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The wheel®

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



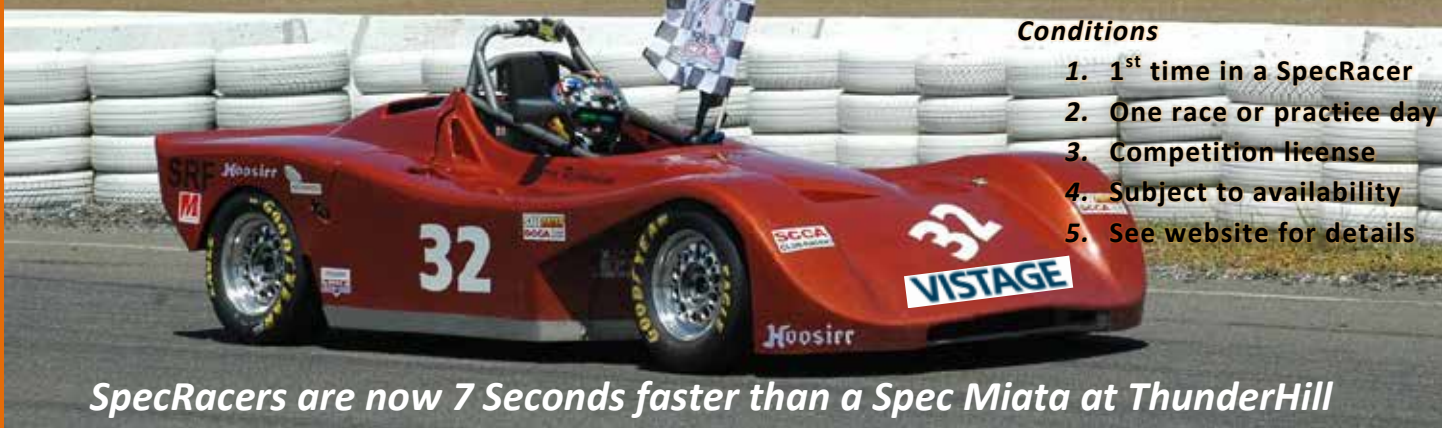
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August 2017

Above: #77 Wilson Powell puts two wheels off exiting Turn 3 ahead of #54 Robert Roumimper and #30 Brian Anderson, By Got Blue Milk.

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

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CALENDAR

2017 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

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

NOVEMBER 11

SAN FRANCISCO REGION CHAMPIONSHIP ANNUAL AWARDS BANQUET

Location | Crown Plaza Hotel, 45 John Glenn Dr, Concord CA

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Logbook for new car or re-issuing a

Logbook is \$30 plus mileage.

BAY AREA CHAPTER SOLO CALENDAR

CHAMPIONSHIP SERIES LIST

Remaining events for the year are:

Round 9 – Aug 6 – Marina Airport

Round 10 – Sep 30 – Crows Landing

Round 11 – Oct 1 – Crows Landing

Round 12 – Nov 4 – Crows Landing

Round 13 – Nov 5 – Crows Landing

Round 14 – Dec 3 – Marina Airport

SACRAMENTO SOLO 2017 SCHEDULE

All events at San Joaquin Fairgrounds, Stockton EXCEPT July 22-23 will be at Thunderhill

Raceway - West Course

See www.sfrscca-sacramento.org for more info.

August 26 Round 9

August 27 Round 10

September 23 Round 11

September 24 Round 12

October 14 Enduro Practice

October 15 Enduro

2017

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2017 SCHEDULE

SEPTEMBER 10

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Overnight parking Saturday night

Sunday: Tech 7:30 Driver Meeting 8:30

Come for the fun ,

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FRESNO CHAPTER 2017 CALENDAR

All events held at Fresno Fairgrounds, except Event 10, which is at Buttonwillow Raceway.

Event 9 - August 12

Event 10 - October 8 - Buttonwillow Kart Track

Event 11 - November 11

Event 12 Enduro - November 12

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ADDICTION

WHEELWORKS BY **BLAKE TATUM**

Def: The state of being enslaved to a habit or practice or to something that is psychologically or physically habit-forming, as narcotics, to such an extent that its cessation causes severe trauma.

As I have spent the better part of my life involved with the SCCA it occurred to me that I am an addict. Normally when people think of addicts, they think of people who are being controlled by drugs, or alcohol, even by gambling, but I am telling you car racing is an addiction for which there is no treatment. There is no Racing Anonymous, there are no court ordered treatment programs, there is no George Zimmer spending millions to decriminalize us, we are a lost group that only has each other.

It started at an early age for me as some of my first memories are of going to the garage and playing in my father's racecars. From there it worked its way into reading Autoweek form cover to cover. It was fueled by father son workdays where I hung out with my dad at the car dealership.

As I got older I would work on cars for entertainment, I would not be happy unless my fingernails had ten streaks of black underneath them, I would forgo hanging out with friends because the clutch on my car needed changing.

Addiction is a horrible thing, when you are an addict you can feel alone, that is why groups have been formed for addicts to share their feelings. Alcoholics Anonymous, Narcotics Anonymous, etc. Fortunately us racers have a group where we can meet and share our feelings, it is SCCA. We are a little bit covert in the naming of our group, we leave off the anonymous label. The true meaning of SCCA is Secretly Concealing Car Addiction.

In short I was a lost cause from the very beginning. Joining the SCCA was my only outlet. There like minded people who could secretly share their addiction without fear. With the SCCA it does not matter where you grew up, it does not matter who your friends are, it does not

matter what your tax bracket is, the SCCA will take you. As addiction crosses all lines of class, economic status, race, and religion.

You don't believe me when I say I am an addict? Well let me compare myself to a drug addict.

Drug addicts feel physically sick when they do not satisfy their habit,

I feel physically sick when the racing season is over.

Drug addicts will be involved in risky behavior to quench their desire,

I have flipped my car three times, been on fire, and crashed my car at over 100 mph, yet I am still racing.

Drug addicts are so consumed by their addiction that their total existence is centered on it.

When I race if I do not come in first I am not having fun!

I have seen the drive of drug addicts so strong that they forgo eating for days on end just because their money is earmarked for their next score.

My first wife got mad at me when I told her that we did not have money to go out to dinner, this after right after I wrote a check for a new set of racing tires, which she pointed out to me as we were in the drive thru at McDonalds.

In the case of a gambling addict they will make unwise financial decisions just to throw the dice one more time, to play one more hand, or to spin that wheel, knowing that the next play is going to change their life,

In my case I bought my first racecar on my credit card, it took me ten years to pay it off, but it sure changed my life.

Another thing about addicts is that former addicts often times become advocates for the

people currently suffering through the affliction. In SCCA we have the same thing. They are called Stewards. If you look at the background of almost every Steward they were all at one time or another serious racecar drivers. Stewards are people who are reformed, they now lead a perfect unsullied life, and they are put in power to help out the poor souls who are still addicted. They do their best to correct our bad behavior. They even abide by a racing bible, it is called the GCR.

So here I am at age 58, I have been battling this addiction for over thirty years. When I think back about all the time spent in the garage, the time spent on the road, the time spent at the track, all the lies I told about how fast I was, all the evil thoughts I had about cheating, all the times where nailing the corner was more important than my own life, I have to wonder, was it worth it? Could that time been better spent learning how to hack into a computer, could that money have been better spent trying to get ahead at someone else's expense, could that dedication been better spent becoming a monk?

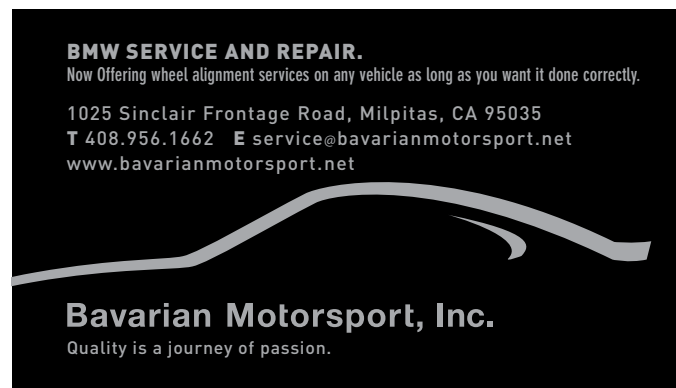
THE ANSWER IS OF COURSE NOT!

Without my racing addiction I would not have spent all the time with my dad. Without my racing addiction I would not have met my best friend Dick Gordon. Without my racing addiction I would not have had a lifetime's worth of memories, but most importantly without my racing addiction I would not have met my wife and I would not have the two wonderful kids I have today!

One thing I forgot to mention is that addicts try to get friends addicted with them, so it is time for all of us to be true addicts and get your friends involved because as they say, misery loves company.



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LETTERS TO THE EDITOR

Hi Blake,

Good article in the July issue. From my perspective (35 years old, FIA license, NASA license, SCCA License, self-employed, etc), one of the biggest issues is the 3 day events.

If the Club wants to attract the next generation (which they HAVE to do or the Club will die), then they need to realize that the people in my age bracket are not retired and do not have the same amount of free time to spend at the track. This is especially painful when we have only (1) one run group in a day (especially if that (1) one run group gets cut short because someone gets stuck on track and they black flag the session).

If you look at the format that NASA is running, it is attracting the younger demographic partly because participants like to feel that they are getting their money's worth and that is much easier to do when the events are confined to a Saturday/Sunday format.

Anyway, just my two cents.

Thanks,

—Anonymous

Blake,

Great article. I have an idea. Track dayers are the perfect entry into the sport and captive. Duh, I know. That is how I got into it ten years ago. Hooked on Driving and David Ray. Another no brainer because David races with SCCA. However, as you know, there are tons of track day promoters and THill knows all of them because they all rent the track. So...make a brochure. Give these brochures to all of the track day promoters, each batch of brochures would have a unique code. Promoters promote SCCA, in the morning at their events, gives everyone in their driver packet this brochure. Why would a promoter promote SCCA? Every driver that sends in for a membership, using the code, pays that promoter \$10 or \$20 each. Then it is up to us to recruit further...like, let's tear up your track day car and race it in T2!

I admit as I write it would be a bit of a job to get this done...but something to get to these drivers, who just may want to race. Personally, I don't even like to do track days anymore. Safety is why. Unfortunately, something has to be in it for the promoters and easy.

Also, I have toyed with running for the board. Our teenage boys keep me from even racing right now, but I could do the board. However, driving into the bay area is out.

Thanks for the Wheel, I love it. I wish I could help more.

Miki Nelsen

Dear Michael,

I just returned from a wonderful race weekend in Laguna Seca and I wanted to reach out to you with some positive feedback. Despite the fact that my car had ABS and gearbox issues all throughout the weekend, my experience was quite good as I found it to be a very well organized event conducted by the San Francisco Region. It was my first race with SCCA and also my first time in Laguna Seca. I am happy to tell you that I was extremely impressed by the level of professionalism of everyone involved.

I am a cardiothoracic surgeon (heart & lung surgeon) in Los Angeles and I've also been involved in car-racing for years. While growing up in Europe, I raced Group A and Group B rallies. Since moving to the US, I've been coached by Hurley Haywood & Danny Sullivan and teamed up with Patrick Long for the Porsche racing. I currently race a Porsche GT3R Manthey Factory car maintained by Porsche Motorsports and Competition Motorsports in Porsche Owner Club and Porsche Club of America events.

I recently returned from racing in Nurburging and Spa and I'm very pleased to tell you that the level of organization of last weekend's SCCA event was similar to what I have experienced in Europe, which is very good.

