Turbo (930) race car, \$50,000. Guard red color; RS 3.8 body style. Fiberglass body except tub; 2300 lbs, 500 hp. 2 hours on GD Racing rebuilt motor, 3.4 L; Rebuilt turbo. GT1R class car with PCA Racing log book. Thunderhill 1:56 using Good Year Bias ply R430 non radial. Rear tires 25x13; front 23.5x10.5 1704



ITR/STU/EP 2003 BMW Z4 FOR SALE, \$18,950 OBO. 13 WINS. TOLLEFAB Cage, 200 HP REBELLO ITR Engine, FACTORY Hardtop, DIFFSONLINE Getrag 5 Speed with CAE Short Shift Kit, 4.10 Diff with OS GIKEN LSD, GROUND CONTROL Bump Steer Kit, TURNER MOTORSPORTS Transmission/Subframe/ Suspension. Bushings and Adjustable Camber Arms, APEX Wheels, AST Double Adjustable Coil-Over Shocks, K&N Cold Air Box, Supersprint Header, and 3 Quart Accusump. CONTACT: clintdewitt@comcast.net, or 916.622.6678 1702



Turnkey, race-ready HP Honda CRX Car has 4 SCCA National Championships with 4 different drivers; third at Laguna Runoffs with 5th driver. 138 MPH trap speed at Daytona Runoffs. No possible effort left undone. Car comes with -

Jongbloed wheels; Houseman, 5 racing gears trans; custom air dam/splitter; Tran-X limited slip; highly developed, "bagged" SS header; water-to-oil heat exchanger; custom water radiator; Computech prepared engine; AEM Infinity ECU; data collection sensors; and "owner's manual" with track session/setup data. Comprehensive spares package available. Contact hussey.steve@gmail.com or 650-823-9927, \$27,500 1702



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



1986 Porsche 944 Turbo Race Car GT 2 - 2400lbs. 568 HP/DYNO SHEETS, Low Hours, NASCAR Style Cage, 968 6-speed, BIG RED Brakes, Adjustable steering wheel, MOMO Wheel, ACCU-SUMP, etc. all the best \$100,000 plus invested. SCCA, NASA, PCA logbooks NEW HOOSIER R7's -285/30ZR/18 Front & 335/30ZR/18 Rear Car located in Santa Barbara. \$27,500 OBO Steve 617-838-4648 info@americanglobal.org 1611



The car is a 2006 Mustang prepped to SCAA T4 specs. Cage is custom made by TC Design. Suspension is Ford Racing. Ford limited slip rear end. ECU has been tuned for max. power and torque. Motor and transmission are stock and low mileage. Hawk brake pads, Cobra racing seat, FIA six point harness and NRG steering wheel and removable hub. Spares as well. Trailer is nearly new two axle car trailer with 4 wheel electric brakes. Wooden deck and ramps. Asking \$14,000 for the whole package. My phone number is 925-389-0447 1608

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

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



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



AV8 Supercars has two Spec Mustangs for Sale. Both are ready to win and have! \$35k each. Darrell Anderson. AV8 Supercars 510-928-2423 1608



2005 NISSAN 350Z GT-3 or GT-2 Built by Ken Murillo on a Neely/Murillo chassis. 2 Runoffs wins, 3 podiums, 4

poles in GT-3, 1 pole in GT-2. . It is race ready with current annual tech good till May 2017. Hewland trans newly rebuilt, Speedway Mini Stock newly rebuilt. Two KA24DE engines, new spare Speedway Supermax, 3 sets of rims, new cool suit not installed. Contact: John 530-412-0649 jblacksrf17@hotmail.com, \$32,000 1608



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. PRICE REDUCED - INQUIRE - Includes 2 motors, 3 sets of wheels, extra carbonfiber body parts, 24' Haulmark enclosed trailer and spares. With 19 years of continuous development and more than \$125,000 invested, this is a winning car! Call or e-mail me for a complete spec sheet and photos. Chuck McKinney (510) 812-1140 chuck@amtmetals.com 1602



T1 2013 Ford Mustang Boss R Fastest T1 Mustang on the West Coast. Ford Factory Built Race Car. New Huf-faker Motor with zero hours, New Dry sump system, New fuel cell bladder and pumps, complete Cortex Extreme Suspension with JRI double adjustable shocks. This car has the best of the best! Call for more details. Darrell Anderson, American V8 Supercars 510-928-2423 1602