My first interaction with the SCCA staff was through Kathy Cowen and John Bauer who went above and beyond their job description in order to help with the membership and the car classification as well as all other tech issues. I next spoke to Gary Meeker from San Francisco who was also extremely helpful with processing my license in a timely fashion in order to allow me to participate in the Laguna Seca event.

I then contacted and met Allen Davis, chief tech, who tremendously helped with the tech process before the event and also at the track. Due to his great expertise, I was able to get everything done on time in order to be on the track on Friday morning.

During the event, I also had a chance to meet with Bill Blake and the stewards: Dave Deborde, Bob Corbitt, and Roger Heyl. I can tell you that they are some of the best people in the business and they greatly contributed to the very pleasant weekend.

In summary, I decided to personally send you a thank-you email for allowing me to be a part of such a great organization like SCCA and for providing me with the unforgettable experience that I had last weekend.

I would also like to congratulate you for having such a great and professional staff who deserve recognition for taking the extra step in order to help new members like me integrate and enjoy SCCA.

Sincerely,

Alexander Marmureanu MD

CANDIDATE STATEMENT GARY PITTS

GARY PITTS FOR NATIONAL DIRECTOR



Most of you know that Gary Pitts is a member of the SFR Hall of Fame and has been a member of San Francisco Region since he moved to California in 1986. He served as RE for SFR for 3 years in the late 90's when ThunderHill was being developed into the landmark race track it is today and has worked closely with ThunderHill President David Vodden in various capacities since then. He also served as National Director for Area 9 for 6 years in the early 2000's, served as an officer for 4 years including 2 years as Chairman, and even served as interim President of SCCA after President Steve Johnson left for another auto sports assignment. Gary is just completing his 4th consecutive year as RE of SFR and, since the Board voted to ask Gary to run for the National Directorship again, he has agreed to serve again if elected by the members.

IF YOU WANT LEADERSHIP, EXPERIENCE, RESPONSIBILITY, AND SERVICE IN YOUR NATIONAL DIRECTOR, GARY IS YOUR GUY!

Gary Pitts grew up in Auburn, Alabama (as everyone can tell from his distinctive accent) and has been involved in motor sports as a builder and/or driver since August, 1961 when he stuck an exhaust valve in his dad's '49 Chevy and, consequently, had to rebuild the top end of the motor. Gary says that when he got that engine apart and saw the beautiful machining of the camshaft, he fell in love and is still in love with building and driving fast, fun cars.

Gary affiliated with SCCA in 1963 when he was 17 and out of High School but, since he couldn't race road courses until he was 21, he went racing in a '55 Chevy (with a 283) at Montgomery Motor Speedway, a slightly banked 1/2 mile asphalt oval where he was on track with some guys who were to become stars of NAS-

CAR, like the Allison boys, Red Farmer, and others. He finally got on track with SCCA in an Abarth Zagato Coupe in 1966 at an airport circuit in Selma, Alabama (where he raced against former SCCA President and current ACCUS President, Nick Craw) and later raced a homebuilt G-modified he had stuck together from some steel tubes and the remains of a bugeye Sprite. He raced and soloed around the South in a Gen-2 Cortina while he was in school at Auburn University and Louisiana State University and continued racing occasionally when he moved to New Jersey in the early '70's to join the pharmaceutical industry.

By the late '70's, work and family and all that stuff had pretty much curtailed his racing but he stayed involved by working with the local Northern New Jersey Region of SCCA serving as a course worker, scrutineer, Region Business Manager and later as a Steward but he kept his racing interest alive by running a few rally's and solo events and doing chassis/suspension set-up for other drivers at the races at Lime Rock, Bridgehampton, Briar New Hampshire, Pocono, The Glen, and a few other tracks. When Gary's employer moved him to California in 1986 he settled initially in Half Moon Bay with his wife, Leslie and kids Geoff and Graeme and affiliated with the local SCCA Region, San Francisco Region,

one of the 3 largest regions in SCCA with territory extending from San Luis Obispo in the South to the Oregon border and from the Pacific to Nevada.

Currently, in addition to Gary's duties as RE of SFR, he also serves SCCA as board member and corporate secretary of SCCA Enterprises, which manufactures the SRF and FE race cars. He also serves as Chief Steward for CSRG, a San Francisco-based vintage racing organization and for the SVRA Sonoma Historics having served also as Chief Steward for Steve Earle's Monterey Historics from the early 90's until the race was taken over by SCRAMP.

Gary considers his greatest achievements during his last term as National Director were (1) establishment of the Annual Waiver system which had been initiated by SFR, revoked by National, and reconstituted in its current form when Gary was in his second year of National Board service and (2) re-organization of SCCA Enterprises by appointment of the late, great Andy Porterfield as Enterprises Board Chairman and Erik Skirmantz as President while Gary was National Board Chairman. Gary says that one of the hardest and saddest things he ever had to do was cancel the National Pro Rally program in 2005 because of the many lawsuits being filed against that program due to the inherent difficulty in controlling the entrance of spectators onto a hot pro-rally course.

In this race, Gary will be opposed by a member of the SFR AutoX community who will no doubt draw many votes. So, if you want Gary Pitts, a Proven Leader and stalwart advocate for San Francisco Region to represent the Region and the Division at the National level please vote and ask your friends to do so as well.

If you want your National Director to lead the re-vitalization of SCCA and to make the hard decisions when it must be done, Gary Pitts is your guy.

CANDIDATE STATEMENT CHARLIE DAVIS

CHARLIE DAVIS FOR NATIONAL DIRECTOR



My name is Charlie Davis and I currently serve as Area 9 Director, replacing Brian McCarthy late last year after we sadly lost him to cancer. Brian spent his time as a director looking out for the best interest of average SCCA members. Specifically, members who are in the same boat as myself, underfunded racers doing their best to continue racing and enjoying our club. I consider this to be Brian's legacy, and I am happy to continue in his stead.

tors in late 2016, I attended my first BoD meeting to find that the number one priority was to find our club a new president. I'm happy to have been a part of the process that has brought us Michael Cobb as President, from a field of over ninety applicants. Mike has our unanimous support and we have complete confidence in his ability to help the club to grow and prosper. With Michael Cobb in place, the board can now turn our attention to other areas in 2017.

On the national board, I currently serve on the Governance Committee and the Budget and Finance Committee. I am also a liaison to the Club Racing Board (CRB). I came to the CRB discussions with no pre-conceived ideas of how the processes should work, and I have heard from members on their ideas, concepts and dissatisfaction with various parts of the processes of car classification and equalization. The BoD will be working on improving those programs, and I look for your input. I am open to all comments on how to make the racing and volunteer environment better for all of us and how to grow

the club. I am in favor of Club Racing programs that do not put the National office in competition with the Regions for entry fees. We need to grow our club from the bottom up. I also want to make sure that the interests of Solo are represented at the director level. There are many areas of participation in SCCA and every one of them can be a destination in its own right. Any group who has an interest under the SCCA umbrella deserves to be heard and represented.

I am very typical as an SCCA member. I came for the cars, and stayed for the people. SCCA is an incredible community and above the racing, above the service to the club are the many friendships that I have made over the last forty years.

I am endorsed by the San Francisco Region Solo Steering Committee.

I have enjoyed my time on the Board of Directors and hope that I can continue to serve Area 9 (San Francisco and Reno Regions) as Director after this election. I'm asking for your vote.

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Deanna Caraballo ran uncontested in DP in her 82 Starlet

SOLO 7 CROWS LANDING

BY RYAN PANLILIO PHOTOS BY RIC QUINONEZ

Eighty-nine drivers came out to Crows Landing on June 24, 2017, for Round 7 of the SF Region's Solo II competition. The event was chaired by Tony Rodriguez and Youmna Zalzal, with Charlie Davis as the course designer. The afternoon run group was moved in with the morning run groups, and drivers had 5 runs each.

Larry Sharp, in a 2016 Ford Focus RS, finished in first place in BS class over Hugo Diaz in a 2017 Subaru WRX STi. Carole Zepeda ran uncontested in BSL in a '17 Focus RS.

The all-Miata podium in CS was led by Mark Lewis in a 2016 Club model. Eric Shin was a very close second in his '16 model, with David Peterson nipping at his heels in third in his '16 model. Rena Cruz, in a '16 Miata, ran uncontested in CSL.

Lloyd Feaver managed to eek out first place in DS class over Ricardo Quinonez in second. Feaver was in a 1997 BMW M3, Quinonez in a '13 Scion FRS. Kurt Wong rounded out third in a '13

Scion. Katherine Flater ran alone in DS-L in a '13 Scion FRS.

The ES class saw a battle of the droptops for podium positions, with Tony Rodriguez coming out on top in a '01 Toyota MRS. Ryan Cirillo, also in a '01 Toyota MRS, came in second. Zach Heidepriem, in a '94 Miata, took the last podium spot. Soyun Lee was the lone competitor in ESL in her '00 Miata.

Michael Do Couto, in a '10 BMW M3, finished in first place in FS. Keith – not quite Bullitt – Bullock came in second in a '14 Ford Mustang. Gary Fazekas finished third in his '12 Mustang.

The GS class was led by Howard Yang in a '16

Focus ST. Yongzhe Wen, also in a '13 Focus ST, came in second, with Al Anderson rounding out third in a '03 VW GTi.

Andre Marconett bested co-driver Justin Schmelzer for first place in SS in their '96 Dodge Viper GTS.

Brian Stewart, in a '04 Chevrolet Z06, took first place in CAM (-S). He was followed by Kenneth Allan Mitchell in a '89 Corvette. Jake Obniski, in '96 Rustang (-C), finished in third. Jeff Eikenberry came in fourth in a '92 Mustang (-T). Kelly Prior, in a '96 Rustang, ran uncontested in CAM-L.

Drew Mathers was the lone competitor in



Jerry Mouton stretches the Jaguar's legs to fourth place in CS.



Darrell Moskowitz takes second place in SP in his 1994 Prelude.

STF in his '07 Honda Fit.

Troy Jennings, in a '14 Mustang GT, finished in first place in STP over John Fabela, who was driving a '15 Mustang GT. Jesus Villarreal spoiled an all-Mustang podium by taking third place in a '96 Camaro over Leon Weinroth in a '14 V6 Mustang. Angee Kane, driving a '15 Mustang, ran alone in STP-L.

In another all-droptop podium, James Laeno took first place in STR in his '13 Miata. Nipping at his heels was Jon Lugod in a '16 Miata in second. Samuel Friesen, in a '01 Honda S2000, took the last podium position.

Nathan Gabriel, in a '93 Miata, managed to snatch first place in STS over Randy Krider, who was driving a '89 Civic Si.

Teddie Alexandrova, driving a '07 350Z, got first place in STU in her fourth and only clean run. Hal Dorton, in a '03 BMW M3, took second place, with Paul Tibbals taking third in his '06 Subaru.

The all-Toyobaru twins podium in STX was led by Jeff Wong in a '14 Scion FRS. Mack Tsang took second, and Nicole Wong took third in a '14 FRS.

Erik Borg, driving a '92 Miata (STS), took first in NS. Tyson McPherson, in a '14 Mustang (FS), got his best time on his last run for second place. April Thompson rounded out third in a '17 Mazda 3 (HS).

Deanne Caraballo ran uncontested in PL in her '82 Starlet (DP).

Karlton Lew outdrove co-driver Eric Lam for first place in SM in their '06 Subaru Sti. Donald Lewis finished in third in a '13 Fiat 500 Abarth (SMF).

Micah McElravy, in a '91 Miata (CSP), took first place in SP class. Darrell Moskowitz finished in second in a '94 Honda Prelude (DSP).

Noe Valencia ran uncontested in T2 in a Mitsubishi Lancer Evo 8.

The X class was once again led by Justin Moore in his '05 Subaru Sti (FP). Bryan Heitkotter managed to eek out second place in his '07 Nissan 350Z (STU) over third-place finisher Jimmy Au-Yeung, in a '06 Lancer Evo (STU).



Katherine Flater ran uncontested in DS-L. Photo.



Paul Tibbals took third in STU in his 2006 Sti.



Al Andersen finished in third in GS in his VW GTi.



Justin Schmelzer finished second in SS in a 1996 Viper.

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E

STANDING



Jon Jesse driving a VW pick up truck

SACRAMENTO SOLO ROUND 5

BY DAVEY DROUIN

Stockton California

June 24

Air temperature 91 degrees

Unlike the four days before which were well into the 100's the temperature stayed in the 90's which was great. Tires reached the optimal temperature needed for maximum grip. The event chair was Kenny Yeo. Whoever designed the course must drive a small car. The course had a few big sweepers, but at the start of the course there was a very small left hand circle that had to be navigated twice before existing. Since I was driving a Miata for this event I had no complaints. Over all it was a great course and a great day for autocrossing.

The Stockton Fair Grounds was having some other event inside the gates which made things very interesting. It was almost a kind of anthropological study of the general public's intelligences. I never can understand why people think it is a good idea to try and walk across an autocross course while talking on their cell phones. I would think it would be very hard to miss the fact that there are cars lined up in an organized fashion, with people that sort of look official working on the course, and not to mention there is one or two cars barreling toward them as fast as they can go. Needless to say we had to stop the event a few times to let people cross the course on foot to go the other event being held that day.

Street Touring R had five drivers all in either a Honda or a



Rachel Titus navigating the showcase turn



Mike Ansell in his vintage Corvette.

Mazda. Caleb Patterson was driving a Miata. His best and final run was a 55.089. Anthony Smith driving an S2000 received a DNF on his first run, but was able to clean up his next three runs and ran a 51.248 which was good for fourth. Tyler Watson running a Miata nailed a 50.155 which was good for second place. The class was won by Ruben Gonzalez in a Honda S2000 with a 46.765, which was a 3.390 second lead. Chris Slowik recorded a DNS for his Miata.

Street Touring U had two competitors which is great if you ran the class. It meant no matter what, you finished in the top two. Tobin Gallawa in a Mazda/Madzaspeed whatever that is, beat Zac Bishop's Subaru Sti by .201 of a second for the win.

B Street Prepared which is always a fun class to watch was full of Corvettes. Lanny Bowden, Ray Miller, and Kenny Yeo were all driving 80's vintage Corvettes, and Roy Evens was the odd duck with a 1975 Corvette. Roy ran a 54.943 which was good for fifth place. Lanny ran a 44.862 which was not his fastest run, but it was his cleanest run which earned fourth place. Ray Miller on his final run nailed a 43.727. Champion for the day was Kenny Yeo with a 42.451.

C Street Prepared had Robin Merod and Mark Hinrichs sharing a Miata and both drivers were sponsored by Stay Tuned Motorsports. Mark took the win with a 45.284 over Robin's 47.869. If my memory serves me Robin owns the car, and it is his first year auto crossing. Robin said, "I have had done some open track events in the past, but most people don't push a car to the limit when there are concert walls you "could" run into." Between these two it will truly come down to driving skill.

F Street Prepared saw the battle of the hot hatchbacks of Eric Williams and Chris Gibson. Gison was driving a Volkswagen Rabbit and Williams was driving a Toyota Corolla GTS FX. At the end of the day the Toyota proved to be the faster car. William's ran a 45.269 beating Gibson's 48.078. There is in fact a third unofficial driver in this class running the lady's circuit Donora Wichmann, who ran a 46.024. Her run wouldn't have won the open class, but she always pax higher than the boys, so not to bad if you ask me.

Our next event will be at Thunderhill. Using this site will be a first for the Sacramento Chapter. It should be a lot fun.



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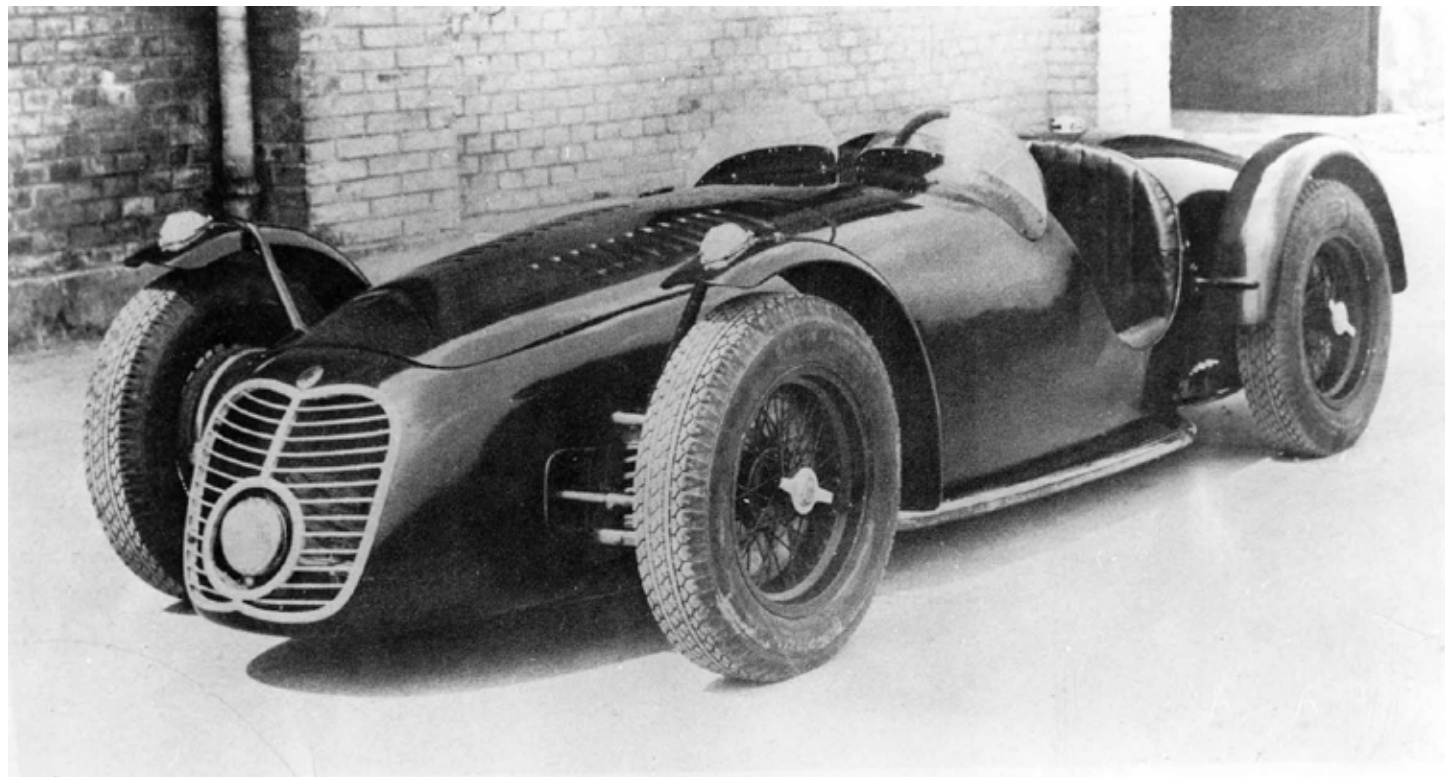
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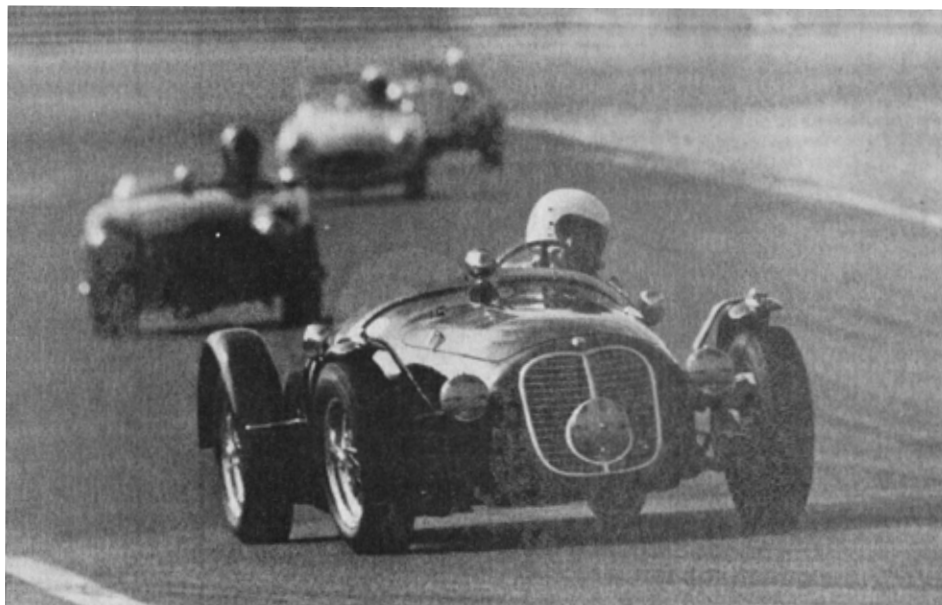
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MASERATI A6GCS

BY GARY HORSTKORTA



1947 Maserati A6GCS Series 1



Colberg racing at Monterey Historic 1986

One of the rarest cars to appear in San Francisco Region races was Bob Gillespie's Maserati A6GCS sports car which he first entered at Pebble Beach in 1954 and subsequently raced until 1957. After racing MGs for the previous four years he moved up to the more powerful, better handling and faster Maserati. At the time, there were only a very few of these cars in the U.S. but were widely raced in Europe and the U.K. by some of the best know drivers of the period.

The A6GCS was introduced back in 1947 at the Geneva Salon Show with a body by Pininfarina and a new engine based on the Tipo 6CM race car. The body was low, lightweight and sleek with wheels covered by cycle fenders. This was followed by the A6G competition model driven in the 1947 Mille Miglia by Villoresi. Later that year, the first A6GCS sports car made its debut with a single overhead camshaft 2.0 Liter engine which devel-

oped 125 hp. This model was extensively raced in a wide variety of events by factory drivers including hill climbs, road races, the Mille Miglia, and Formula 2 events.

The model designation A6GCS stood for "A" indicating the basic model, "6" for six cylinder, "G" for the engine material type, "C" for corsa or racing, "S" for sport. In 1952 the factory made a change to a dual overhead camshaft engine raising the horsepower to 165. In 1953 the Series II car was introduced with fully faired fenders giving the car a more pleasing look.

The A6GCS continued winning in Europe, the UK, the U.S. (SCCA and Sebring 12 Hours) and South America but by 1955 the factory was focused on newer models. The car lived on in spirit as its engine was used in the A6GCM Formula 2 car and became the basic design for the fabulous 250F Grand Prix car which Juan Manual Fangio used for his championship season in 1957.