Spec Mustang/T2 Mustang. New build by American V8 Supercars. Ran two races and a test. Car is ready to win a championship!! This car has the best of the best! We can also build you a car to your spec's or Rent you a Spec. Mustang for the season or a race weekend. Call for more details. Darrell Anderson, American V8 Supercars 510-928-2423 1602

FOR SALE, 1967 FORD CORTINA, \$1500.00 OBO. In excellent condition 4 door Ford Cortina. I am selling this for my race partner John True. He bought the

car from a gentleman on a business trip many years ago and had it shipped here in Reno. I put a better intake manifold with a Weber carburetor on it and it runs great. It has the 1500 cc engine with a 4 speed. The car is really clean and straight. No title, but I know there are ways of getting it. It is clean title as we know. The White with white/blue interior; very clean and straight. Great little car and fun to drive. I will text pictures if you ask. Paul Gilbert, 775-762-4431, paulracer152@sbcglobal.net 1703

**SPEC MIATA**



1999 SM for sale/TPD Trailer combo Race winning car. Refreshed for 2014 Runoff's. Top 10 at the Runoff's. Stored since. Great spares. 3 sets of wheels. Drago motor. Will part with 24ft fully load 2012 TPD with every option as package. 18K for car + spares. 35K for both. Email for build sheet for trailer or more info on car. Located in Pleasanton. Barretttilley@hotmail.com 1701



1990 Sealed Spec Mazda Miata with a very strong Haag engine. Many spare rims and tires along with extra parts. Car also has current SCCA log book. In great shape, just needs a driver. Also selling with or separate, a 2014- twenty foot trailer, basically like new. Asking \$11,500 for Miata and \$4,500 for trailer. Excellent deal and it is stored in Monterey, please call Frank @ (714) 394-1631 1610



FOR SALE: Top of the line / winner in STU and PTD - FOR SALE: Top of the line / winner in STU and PTD - \$24,999. Add excellent South Wind 35 Class A motorhome with 50k miles, plus two axle trailer for Super [Marc-Hoover built and maintained] STL/PTD Miata, plus all the tires, wheels, two transmissions and a pile of awesome parts, some brand new, for an additional \$25,001 and take it all in time to win in the NASA championships at Buttonwillow next month! ! All good stuff with more value than offered by all similar Miata deals. Call 530-934-5588

Extension 101 before it is all gone. 1610

1991 Spec Miata - 1.6 I Mazda race limited slip diff, race wheels and set of street wheels, some suspension and steering spares, \$3000 SCCA and NASA logbooks tandem axel open trailer also available. Eric Hernandez 650 208-3544 threbeanracing@netscape.net 1604



1991 Seal Spec Miata For Sale. Chassis up build with all suspension parts new during build. Lots of thought went into this build with too much to list in the ad. Driven for two SFR region seasons and a clean SCCA Logbook. Sale includes a spare engine and transmission. Asking \$14,000 please email for details Graduate. JoshuaFine@gmail.com 1603



1999 Spec Miata - Nearly Race Ready. 1.8L / 5 speed / Torsen, Haag motor with only one break-in weekend. Team Dynamics race wheels w/ RA1s, Upgraded roll cage, Evil Genius exhaust, Kirkey 71300 seat, Advanced Autosports splined quick release, Rennenmetal ballast weights and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013 Clear CA title with plate n drive it to the track! Extras! Stock wheels w/ new Dunlop Direzza, Advanced Autosports fuel pressure regulator (2x), Lightweight tow hitch and ball mount. Fluids, filters, brake pads, restrictor plates, etc. Tim Ryan tim@seventhcircleaudio.com \$17,950 1603

"1989 Chevrolet Camaro IROC-Z "Players Challenge Series" car is FOR SALE. Raced professionally by Kathryn Teasdale in the Players Challenge and is a legitimate 1LE R7U Camaro. Raced in SCCA and CASC after it became ineligible to compete in Players. 305 cu in w/5 speed transmission, Ford 9" Ready to race with new tires, fresh maintenance, and has some spares that will go with the car. Have all log books for Vintage verification. \$17,500. Mary 831-905-8668 or pozzimotorspords@gmail.com 1602



Two BMW E36 IT-prepared rollers for sale, one with some front end damage. Complete race-ready drivetrain for ITS 2.5i and complete drivetrain for ITA 1.8i available, prepped to IT limits

and chipped. Aggressive limited slips for each. Fully built suspensions. 2002 ITA 3rd place SFR region championship car. Make offer. banta@racer.net, 650-472-1486 www.fizzball.com/bmw01 1701