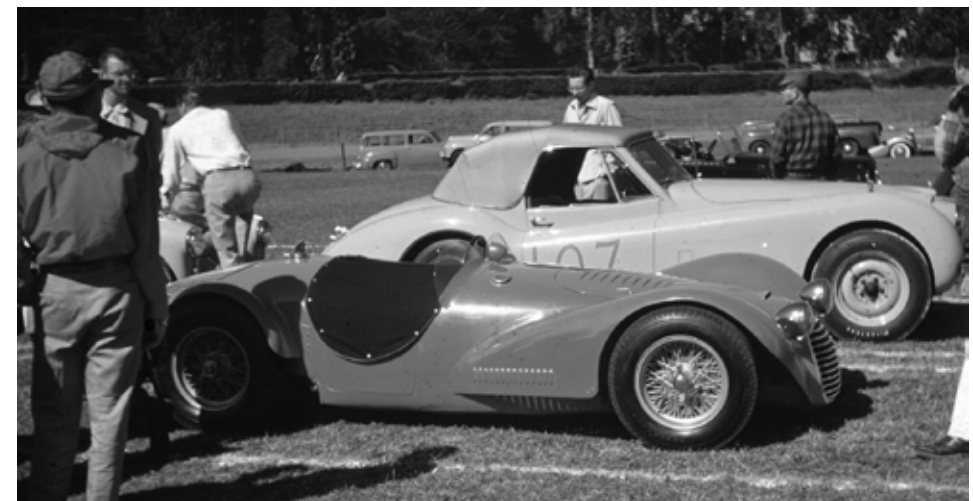
The Gillespie A6GCS was a Series II car and as mentioned, he raced it from 1954 into the 1957 season. In 1956 Gillespie decided on an engine swap replacing the 2.0 Liter Maserati engine with a Chevy V-8 moving him to the C Modified class. He did well with this new setup throughout the year and into early 1957. However in April of 1957, Gillespie loaned the car to Lou Brero Sr. for practice laps at a race in Hawaii. During a high speed run, the drive shaft broke, ruptured the gas tank resulting in a large fire which engulfed the car. Brero was able to bail out but not before he had suffered significant burns which tragically took his life. The car was a total loss.

Years later, in 1978, former SFR Regional Executive (1964) Sid Colberg acquired an A6GCS from an individual in the U.K. The car had been discovered in South America by a well known car broker and shipped back to the U.K. This was a Series 1 cycle fender model, one of only between ten and fifteen originally built by the factory. The car spent two years in the U.K. for its initial restoration before it was shipped to the U.S. for completion. At that time it was the only Series 1 in the U.S.

When the restoration was completed, Colberg raced the car in the 1986 Sonoma and Monterey Historics and it was a participant at the 1987 Pebble Beach Concours. Colberg maintained ownership for several years before selling the car in the late 1990's having enjoyed his time with that very special car.



Sid Colberg in 1948 A6GCS at Pebble Beach in 1986



Gillespie's Maserati at Golden Gate Park concours 1954



Gillespie, on right at Sacramento 1956



Gillespie in A6GCS at Arcata 1956



Porsche (Featured Marque)

2017 ALAMEDA POINT CONCOURS D'ELEGANCE

BY RICHARD SIMONDS

The second annual Alameda Point Concours d'Elegance followed up their first year's show at the Parade Grounds at Alameda Point with another fine show. The featured marques were Fifty Years of the Chevrolet Camaro as the American marque and Porsche as the European marque.

Congratulations to the City of Alameda, Mayor Trish Herrera Spencer, Chief Paul Rolleiri of the Alameda Police Department, the Title Sponsor—Momentum Chevrolet—all the other sponsors, and the concours committee for all they contributed to the success of this show!

The program had 167 cars entered in 25 classes with 56 Class Award winners, 5 Special Awards and Best of Show. The placement of cars on the Parade Grounds at the former Alameda

Naval Air Station made it easy to see the diversity of makes and models on display. The City of Alameda has been making good use of the Alameda Point property by also using the airfield for automobile driving events. Car enthusiasts rejoice to find a place that supports both driving and car shows.

CLASS WINNERS

CLASS AL – CARS OF ALAMEDA

- 2nd – 1987 BMW M6
- 1st – 1956 Chevrolet Bel Air

CLASS AM1 – AMERICAN MANUFACTURE – PRE WAR OPEN/ CLOSED

- 3rd – 1939 Ford Deluxe
- 2nd – 1937 Packard Super Eight
- 1st – 1934 Packard 1104

CLASS AM3 – AMERICAN MANUFACTURE – 1955 – 1964

- 3rd – 1963 Ford Thunderbird
- 2nd – 1964 Ford Galaxie 500
- 1st – 1957 Ford Thunderbird

CLASS AM4 – AMERICAN MANUFACTURE – 1965-1987

- 3rd – 1976 Chevrolet Vega
- 2nd – 1967 Chevelle Super Sport
- 1st – 1965 Pontiac Catalina 2+2

CLASS C – CAMARO

- 2nd – 1969 Camaro Z28
- 1st – 1967 Camaro RS SS

CLASS CO – COBRA

- 3rd – 1966 Cobra 727 Street Car
- 2nd – 1964 Cobra 289
- 1st – 1967 Shelby 427 Cobra

CLASS F1 – FERRARI 12 CYLINDER – TO 2007

- 3rd – 1999 Ferrari 550 Maranello
- 2nd – 2000 Ferrari 550 Maranello
- 1st – 2001 Ferrari 550 Maranello

CLASS F2 – FERRARI 6/8 CYLINDER – TO 2007

- 3rd – 1997 Ferrari 355 GTS
- 2nd – 1979 Ferrari 308 GTB
- 1st – 2006 Ferrari F430 Spyder

CLASS H – HOT RODS

- 3rd – 1926 Chevrolet Speedster
- 2nd – 1932 Ford Roadster
- 1st – 1932 Ford Roadster

CLASS IC1 – IMPORTED SPORTS CARS 1945-1955

- 3rd – 1949 Triumph Roadster
- 2nd – 1955 Jaguar XK140 Drop Head Coupe
- 1st – 1955 Morgan Plus4 Four Seater

CLASS IC2 – IMPORTED SPORTS CARS 1956 – 1987

- 3rd – 1958 Fiat Abarth 750 Zagato
- 2nd – 1961 Alfa Romeo Giulietta
- 1st – 1956 Austin-Healey 100M "LeMans"

CLASS IC3 – IMPORTED PASSENGER CARS – 1945 – 1987

- 3rd – 1960 Mercedes-Benz 220SE Cabriolet
- 2nd – 1971 Mercedes-Benz 280SE Cabriolet
- 1st – 1958 Lancia Aurelia b24S

CLASS M – MOTORCYCLES

- 3rd – 1955 Devil 160 Raid
- 2nd – 1969 Honda CL350
- 1st – 1972 Honda CB100 K2

CLASS P1 – PORSCHE – 1951 – 1965

- 3rd – 1958 Porsche Speedster
- 2nd – 1951 Porsche Roadster
- 1st – 1956 Porsche 356A

CLASS P2 – PORSCHE – 1966 – 2009

- 3rd – 1989 Porsche 930 Turbo Cabriolet
- 2nd – 2009 Porsche 911
- 1st – 1987 Porsche 959 Canepa Gen III

CLASS R – RACE CARS

- 3rd – 2014 Ford Mustang GT500 Shelby
- 2nd – 1971 Chevrolet Monte Carlo
- 1st – 1935 Austin 7 Special Race Car

CLASS RRB – ROLLS-ROYCE / BENTLEY

- 3rd – 1938 Bentley 4 1/4 Liter
- 2nd – 1934 Rolls-Royce Phantom II
- 1st – 1928 Rolls-Royce Phantom I

CLASS UI – PRESERVATION CLASS

- 2nd – 1927 Stutz AA
- 1st – 1927 Chrysler 70

CLASS V – CORVETTE – TO 1987

- 3rd – 1967 Chevrolet Corvette
- 2nd – 1966 Chevrolet Corvette
- 1st – 1967 Chevrolet Corvette

SPECIAL AWARDS

MAYOR'S AWARD

- 1940 Ford Pickup

CHIEF OF POLICE'S AWARD

- 1956 Chevrolet Bel Air

HONORARY JUDGES AWARDS

- 1929 Hupmobile
- 1967 427 Cobra

BEST OF SHOW

- 1965 Pontiac Catalina 2+2



Best of Show Award: 1965 Pontiac Catalina 2+2



Camaro (Featured Marque)



Honorary Judges Award



Chief of Police's Award



Mayor's Award



Honorary Judges Award



The feature group of the weekend prepares for the start of their race

SFR REGIONALS 5 & 6

FEATURING THE SPEC RACER FORD FESTIVAL

BY LYNNE HUNTTING PHOTOS BY GOT BLUE MILK

The Spec Racer Ford Festival - Double Regional 5 & 6 Races were the first race weekend of the season at Mazda Raceway Laguna Seca. The weather was beautiful all four days - three days of racing and one test day, with no morning fog delays. The 2017 crop of Novices are being spoiled - no rain, no fog, no weather delays so far this season. There were about 140 entries for each race, give or take; but, there were more than a few who entered, but did not race. That's a troubling trend which needs further investigation.

The Spec Racer folks turned out with 46 entries, the largest group, even more than the many PCA cars filling the Group One field. Several of the PCA Porsches also entered Group Three. The visiting group kept the Starters,



#54 Robert Roumimper, #77 Wilson Powell, and #30 Brian Anderson

Communicators, and Timing & Scoring folks busy trying to read their numbers, which often were triple digits and/or blended in with their colorful graphics.

Thursday was a full fledged test day with about 90 cars. Friday was the usual feed on-feed off morning practices, followed by afternoon qualifying for Saturday races. Regional 5 races ran all morning Saturday and into the afternoon, followed by qualifying for Sunday races. Sunday was Regional 6 races plus the SRF Festival Race. Social was all four days for Drivers, Crews and Workers. As is the custom for SFR, Workers get dinner on

week days, so Thursday and Friday the Volunteers were fed. Saturday was extra special as the SRF drivers treated the workers to dinner and wine.

GROUP SEVEN

This group is often first out in the morning as it can more easily meet the County-mandated sound restrictions for that time of day. Thirty-six Miatas started, with 22 of them in the fastest class - SMT. Pole sitter Marco Gallaher/No.8 led flag to flag in his SMT, with all the action going on behind. His Margin of Victory ahead of Nick Sommers/No.83 was 1.726 seconds, who had to battle a charging Tim Weaver/No.18. Weaver got the race's fastest lap of 75.596 mph/1:46.577 trying to catch Gallaher, and dogged him for 11 of the thirteen laps before young Sommers caught him.

First in SSM and fourth overall was Joe Rombi/No.48, followed by Brandon Miller/No.92 and Helmuth Jones/No.63. Brent Hatchet/No.1 took honors in SM, ninth overall. The SM run-

ner-up was Tommy McCarthy/No.40 1999 Miata - not his usual number or car. He ran five laps before retiring with mechanical woes. McCarthy had started fourth overall and first in SM. McCarthy hasn't had the best of luck this season. He's been plagued with mechanical problems and this was a busy time of year for him as he graduated from high school, as did Sommers.

Except for one driver from Miami - Alex McDowell/No.5 in SSM - all drivers were local, including the driver from Reno, which is practically local, as the two regions share venues and workers.

All 36 Miatas turned at least two laps, with 32 of them finishing on the lead lap. Only two retired. Eleven of the drivers were from other West Coast regions.

GROUP SIX

The Spec Racer Ford contingent is often the largest, and with this weekend being its Festival weekend, it was true to form. With all these cars, in two categories, there was a lot of racing and activity on the track. Many of the drivers tested their limits, spinning, going off and generally filling the track. There was some body contacts, but no one was hurt. However, the Checkered Flag was thrown a bit early as Turn 11 was blocked from a couple of cars spinning and contacting. Thirty-seven cars of the 42 starters finished on the lead lap. There were four DNS.

Pole Sitter Steve Fogg/No.21 SRF3 won overall and in class; and it was hard fought. Mike Miserendino/No.10 hounded him for five laps and turned the fastest race lap of 81.206 mph/1:39.214. He led for three laps before Fogg caught him and went on to win. Umberto Milletti/No.34 ran third most of the way, before catching Miserendino two laps from the end. Milletti took second and Miserendino finished third - in class and overall.

The top SRF was Connor Solis/No.22, who

started second in class, twenty-fifth overall. He kept moving upward, several places at a time, to finish nineteenth overall. SRF pole sitter, Michael Boyle/No.53 finished second in class, twenty-third overall, with Novice Nei Ng/No.48 third.

The Briggs boys all race SRF3 - Father Joe Briggs/No.9, sons Tanner Briggs/No.11 and Parker Briggs/No.28. They were the instigators, along with their sponsors - Healdsburg Distillers of the Worker of the Day Awards given out each day of the weekend. The merry band of colors made the choice and advised Race Control who made the announcement, and \$250 checks were presented to each recipient at Social. Thank you Briggs Boys and SRF drivers.

The four Honorees were Cecil Barbee, Chief Paddock Marshal; Barry Streets, F&C; Karen Lamm, Chief of Grid; and Ron Branam, Grid and F&C.

GROUP FIVE

A larger than usual group of Alphabet Sedans



#67 Tom Mueller leads Group 3 into turn two



#77 James Chartres leads #3 Bruce Richardson and #72 Vince Balch through turn three

took the Green flag - 37. Only half the classes in the group were represented. Most of the drivers hailed from SFR, but one lone Cal Club driver ventured up, and Joel High/No.35 Miata in ITX, from Colorado and running from Northern New Jersey Region, came to play. He finished sixth in class.

Pole Sitter and SMG leader, Clark Nunes/No.79 Mustang led the first half of the race, with Roger Eagleton/No.30 Kevin O'Connell nipping at his heels. Eagleton caught and passed Nunes on Lap Eight and then O'Connell passed Nunes for second. Eagleton won, with O'Connell as runner-up and Nunes finished third. O'Connell turned the fastest race lap of 79.473 mph/1:41.378 for his efforts.

Tim Auger/No.07 Acura, who had not qualified, started thirty-third. He quickly worked his way up the track, to end up fifth overall and first in STL class by the White Flag Lap. Wilson Powell/No.77 Miata finished second in class, ninth overall; and Charles Burtoff/No.17 Honda Civic finished third in class, thirty-second overall, still on the lead lap.

Bruce Trenergy/No.2 Acura had the pole for the STU class, and he won against no opposition.

Seemingly, all the Miata drivers in Group Five also run Group Seven. Marco Gallaher did double duty this weekend in his No.8 2003 Miata. He won

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the SMT Miata class in Group Seven, and he won the ITS class in Group Five. Second and third in ITS were Tao Takaoka/No.72 Miata and Scott Kessenick/No.7 Miata.

Joe Rombi/No.48 Miata won ITA. Second and third in that class were Andrew Holifield/No.44 Miata and Kurt Kaub/No.89. Volkswagen. Twelve cars run this class.

ITX was won by Derek Stewart/No.71 Miata, with Helmuth Jones/No.63 Miata and Brendan Hermalyn/No.16 Miata. Nine cars fall into this class.

GROUP THREE

Thirty 'Thumpers' came to play, with nine of the fifteen classes represented. They hailed from the West Coast, mostly SFR with a few from Cal Club. Three cars DNS. Gone are the days when one expected a GTI or SP car to win overall. Not this time.

The Official overall race winner was Cal Club GT2 driver, Tom Mueller/No.67 Porsche. He also turned the fastest race lap of 85.449 mph/1:34.288. His Margin of Victory was 51.060 seconds ahead of runner-up GT2 driver, Daniel Burnham/

No.668 Porsche GT3. Third in GT2 was Robert Roumimper/No.54 Datsun 240Z, back in nineteenth overall.

Skip Rebozzi/No.48 BMW finished third overall and won ITE. Second and third in class were Igor Lyustin/No.71 Acura NSX and Mark Kibort/No.91 Porsche 928.

The top (only) Novice in the group was Ryan Arroyo/No.17 ITE Honda. He finished ninth in class, but he finished.

Fred Lind/No.07 Ford Lightning was victor in SP, with Alan Austin/No.39 Porsche 911 second and Bruce Trener/No.2 Acura third.

T2 was a trio of Mustangs: Darrell Anderson/No.50, with Kevin O'Connell/No.188 and Clark Nunes/No.79 second and third, respectively.

Taking the checkered flag first overall and in the GT3 Class was Cal Club driver, Doug Baron/No.7 Porsche GT3, and it was so listed on the Official Results posted at the track. However, when the Official Results came out from the SFR Office Monday morning, Baron and SFR driver, John Nelson/No.4 Porsche 914, who finished eighth overall and second in GT3, were listed at the bottom of the results with no time. They still maintained their class



#21 Graham Rinkin leads Frank McCormick down the corkscrew

positions of first and second in GT3. But ... the Announcement listed on the bottom of the Monday results indicated "Car #7 Non-compliant car; loss of all race lap times and position penalty to be listed as second to last in group, GCR Section 9.1.12.B

Car #4 - Non-compliant car; loss of all race lap times and position penalty to be listed as last in group, GCR Section 9.2.12,B"

Basically, these two drivers were from the Guest Group One PCA contingent, running in Group Three for extra track time; but not wishing to take points, positions or glory away from the SFR drivers.

Lars Mapstead/No.69 Porsche GT3 won the PC Class. Wilson Powell/No.77 Miata won EP, and Timothy Wise/No.25 Mazda MX-5 won T3 - all single car classes.

GROUP FOUR

Twenty-three formula cars took the Green Flag for its first race of the weekend, with ten being from out of region including two from Canada, one from Tennessee, and the top three finishers.

Pole sitter Timothy de Silva/No.61 VanDiemen of Cal Club won the race, won FC, and turned the fastest race lap of 91.851 mph/90.137. His Margin of Victory ahead of Canadian Mitch Egner/No.14 Van Diemen out of Northwest Region from was 5.772 seconds. Third in class was Tom Hope/No.18 VanDiemen from Cal Club.

Also running in the well-subscribed FC class is the winner's father, Harindra de Silva, who also is a familiar figure at the Rolex Monterey Motorsports Reunion races at Laguna Seca. He comes from Sri Lanka, but now resides in Manhattan Beach, and also runs from Cal Club. De Silva races vintage races all over the world, including Goodwood. De Silva finished eighth overall and in class.

Following de Silva was Gavin Aitken of hails from British Columbia Canada, but races out of Nebraska Region. He finished ninth overall and in class, the last car on the lead lap.

The top sixteen cars overall were in the FC class, with two more following Chuck Horn of Memphis Tennessee races, who races out of SFR.



#94 Christopher Murdter, #99 Frank Rombi, and #92 Brandon Miller

Horn finished first in FF, and set a new track record of 1:34.666. Second and third in class were Brad Hayes/No.74 Piper, and Michael Bernstein/No.12 Swift, who skipped qualifying.

Michael Edick/No.36 Le Grand and Jack Baringer/No.19 Crossle finished second and third in CF.

GROUP TWO

The smallest but fastest group of the day was Wings and Things. Eleven Classes comprise the group, but three classes had no cars, and five had but one car each. All but one driver were from SFR.

Rod Rice/No.70 Stohr won overall and FB. He also turned the fastest race lap of 93.371 mph/1:26.288, and finished 13.057 ahead of runner-up, FA winner, Edd Ozard/No.32 Mazda. And this from a driver who didn't qualify and started in back. It took him eight laps to take the lead, which he then held to the Checkered Flag. Third overall was John Manfroy/No.81 Stohr in P1. Second and third in FA were Graham Rankin/No.21 Swift and Frank McCormick/No.15 Star Pro Mazda.

Second and third in P1 were drivers who drove more than halfway but retired early. Vasili Stratton/No.20 Wolf went off mechanical in Turn Three and got stuck in a hazardous location, requiring an immediate tow; and Pole sitter Chuck Bona III/No.42 Stohr was credited with third place, but retired with mechanical problems after eight laps.

Charles Chi/No.98 Norma in P1 had qualified second in class and overall, but he and teammate Angela Durazo/No.88 World Speed Formula in FA class tangled in Turn Two. Durazo and Chi did not finish.

Other single class competitors/winners were: Robin Riner/No.91 Mazda in FS; Lars Jensen/No.63 Star Formula in FM; Allan Sveta/No.5 Van Diemen



#12 Michael Bernstein and #74 Brad Hayes in FF action



#32 Jason Reichert mixes it up



#80 Kurt Kaub leads #49 Joe Rombi through turn five

in FE; and Roger Hett/No.34 Downs Engine in ASR, who raced without qualifying, but retired with mechanical problems after ten laps.

The race lasted 14 laps, only 20+ minutes as the Checkered Flag was thrown early, to retrieve Stratton.

Saturday, the workers and officials learned the new meaning of "It Takes A Village" in hosting two local car clubs for Parade Laps during the noon hour. It's easier said than done to organize 74 Panteras (with some 'pretend' Panteras) from all over the country, and 15 Monterey County Corvettes. More like herding cats. But, we did it and made those drivers very happy campers. The Panteras were so happy they want to come back again next year, and bring 100 cars - Panteras-only next time.

Thanks go to Chief Steward Jim Rogaski; Paddock Marshal Cecil Barbee; Race Control Steward, Barbara McClellan; Pace Car Drivers, Dave DeBorde and John Schmale; Race Admin Linda Rogaski, Kathy Hayworth and Sherry Glazebrook; Karen Lamm and her Grid Crew; Alan Davis and some of the Tech Crew; Seth Reid and the E Crew; Social Chief Nan Mendes & her small but busy crew; and Chief Cat Herder, Lynne Hunting. All gave up their lunch break for the cause.

Now that we know how it's done, we'll be better prepared for Tim Sullivan and his Northern California Corvette Club cars at our September Regional at Laguna Seca. Sullivan has taken on the challenge of ensuring that there will be more drivers and cars than the Panteras.

Saturday night was a big Social with lots of the SRF drivers joining after their class photo shoot on the front straight, and in an interesting twist, they faced Turn Eleven instead of Start-Finish. The SRF drivers provided dinner and wine for all the workers. Thank you Bruce Richardson, Joe Briggs and consortium!



#70 Rob Rice in his Rice Rocket FB Stohr



#61 Timothy De Silva leads a large contingent of Formula Continentals



Opening lap of the group three race

GROUP 7 B

Marco Gallaher pulled off yet another victory overall and in SMT, in his No.8 Miata; and he set the fastest race lap of 75.550 mph/1:46.642 in trying to catch pole sitter, Tim Weaver/No.18, who led the first seven laps. Weaver finished second overall and in class. Third in SMT was Andrew Holifield/No.44 in fifth place. But no Nitro Nick Sommers on Gallaher's coat tails this time. Although he did lead once, it wasn't at the timing light and wasn't counted. Sommers finished sixth in class. Twenty-one of the 35-car field drove SMT's.

Winning SM for the first time this season was Tommy McCarthy/No.40, finishing third overall. He started and ran fourth for four laps before moving up to third, which he rode to the end. This was his first finish after a series of DNF's due to mechanical problems. It was a busy week for McCarthy, as he just graduated high school. He plans to attend nearby Foot-hill College and study Mechanical Engineering, knowing it will help him be a better test driver. McCarthy is interested in racing in the NASCAR K&N Series and/or Rally Cars.