Pro-built Honda S2000 track car/STU?? - new paint - F/G top-rear wing Tolle roll cage - helmet fan - 2 Recaro seats - Sparco wheel - Stop Tech brakes - Eibach coilovers - APR frt. nose and splitter - AIM dash W/GPS-OZ wheels - cat drop pipe. Frank Shoemaker (916) 919-5750. \$22,000 OBO 1609

## SOLO RACER & TRACK CARS



1971 F Prepared 240-Z autocross/track day car for sale. L28 engine, 40 over, P90 head ported by former IMSA tech, makes 195 HP and 190 torque on pump gas. Triple webers - 5 speed - LSD. Super light weight (1,900 lbs. potential) extensive carbon fiber. Weight and HP claims are verified. 15x10 wheels with Avon slicks. Custom lower control arms, coil overs and Bilstein shocks. \$16,500 and 30 years of spares. Health forces sale. stevecl456@gmail.com 1703



2000 Toyota Turbo Spyder autocross car. Original owner, 80k miles, fresh acrylic paint, Veilside body kit, Sparco racing seats, Turbo (240 hp to the wheels), power controller, Tien coil-overs and sway bars, custom Cosco diff., turbo twist wheels and star spec tires. Set up for autocross racing. 2 time SCCA SFR class champion. Never been in an accident or needed major repair. Will throw in the trailer set up for another \$300. \$14,995 obo. Call, text or email John @ 510.409.8678 john@fabinc.biz 1605



Formula 1980 Red Devil formula 440 Chaparral engine. Nice original car unmodified and never crashed or hit.. This is a very low hour car. Never log booked and has only been used for autocross. This is a 35 year old race car it has some bumps scratches and wear but I bet its one of the best early 440's left \$2500 775-721-1568 1606



2000 ZX2 SR (special edition Ford Escort) 18,000 miles, came in three colors, this is one of 500 in red. SR stands for street racer. Fully adjustable factory suspension. All original except wheels and header (original parts are part of the package). Immaculate condition very rare. drive to the solo event, take home the trophy, and then drive home, all for \$13,000. do not miss this opportunity!!! contact Tim Van Ravenswaay 616-443-3313 1505



Pro-Built EP/DP Miata. Only the best: Penske, Rebello, TC Design, OS Giken 949Racing, E85, Proven D-Prepared & Index Solo winner. Craig 408-460-1201 cnorthc1400@yahoo.com https://sites.google.com/site/craigsdpmiataforsale/ 1410

## STREET CARS



Street Car classified: 1988 Fiero GT, 5 speed transmission, runs great, fresh paint, \$3400 obo. Photo is pre-paint. Contact Maggy Kelly: 'to 'Street Car classified: 1988 Fiero GT, 5 speed transmission, runs great, fresh paint, \$3400 obo. Photo is pre-paint. Contact Maggy Kelly: 925-413-8015 1701

## TRAILER/TOW



2000 Pacific 5th Wheel Aluminum Enclosed Trailer. 3 Axle 8,000# Thorsion Suspension, Hydraulic Exterior/Interior Lift, 6500w Onan Gen. Set Emerald Plus, Tire Rack, Fuel Storage, 12V Inside/Exterior 110 Mercury Vapor Lighting, Interior Counter & Cabinets, Polished S.S.; Sides/Tail, Diamond Plate; Floor, Back Door, Observation Platform, Rear Door 80", Fold-Down Flap Door Ext., Box Incl. Overhang, Ball 2-5/16, Overall Length 38' Inside Ht. 9'4", Polished Alcoa, Goodyear Tires, Garaged Keep Always (707) 747-1289 Asking \$59,000.00. 1704

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



2006 Pace 7x14 Enclosed Trailer Nearly new with less than a 1000 miles, bright red enclosed trailer that's nearly perfect. It has a custom diamond

plate front box, man doors on both sides so you can pit on either side, and a ramp door with extra ramps. It has a few pit pal accessories inside and can be towed with a 1/2 ton vehicle since it weighs only 2400 lbs. dry and 7' wide. \$5000 contact Rob Shaw (916) 952-7809 1612