Tim Auger/No.1 finished second in SM, fourth overall, the only other driver



#96 Harindra De Silva, #3 Gavin Aitken, and #68 Paul Rodler

in the class.

Joe Rombi/No.48 won SSM, finishing ninth overall. Second and third in class were Brandon Miller/No.92 and Gregory Hoff in No.97. Eleven Miata's filled this class.

As always, the group is lively and energetic, with the drivers testing their limits. This caused the usual spins and offs, with some body contacts. The Impound Catch List grew to the point it was just turned into a Full Pull at the end of the race.

GROUP SIX B

The Spec Racer Ford group was the largest group of the weekend, as only befitting those who were having their Festival. Thirty-nine took the Green Flag, including ten from other West Coast regions. This group gets a split start, with 25 Gen3 cars in front and 14 Gen2's in the second group.

Mike Miserendino/No.10 Gen 3 won overall and in class, after taking over the lead from pole sitter Umberto Milletti/No.34 on Lap Seven. They remained in those respective positions to the Checkered Flag. The Margin of Victory was 0.140 seconds. Miserendino turned the fastest race lap of 81.522 mph/1:38.830. Jim Devenport/No.23 took third overall and in class. He gridded fourth but moved into P3 immediately and held on to the finish. Steve Fogg/No.21, Mark Ballengee/No.09 and Jack Wiles/No.49 all raced and swapped positions, before finishing in fourth, fifth and sixth in Gen3. The top 21 cars were Gen3's.

SRF pole sitter, Connor Solis/No.22 won the class - again. The Monterey Peninsula College student is doing quite well for himself, and is looking to follow in the steps of another young SFR driver who is moving up the pro ladder from SRF, via the Pirelli World Challenge Series - Jake Pipal. Solis is looking forward to competing in the 2017 SCCA Runoffs at Indianapolis. One intriguing aspect of this will be the intense competition, as it appears that there already are more drivers registered for SRF's than the track can legally accommodate. Will they separate Gen 3's and 2's, or have qualifying races? Stay tuned for how this will resolve.

Second and third in SRF were Hank Raymond/No.12 and Joe Briggs/

No.9. Father Briggs beat son Tanner/No.11, who finished on his heels, fourth in class right behind Dad. Other brother, Parker, finished ninth in class, further back.

SFR's Competition Director, Rod Simmons/No.38 Gen3 qualified sixteenth, but didn't race, the only DNS.

The Flaggers got a workout for all the spins, offs and body contacts. Lots of Yellow Flags. Steve Grandin/No.40 Gen3 had tested the track limits several times. And Paul Goudy/No.27 of Oregon Region was penalized for passing under the Yellow Flag. The Checkered Flag was thrown early as Turn Eleven was blocked after Tim McMann/No.13 Gen3 spun and was unavoidably hit by Michael Boyle/No.53 Gen2. No one was hurt in any of the accidents, but cars were damaged.

GROUP FIVE B

This race group utilizes nearly every letter in the alphabet naming all sixteen classes included in this sedan group. Twenty-two of the 35 entries were Mazdas, spread among ITA, ITS, ITX, and STL. Many of these Miatas also run Group Seven. They're an overactive bunch, needing more to do during the weekend, so get used to seeing their names.

Roger Eagleton/No.30 Mustang won over-



Start of the SRF race



#27 Paul Goudy, #12 Hank Raymond, #3 Bruce Richardson exit turn two



#57 Bill Booth leads #88 Court Cardinal, #86 David Kay, #27 Paul Goudy



At the top of the track #34 Umberto Milletti leads the group back down to sea level

all and in SMG, and beat his nearest competitor, Clark Nunes/No.79 Mustang, by nearly half a minute. He also turned the fastest race lap of 80.062 mph/1:40.632. Third overall and in class was Don Van Nortwick/No.75 Mustang, followed by Michael Lowe/No.21 Mustang in SMG.

Then followed the Mazdas in various classes. Wilson Powell/No.77 Miata was fifth overall and first in STL. Second in class, much further down the line, was Mark Gordon/No.68 - the only Mazda which wasn't a Miata. Gordon drove a RX-7. On his victory lap, Powell stopped at Turn Eight to give his Checkered Flag to Alan Mertens.

Tao Takaoka/No.72 Miata and Scott Kessenick/No.7 Miata were first and second in ITS, sixth and seventh overall. Third in class was Joel High/No.40.

ITA was won by Andrew Holifield/No.44 Miata with Kurt Kaub/No.80 Miata second in class, finishing eighth and ninth overall. Third in class was Brandon Miller/No.92 Miata.

Derek Stewart/No.71 Miata took ITX honors, with Gregory Hoff/No.97 Miata coming second in class, and Brendan Hermalyn/No.16 third.

There were no drivers in ITB, ITC, ITR, FP, HP, STU, SE30, BS, AS, T3 or GTL. Did I miss any letters?

GROUP 2 B

There were 17 entries, but only 12 drivers started the race. There were some spins, some offs, and some body contacts.

Pole sitter Chuck Bona III/No.42 won the race and P1 class, but didn't lead until mid-point in the 20-lap race - for three laps, and then grabbed the lead on the last lap to take the Checkered Flag. Runner-up Rod Rice/No.70 Stohr led the first ten laps, and then again for seven laps until he was passed by Bona. John Manfroy/No.81 Stohr in P1 Class led three laps earlier and turned the fastest lap of 91.879 mph/1:27.689. But he was hit by

Robin Riner/No.91 Mazda Formula and his day ended in DNF, with nine laps.

Riner finished third overall, first in FS. Fourth overall and second in P1 was Charles Chi/No.98 Norma. On the way, he spun out on the Pace Lap and then again later. Third in P1 was Vasili Stratton/No.20 Wolf.

Frank McCormick/No.15 won FA, followed by Angela Durazo/No.88 World Speed Formula and Graham Rankin/No.21 Swift. Lars Jensen/No.63 Star Formula won FM, and Allan Sveta/No.5 Van Diemen won FE. He was so excited he dropped his checkered flag on the victory lap.

GROUP THREE B

GT2 driver, Tom Mueller/No.67 Porsche won overall and in class, besting ITE driver, Skip Rebozzi/No.48 BMW by 1.387. Mueller also turned the fastest race lap of 84.895 mph/1:34.903. Second and third in GT2 were Daniel Burnham/No.668 Porsche and Jim Mali/No.38 Porsche.

Second and third in ITE were Brian Anderson/No.30 Mitsubishi and Justin Sprugasci/No.424 BMW.

Third overall, and first in SP was Fred Lind/No.07 Ford Lightning. Second and third in class were Bruce Trenery/No.06 Miata - replacing his ailing Accura, and Alan Austin/No.39 Porsche.

Kevin O'Connell finished first in T2, driving his No.25 Mustang. Second and third in class were Clark Nunes/No.79 Mustang and Don Van Nortwick Mustang.

EP had won driver, Wilson Powell/No.77 Miata, the lone driver in that class. Another single-car class was GT1, represented by Joe Montana/No.88 Ford Fusion. Sadly, Montana retired early.

The race ended early, after 15 laps when SP driver Alan Austin/No.39 Porsche had to be towed out of harm's way. He spun into the tire wall at Turn 8A, bottom of the Corkscrew. He wasn't injured.

Eleven of the entries did not run the qualifying session, sign of a troubling trend of Sunday entered drivers not running.

Among the six drivers who didn't run the race was Matthew Insley/No.42 Pontiac Firebird. He's slated to become the new SFR Race Chairman next year, replacing the retiring Ian Cook.

RACE FOUR B

This was the only race of the weekend which had a Red Flag. Twenty-five cars started the race, twenty-three finished, and the top six overall finishers all started and finished in their same positions.

Pole sitter, Timothy de Silva/No.61 Van Dieman was a repeat winner, overall, and in FC class. He was also the fastest driver, at 91.159 mph/1:28.382. The top 14 cars overall were FC, all Van Diemens. Second and third overall were Mitch Egner/No.14 and Tom Hope/No.18.

The car which started in seventh position, Gavin Aitken/No.3 Van Diemen, from Vancouver Canada in the FC class was penalized for avoidable body contact in hitting No.99 Peter West, also a FC driver, from Cal Club. Aitken locked

his brakes and went into West, who flipped and caught fire on the edge of track in Turn Two. CF driver, Jack Baringer/No.19 Van Diemen stopped to assist, as the tows and rescue trucks responded. The race was Red Flagged. No one was seriously hurt.

When the race resumed, there wasn't much further misbehaving. Winner de Silva's father, Harindra de Silva/No.96 finished seventh in class and overall, moving up from tenth.

Michael Bernstein/No.12 Swift, who hadn't qualified, won the FF class, finishing fifteenth overall, with Brad Hayes/No.74 Piper and Chuck Horn/No.54 Swift finishing second and third in class.

Michael Edick/No.36 Le Grand won CF, with Richard McClosky/No.6 Crossle and Baringer finishing second and third in class, respectively.

SRF FESTIVAL RACE

The last race of the weekend was the SRF Festival Race. The grid was set from the fastest times of the B race. Thirty-three of the 40 cars started the race. Among the DNS was Mike Miserendino/No.10 Gen3, the SixB race winner.

This race got off to a bad start. On the second lap an Alert (serious situation) was called for Yehia Eissa/No.16 Gen2 hitting the wall hard in Turn Three. He wasn't hurt, but the same couldn't be said for his car. There were spins, some cars practiced going off course until they could get it right, and there were more body contacts, with one car catching fire.

Umberto Milletti/No.34 won overall and SRF Gen3. He beat Jim Devenport/No.23 by 1.783 seconds, but Devenport turned the fastest ace lap of 80.933 mph/1:35.549. Steve Fogg/No.21 was third overall and in class.

There was a photo finish race to the Checkered Flag for Bill Booth/No.57 and Jerry Aplans/No.71, who finished seventh and eighth overall and in Gen3.

Connor Solis/No.22 won his third SRF race of the weekend, finishing twentieth overall. Can you call it a Hat Trick in motor racing? Second and third were Michael Boyle/No.53 and Joe Briggs/No.9. Brian Duddy/No.55 had a better race this time, finishing fourth in class. In the morning race, he only got one lap.

FULL BODY CONTACT

SPECRACER ENTERPRISES & CSR NEWS

WHEEL HUB UPGRADES – Great news, wheel Hubs have been revised to provide a tighter fit to the bearings. A lot of racers asked for a tighter bearing fit and we now have it. These new hubs should give longer service with multiple bearing changes.

GEN3 CLUTCH STATUS - Currently the Tilton organic clutch material disk is the only one available. A new Gen3 Clutch is still in process and the comments were that a more expensive clutch is desirable if it can help keep the transmissions in service longer. MIke Davies is working with a new vendor with new pad material.

GEN3 GEAR SETS – New gear sets are available to ship now.

BRAKES - The new Wilwood calipers have been approved for production. The new calipers will not be available for distribution until after the 2017 Runoffs.

SPECRACER SONOMA RACE REVIEW JULY 1-3 UPDATE

The race at Sonoma had one of the largest grids of SpecRacers this year. The grid included a lot of friends from up north and down south.

SPECRACER GRID AT THE RACE 7 & 8 AT LAGUNA SECA

The weather was great for the entire weekend with the temperatures in the 80's and a breeze. The weekend started with a Thursday test day and about half of the group participated. Both races had a group of five really fast cars out front that included four Nation champions the group included: Mike Miserendino, John Black, Perry Richardson, Todd Harris, and Jack Willies.