2002 TPD CAR TRAILER 36 Foot goose-neck two axle with about 3000 miles. 28 Feet inside - room for 2 cars, no cabinets, mounted spare and new tires. \$16,000 209-894-3949 bsgil99@hughes.net 1612



2007 Pace Shadow Ramp Stacker, Bumper, Pull 3 Dexter 6k axels, all wheel brakes, 25 ft box, 5 ft tongue, Double side doors 58" w x 80" total, 20 ft awning, needs new cover, floor to ceiling 105" 81" between wheel wells, rear ramp 98" + 18" extension, 4" beavertail, includes new 5500w Generac portable generator. \$12,500.00 obo. Larry 707-462-9088 1610

Top of the line, four-axle trailer \$2500. 530-934-5588 E-101 / 530-330-2186. 1608

2000 Excellent condition South Wind RV - \$25k. If you buy both the RV and STL Miata, will include \$2,500 top of the line, four-axle trailer as a bonus. 530-934-5588 Ext 101 / 530-330-2186. 1608

Trailer , light and strong. 12 ' x 5 ' flat bed on an aluminum frame. long ramps with secure stowage. with a set of Willans tie down straps. \$800. johhnstretts@gmail. com. 650 704 9200 1605



Featherlite Model 3110 open Alum. Trailer - 17'6" - 2014 - Alum Air Dam - Spare tire - 6 ft. pull out ramps. Removable fenders - two 3500 lb torsion axles, etc. \$5000 OBO Frank Shoemaker (916) 919-5750 1600

## TOOLS/ EQUIPMENT /MISC FOR SALE

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

Snow Tires on new aluminum rims, both less than 300 miles. Bridgestone Blizzak studless tires, 225-60/16, set of 4. Practically new, Fits 2002 Honda Odyssey van. \$600.00. Arthur Muncheryan rose1art@earthlink.net 1703

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



Seat For Sports Racer For Sale. Never used, Fiberglass, Make offer rrrhostler@gmail.com 1611

The Wheel "Garage": Three Vertex Std. 5 watt, 16 channel radios with two crew headsets and three chargers. \$575. Longacre Laser Pyrometer. \$40. AMB My Laps battery powered transponder w/ charger. \$250 Terry Gough (775) 857-2407 1611

Spec Miata Motor Haag Performance 1999 Spec Miata motor with 1 season - no issues - \$2000 OBO. Call Brian Ghidini @ 415.568.8927 1607



Set of 4 Porsche alloy wheels (used) and 4 BF Goodrich g-Force R1 tires (like new) - (2) 225/50/16 and (2) 245/45/16 \$1,495 obo. Call, text or email John @ 510.409.8678 john@fabinc.biz 1608

## SHOP/STORAGE SPACE

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

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

STORAGE SPACE: Available for smaller race car, hot rod, vintage. Concord area. Very secure long term deal stor-

age only \$125 per month. John (510) 548-1011



All-Weather Storage Lockers - Now @ Thunderhill Park! Finally a solution to having to deal with all your race equipment! Don't bother lugging your gear around or leaving it out in the cold. Rent a 4' X4' X8' Thunderhill locker daily, weekly, monthly, or even yearly to make sure you always have a place to keep your important and valuable items. These lockers are big enough to store almost everything you could need for your time at Thunderhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1502

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

## RACE CAR RENTALS

*Larry Oka*

Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services

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

Mazda Miata Rentals Good Times Racing- Ron Carroll and Donna Gilio. We have front running, winning Miata's for rent for all SCCA and Nasa events, SMT SM ITA ITX PTE. Arrive and drive with full support, coaching also available. Contact Ron 530-210-3848 recmotor-sports@gmail.com or Donna 775-781-3385 racecarbety5@gmail.com

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

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



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tained and have the latest upgrades. Trackside support includes more than just getting your car to the track, we will help you get faster. Our attention to detail and experience will give you a competitive advantage. Our rigorous service and preparation results in reliable cars, we don't have any DNF's due to poor maintenance. AccelRaceTek is now the SFR CSR and can support any SpecRacer driver with parts and support at the track. www.accelracetek.com. Bruce Richardson @ (408) 499-7266 or brichardson@accelracetek.com 1607

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



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TRACKSIDE SERVICE: Bulldog Motorsports offers Formula Enterprise full trackside support. Join in on the fun of one of the most affordable/ fastest classes in SCCA. The Spec Class with class. Bulldog Motorsports is the place for full CSR support. Call Jason at (209) 892-5747.

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