In the first race Jack Willis and Perry Richardson had track record times. Perry got a 147:506 and with Jack drafting Perry and he pulled the fastest time and the current track record of 147:328.

RACE 1	GEN3	GEN2
#1	Mike Miserendino	Connor Solis
#2	John Black	Nei Ng
#3	Todd Harris	Hank Raymond
#4	Jack Willis	Joe Briggs
#5	Perry Richardson	James Chartres
RACE 2		
#1	Mike Miserendino	Connor Solis
#2	John Black	Stephen Controulis
#3	Jack Willis	Hank Raymond
#4	Perry Richardson	James Chartres
#5	Jack Willis	Bruce Richardson

SPECRACER FORD FESTIVAL RACE JUNE 1-4 UPDATE

AccelRaceTek, SCCA-Enterprises, and Vistage sponsored the June 1st - 4th SpecRacer Ford Festival race weekend at Laguna Seca. This was the first race of the year at Laguna and there was a very large field of SpecRacer Fords with 42 cars. The weekend was a three-race weekend for the SpecRacer drivers.

There was a BBQ lunch for SpecRacer drivers and crews on Saturday. At the lunch a drawing was held for prizes valued at over \$3,000. The prizes ranged from a new steering wheel to a new set of aluminum wheels. Mike Smith was the lucky winner of the new set of wheels.

DETERMINE THE FUTURE OF THE REGION

BECOME AN SFR BOARD MEMBER!

The 2017 Board of Directors election will be in October. If you would like to be a candidate for the Board of Directors, you will need to submit a candidate petition no later than September 5.

Petitions must be signed by 50 current San Francisco Region members. Candidates should make sure those signing the petitions also print their names legibly so the signatures may be validated. Including the member number will also assist in this process.

Petitions must be delivered to the Region Office no later than September 5 either by mail to PO Box 308, Willows, CA 95988; or fax to 530-934-7275; or email to office@sfrscca.org.

Candidates can submit a statement for the September and October issues of The Wheel and the SFR web page. Statements must be received by August 28 for the September Wheel or September 27 for the October Wheel. They also can be submitted by mail, fax or email (see above).

The Region Board of Directors consists of the Regional Executive and six Directors. Three members of the Board of Directors are elected for two-year terms in even numbered years, and three members are elected in odd-numbered years. To be eli-

gible for Regional Executive, you must be or have been a member of the Board of Directors. Only SFR members may hold elected offices.

The election process will be through online voting on MotorsportReg.com. Requests for a paper ballot should be sent by mail, fax or email (see above). Online voting will open on October 12 and close on November 6.

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David Bunch, PCA Grid Steward with Karen Lamm and SFR Grid Crew at Sonoma Races.



Tyler Bandy

FRESNO CHAPTER ELECTIONS AND EVENT 7 RESULTS

BY KATHERINE FLATER PHOTOS BY ANTHONY TOPALIAN

Fresno Chapter elections are coming up! We will be nominating and voting on candidates for Fresno Chapter board members for the 2018 calendar year. Nominations will be done in September 2017, with voting completed in October 2017. Our four board positions consist of president, vice president, secretary, and treasurer. Our president, Jimmy Au-Yeung, and secretary, Kurt Wong, will complete two terms by the end of 2017 and we will need new candidates to fill their positions. If you are interested in voting for a candidate, please attend our meetings held at MB2 Raceway in Clovis, CA or log onto our forum at fresnoscca.com!

EVENT 7 took place on July 8, 2017 at the Fresno Fairgrounds and was chaired by Jimmy Au-Yeung. There were 41 competitors who braved triple digit temperatures at this event! Event results are as follows:

In BS, Leon Bennett placed first in his 2016 Ford Focus RS, followed in second by Greg Back in his 1999 Chevrolet Corvette.

In CAM-C Michael Gardner ran unopposed in his 2012 Ford Mustang GT 500.

In CAM-S Ian Cline ran unopposed in his Chevrolet Corvette Z06.

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

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



Jimmy Au-Yeung and Justin Tang

In DS, Gary Fazekas came in first in his 2015 Ford Mustang, while Gorje Osuna finished second in his 2016 Subaru WRX.

ES had four contestants for this event. Josh Cadiente took the top spot, followed in second and third respectively by Richard Cadiente and Gary Lieb. All drivers in this class were in Mazda Miatas.

In FSP Justin Tang placed first in his 1986 Toyota Corolla, followed in second by Mas Vang in his 1994 Nissan Sentra SE-R.

Indexed class was the largest class at this event with seven drivers. Jimmy Au-Yeung placed first in his 2006 Mitsubishi Lancer Evolution SE, followed in second by Kurt Wong and Ricardo Quinonez finishing third, both in a 2013 Scion FR-S.

In Prepared class Jim Tikijian ran unopposed in his 1972 MG Midget.

In SM Lorde Aldrin Grande ran unopposed in his 2007 Subaru WRX.

In SMF Ryan Zelinski finished in first place in his 1994 Honda Integra, followed in second by Richard Jensen in his 2004 Mini Cooper S.

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

In STF Joshua Stephens placed first in his 2005 Acura RSX, while Jonathan Solan placed second in his 2009 Honda Civic.

In STP Leon Weinroth finished in first place in his 2014 Ford Mustang V6, while Jeffery Jantz came in second place in his 2006 Ford Mustang GT.

In STR James Carothers placed first in his Honda S2000, followed in second place by Robert Carstens in his 2002 Mazda Miata.

In STS Israel Arroyo placed first in his Mazda Miata, while Guehue Moua finished second in his Honda CRX.

In STU Gareth Knnablian finished first in his 1995 BMW M3, while Victor Lara finished in second place in his 2014 Subaru WRX.

STX had a total of five competitors this event. Tyler Bandy took the top spot in his 2013 Subaru BRZ, followed in second place by his co-driver Reace Fisher. Jonathan Cadiente finished third in his 2014 Ford Focus ST.

TOP TEN PAX

1. IND-STU Jimmy Au-Yeung, 2006 Mitsubishi Lancer Evolution SE
2. STX Tyler Bandy, 2013 Subaru BRZ
3. STX Reace Fisher, 2013 Subaru BRZ
4. STR James Carothers, Honda S2000
5. IND-DS Kurt Wong, 2013 Scion FR-S
6. IND-DS Ricardo Quinonez, 2013 Scion FR-S
7. CAM-C Michael Gardner, 2012 Ford Mustang GT 500
8. IND-CS Paul Newton, 2013 Mazda Miata
9. DS Gary Fazekas, 2015 Ford Mustang
10. IND-STU Katherine Flater, 2006 Mitsubishi Lancer Evolution SE

ARE YOU INTERESTED IN ATTENDING A FRESNO EVENT? We have events throughout the year! Most of our events are held at the Fresno Fairgrounds, but we also have an event on October 8, 2017 that will be held at the kart track at Buttonwillow Raceway! You can pre-register for our events on motorsportreg.com, and onsite registration is also available. For general questions or feedback on our events, please visit our forum at fresnoscca.com.



Fresno Fairgrounds



Ric Quinonez



James Carothers

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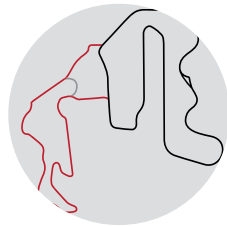
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THUNDERHILL REPORT

BY DAVID VODDEN



Solo has landed at Thunderhill Park! It was a great day in the history of the San Francisco Region of the Sports Car Club of America, Saturday July 22nd, when members of the Sacramento Chapter of the Solo world took to the new asphalt area that will be the site of a great-big Solo event before the end of the year.

Moving forward, the plan is to make the larger solo site available to our Club and other Solo groups who wish to combine their program with the busy schedule of track activities that occur simultaneously at Thunderhill Park. "It's great to be a part of the beehive of motorized fun that makes up a typical weekend at our Club track," noted Regional Executive Dr. Gary Pitts. "I applaud our track President David Vodden for doing what it took to add the solo community to the vision and reality of Thunderhill Park".

Solo Chapter officials Ken Yeo, Tom Smiley, Tom Nivison, Gale Smiley and many others were on site July 22nd to check out the layout. The test took place following an event for the Sacramento Solo Chapter that took place during the day on the park's two-mile course. From my perspective, the new solo course designed for the demonstration was fast, fun and truly challenging! The Corvette I rode in accelerated like a rocket, stopped on a dime and cornered like a real race car. It was fun and it was great to embrace the Solo community and witness the start of a new chapter in our track that was built by racers for all members of the Club. This will be an important part of the future of Thunderhill Park.

For the record, it appears that the much-discussed Stockton site for Solo events has run afoul of governmental bureaucracy. No surprise there. I

am told that the Stockton plan is on hold. Solo leaders rightfully want a fair deal and not one that can be changed at the will of the government or, worse yet, pulled out from under the Solo community. We can't afford to leave the Solo Site fund money on the Government's table. Thunderhill, while somewhat distant, looms as a great new venue for Solo enthusiasts.

In a recent column, I encouraged members of the Club to step forward to take on leadership roles that will determine the future of our Club. That pitch seems to have worked because there appears to be more candidates for the three board vacancies this year than there are openings. Yeah! You have a choice! This is good! In fact, it is great!!

Every year three of six board members are elected for two-year terms. The deadline for application to run for the board is September 5th. If you miss

this round, think about next year. Board members meet monthly to create the vision, design the plans, assemble the piece parts and negotiate whatever it takes to cause the successful execution of Club events. Admittedly the Solo community, including Fresno, Sacramento and the Bay Area, are self-governing and very well run.

The primary responsibility of this board, in addition to being the board of record for the company, is to deal with all aspects of track events including club races and all that goes into putting on such events. There is much more to this than the last sentence implies but it is doable and can be fun. It is especially fun if you come up with new ideas that appeal to new audiences and create new revenue streams that will allow the Club to replace assets, support key staff positions, promote what



Sacramento Solo Chapter Board members and friends meet with Thunderhill Park President, David Vodden prior to the first-ever laps around the solo course designed for that purpose. Talks are underway about holding a big solo event at Thunderhill on the new pad before the end of the year as part of the 25th Anniversary of the track.

we do and build on our past without being stuck in it.

As one who has been associated with the Club in its most creative endeavors



Solo members of the Sacramento Chapter take the maiden voyage on the new pad located at the Willows, Club-owned Thunderhill Park.

and as a member who believes that the best days for the San Francisco Region of the Sports Car Club of America lie ahead, I have decided to try to help. Why? I think I can make a difference, even more so than most who do not have the resume that I have assembled over the years. My background as a driver, promoter, writer, SCCA Region manager, track operator, industry specialists, plus my diverse exposure to the sport and a pretty good education up to the MBA, are my selling points. I have experience in the motorsports business that is critical to finding new and better solutions to problems the Club faces now and will face in the future. If this were heart surgery, you would pick me in a second and be glad for what I know. This is not heart surgery but you do have to vote for me if you want me to bring my skill sets to the task of making the Club better for you.

I believe that we are at a crossroads in the life of our Club. You can see this in the entry levels. You have heard that our volunteer event staffing is timing out. The list goes on but none of these problems are terminal unless we allow them to be. I have studied these things for decades and I have done fairly well in creating successful outcomes. From my times in Southern California to when I moved north and became the business manager for the Northern Auto Racing Club at Calistoga and on to Baylands in Fremont where I was the promoter, I accumulated the skills that would help make our track the success it has become. Counting my time as the SCCA Region manager plus my 33 years of 24/7 making Thunderhill Park great, I think I am a good choice for your Club board. If you elect me this year I will do it for now at this critical crossroads but you will need to do it later.

The pitch here is to get you involved in leading the Club in the future. Vote for me now and then get ready to do your part so that we can all be assured that the race place we built in 1993 has a Club of vision, strength and leadership navigating its corners and sharing its ever-improving amenities.



Sacramento SCCA Solo participants held the first-ever autocross on the two-mile road course called "West" at Thunderhill for a weekend of fun behind the wheel. Reports were all positive as the facility amenities, camping and much more added to the value of the weekend experience.



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OPEN WHEEL AND SPORTS RACERS



Superlite Coupe Endurance Race Car - \$115000. Car has been completely rebuilt and ready to be raced!! Enter the 2017 25hrs of Thunderhill and win it!! Car comes with two bodies and three splitters and three sets of wheels. Fuel rack included. Many Many spares. Darrell Anderson (510) 928-2423 1707

Vintage Crusader Formula Project 1965 Crusader Formula Vee, needs to be assembled. Everything is there for a complete restoration. Own a part of history and have fun driving it at Vintage events. Call Balke Tatum to discuss, 209-403-2452 1707

98 FM \$15,000. Car has small motec system. Car cover. Spare nose. 3 sets of wheels (one on car with rains). New Fuel cell. New Rads (Ron Davis). New Belts (Simpson). New Masters rebuilt calipers New Pads. New Air filter. Pick up in Las Vegas. Mike Williams 818 522 9676 cer-performance@centurylink.net 1707



SRF Gen 3 #066 (2nd Place car SF Region 2015.) \$32,000 OBO. Well maintained by owner and CSR. 14 Weekends on Engine. 1 race on Clutch 1 yr. on Rebuilt Shocks, Heims and Ball Joints. Analog Gages Warning Lights for Water Oil Pressures Alternator. All Current Upgrades 2 Sets of Hoosier slicks. 1 new unmounted set. Rains on Weld Wheels Bodywork good condition. Traqmate data acquisition with video sync for GoPro (included). Both softwares included. Call: Bob @916 489 7182. 1706

GT1 Rolling Chassis. Loflin/Philips GT1 tube frame, raced mid-80's Trans Am Series. No engine, trans, body, fuel cell, has exhaust system, stock products quick change, full fire system, NASCAR Modine radiator and oil cooler, 16x12.5 on 5 hubs, Durilite alloy rims, 4 fronts 2 rears, Lockheed front brakes, Hurst airheart rears. All gauges, seat, pedals, dry sump tank and hoses. Documented Trans Am history. Car located Hayward, CA. Make offer. Contact Don at 510-531-6632 1704



For Sale: FC/F2000 Engine. Ivey. Ex Joe Riley/Robert Arrington. Last raced in 2014. \$2000. Includes engine stands and header. Want SF Region people to have first shot at this before listing on Apex Speed. David Simerly. 415-383-0960 1704



Super competitive SRF Gen 2. Top 10 in Runoffs past 2 years. Fresh national motor+ quality regional motor. 3 sets of wheels with tires including new rains. Brakes and rotors have one race session. Re-built transmission last year. \$15,500. Open trailer available for \$1000. Call/text Dan @ 443.742.7702 1702



1992 Van Diemen FF. Loyning Runoffs motor. Stack dash, Technomagnesio wheels, Penske shocks. This model FF has almost won the SCCA Runoffs and currently wins races in England. RACE READY. \$10,000 Jerry Pacheco 530-367-3899 1612

For Sale 1974 Lola T 320 Formula Super Vee, Ground up restoration Everything is new or rebuilt. Beat the Atlantic cars for 1/3 the price \$35,000.00 Ed (415) 883-4824 1512



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

\$13,500 OBO, James "Cotch" Cotcher cell: 530-545-1765 home: 530-573-0505 jamescotcher22@gmail.com 1617



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

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

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



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

of races. fhu@performancecomposites.com \$15,550 OBO. 310-927-4368 1707



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



Turnkey, race-ready HP Honda CRX Car has 4 SCCA National Championships with 4 different drivers; third at Laguna Runoffs with 5th driver. 138 MPH trap speed at Daytona Runoffs. No possible effort left undone. Car comes with - Jongbloed wheels; Houseman, 5 racing gears trans; custom air dam/splitter; Tran-X limited slip; highly developed, "bagged" SS header; water-to-oil heat exchanger; custom water radiator; Comptech prepared engine; AEM Infinity ECU; data collection sensors; and "owner's manual" with track session/setup data. Comprehensive spares package available. Contact hussey.steve@gmail.com or 650-823-9927, \$27,500 1702



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, fuel gauges, three sets of wheels Spare Spring Towers, Used Super Trap Muffler. rrrhostler@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 boost, 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 rearend. 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 1606



2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX "Wonderbread" Car. Square tube chassis, Lotus link, flat floor, driver's side exhaust, Rebell 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 - In-

cludes 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 1607



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 1607

FOR SALE, 1967 FORD CORTINA, \$1500.00 OBO. In excellent condition 4 door Ford Cortina. I am selling this for my race partner John True. He bought the car from a gentleman on a business trip many years ago and had it shipped here in Reno. I put a better intake manifold with a Weber carburetor on it and it runs great. It has the 1500 cc engine with a 4 speed. The car is really clean and straight. No title, but I know there are ways of getting it. It is clean title as we know. The White with white/blue interior; very clean and straight. Great little car and fun to drive. I will text pictures if you ask. Paul Gilbert, 775-762-4431, paulracer152@sbcglobal.net 1703

SPEC MIATA



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



1990 Sealed Spec Mazda Miata with a very strong Haag engine. Many spare rims and tires along with extra parts. Car also has current SCCA log book. In great shape, just needs a driver. Also selling with or separate, a 2014- twenty foot trailer, basically like new. Asking \$11,500 for Miata and \$4,500 for trailer. Excellent deal and it is stored in Monterey, please call Frank @ (714) 394-1631 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 threebearracing@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, RenneMetal 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 Direzras, Advanced Autosports fuel pressure regulator (2x), Lightweight tow hitch and ball mount. Fluids, filters, brake pads, restrictor plates, etc. Tim Ryan tim@seventhcircleaudio.com \$17,950 1603

"1989 Chevrolet Camaro IROC-Z "Players Challenge Series" car is FOR SALE. Raced professionally by Kathryn Teasdale in the Players Challenge and is a legitimate 1LE R7U Camaro. Raced in SCCA and CASC after it became ineligible to compete in Players. 305 cu in w/5 speed transmission, Ford 9". Ready to race with new tires, fresh maintenance, and has some spares that will go with the car. Have all log books for Vintage verification. \$17,500. Mary 831-905-8668 or pozzimotorsports@gmail.com 1807



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

SOLO RACER & TRACK CARS



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 1805



Formula 1980 Red Devil formula 440 Chaparral engine. Nice original car unmoled 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 1806



Street-legal Palatov D2
An Atom on steroids. California SB100 registered, licensed, insured by State-Farm, smog-exempt for life! 2200 lbs, 480hp! 6,500 miles all street speeds, never tracked. LS376 GM LS3 motor. Race-quality six-speed sequential Quaife transaxle with LSD. All LED lighting. Tablet-based dash with integrated data-and-video acquisition, wireless upload. Alcantara, Momo, Wilwood, Bilstein, ceramic-coated exhaust and more. It would take over \$100,000 to replace, not including the SB100 registration. \$85,000 925-247-0846 More info: http://tinyurl.com/palatov4sale 1808

2000 BMW M Coupe, TRACK CAR. Original owner, low mileage (53K). Street legal. Smogged, and has CA tags valid through April 2017. Excellent condition. Titanium Silver, Imola Red interior. \$25,000. Professionally prepared for track driving. The perfect track day car. It is stiff, light, fast, and bulletproof, yet can be legally driven to the track. Has done 30 track days before being kept in closed storage for the last eight years. Mostly garaged California car. Features and Upgrades: Stock S52 engine, 240 hp, 236 lb.ft. Custom roll-cage and sub-frame reinforcement. Recaro race seats with 6- and 4-point harnesses. Removable Momo steering wheel. Traqmate data acquisition and Chasecam SD video. Bilstein Sport Shocks and H&R springs. Larger diameter anti-roll/sway bars. Front strut brace. Zionville radiator & oil cooler. Additional ducting for front brake cooling. Partially stripped interior. Many extras. https://docs.google.com/document/d/1CeJOr_QLHOvKebUe61Mx8qnUAh-7buL09F1-Y_kCCbGg/edit?usp=sharing for full details and pictures. bryn.dole@gmail.com, 650-224-5029 1805



2000 XZ2 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 1805



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/craigsdpmi-ataforsale/ 1811

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

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

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



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 1812



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 1810

Top of the line, four-axle trailer \$2500. 530-934-5588 E-101 / 530-330-2186. 1808

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. 1808

TOOLS/ EQUIPMENT /MISC FOR SALE

HP full race engine. All the good stuff. Email me for a complete description. No reasonable offer refused. Ray Hiatt. 11HPrrhiatt@gmail.com 1706



Fast Forward formula car alignment system. Make me a fair offer \$\$ Txt or call Loren 408-348-8509 San Jose / Los Gatos area 1706



Hewland gear stand. Used on a swift DB-3 f2000. Make an offer \$\$ Txt or call Loren 408-348-8509 San Jose / Los Gatos area 1706

Ford Racing Recaro Seats. Fits 2013-14 (later?) Ford Focus. Partial leather, equipped with enhanced shoulder, back and thigh area bolsters. Includes original equipment airbags and OCS sensors. Similar to OEM seat found in ST2 option Focus ST. Sold as pair \$1,200. Mike 510-530-1895 1704

WANTED: Fun-loving SFR members to participate in a wild and crazy party Saturday at Thunderhill Raceway Park at days end of the Season's Finale Regional Race 28 October 2017. Come One! Come All! The Party Posse Wants You!! 1802

Snow Tires on new aluminum rims, both less than 300 miles. Bridgestone Blizzak studless tires, 225-60/16, set of 4. Practically new, Fits 2002 Honda Odyssey van. \$600.00. Arthur Muncheryan rose1art@earthlink.net 1702

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



Seat For Sports Racer For Sale. Never used, Fiberglass, Make offer rrhoshtler@gmail.com 1811

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 1811

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

SERVICES



All-Weather Storage Lockers - Now @ Thunderhill Park! Finally a solution to having to deal with all your race equipment! Don't bother lugging your gear around or leaving it out in the cold. Rent a 4' X4' X8' Thunderhill locker daily, weekly, monthly, or even yearly to make sure you always have a place to keep your important and valuable items. These lockers are big enough to store almost everything you could need for your time at Thunderhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1802

Bavarian Motorsport BMW service & repair. Offering wheel alignment services in the south bay. We can align any vehicle as long as you want it done correctly. 1025 Sinclair Frontage Road Milpitas 95035 408-956-1662

SPEC MIATA & SPEC E30: TFB Performance's winning alignment service has expanded to include race prep and "arrive and drive" trackside support for SCCA/ NASA and HPDE/track days. Rent clean, safe, front-running cars or bring your own. Run your first race or win a championship! Contact Tim Barber at 415.205.2222 or tim@tfbperformance.com.

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



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



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LOTUS ELISE RACE-CARS FOR RENT Arrive and Drive, track prep and storage. Dietsch Motorsports has race cars available for Drivers School, Club Racing and testing. Runs in T3. Can run in other classes. Full season rates and the car is set up for you. Boxster S and Miata also available. Cars are located at our Vacaville race prep facility. 707-724-9250; http://dietschwerks.com/ 1802

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