



The wheel[®]

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

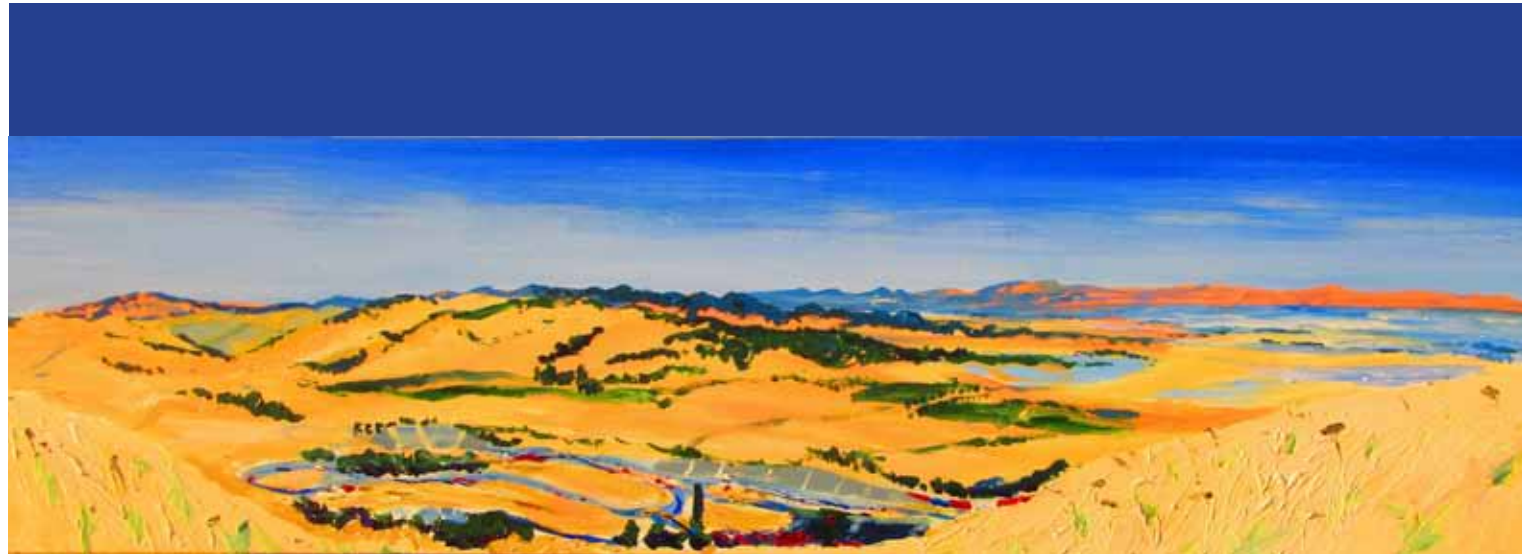


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DOUBLE REGIONAL 7&8
SPEC MIATA FESTIVAL
p. 18

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August 2016

Cover Photo: Jonathan Lugod takes first place in his 2014 Ford at Solo Round 8. Photo by Ric Quinonez. Painting above: Sears Point by Kimberley J Rodler.

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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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2016

2016 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

AUGUST

Pre-Reunion

PRO SUPPORT

August 13 - 14 | Laguna Seca

Reunion

PRO SUPPORT

August 18 - 21 | Laguna Seca

SEPTEMBER

"Mazda Road to Indy"

PRO SUPPORT

Sept 9-11 | Laguna Seca

Double Regional 11 & 12

Sept 24-25 | Thunderhill

OCTOBER

Pirelli World Challenge

PRO SUPPORT

October 6-9 | Laguna Seca

Season Finale

Double Regional 13 & 14

October 21-22 | Thunderhill

"THUNDER ON THE WEST COURSE"

PDX and TIME TRIALS

HOSTED BY RENO REGION SCCA

Events on Thunderhill Raceway Park West Course

August 27 October 8

NEW ADDITION

Sunday after the awards banquet

Thunderhill Raceway Park 3 Mile Course

October 23

Time Trial can count toward your competition license for one of your 3 weekend races

For additional information and to register:

www.renoscca.motorsportreg.com

Contact Dave Deborde: d_deborde@charter.net

Overnight parking Friday night

SATURDAY: TECH 7:30 DRIVER MEETING 8:30

ANNUAL AWARDS BANQUET



HALL OF FAME PRESENTATION



WILLOWS MEMORIAL HALL

OCTOBER 22, 2016 AT 6 PM

CALENDAR

SOLO SCHEDULE

2016 Bay Area Autocross Schedule

Tentative as of Jan. 14, 2016

<http://www.sfrautox.com/>

Test N Tune

August 6 | Crows Landing

Round 10

August 7 | Crows Landing

Check www.sfrautox.com for dates.
Pre-register on: Motorsportsreg.com

SCCA MEMBERS ONLY

Temporary Memberships available on Motorsportreg and on-site for additional \$15
NOTE THE NEW PRICE CHANGE IS TAKING EFFECT: \$40 prereg, \$50 on-site

SCHEDULE FOR ALL DATES

- Tech Inspection for all run groups is on grid
- Course Walk (7:30AM - 8:30AM)
- Mandatory Driver's Meetings (8:45AM)
- Two morning run groups: 1 & 2
- Registration ends at NOON
- First car out in RG3 no earlier than 12:30pm
- Course Walk
- Mandatory Driver's Meeting
- Two afternoon run groups: 3 & 4
- Ladies Classes run with their open classes but are scored separately
- At each event, classes generally run one group later than the previous event

SACRAMENTO 2016 AUTOCROSS SCHEDULE

Round #9

SCCA

Sacramento Cup

August 27 | San Joaquin Fairgrounds

Round #10

SCCA

Sacramento Cup

August 28 | San Joaquin Fairgrounds

Round #11

SCCA Sacramento Cup

September 10 | San Joaquin Fairgrounds

Round #12

SCCA Sacramento Cup

September 11 | San Joaquin Fairgrounds

The "Bill Fleig Memorial"

Enduro Day 1

October 15 | San Joaquin Fairgrounds

The "Bill Fleig Memorial"

Enduro Day 2

October 16 | San Joaquin Fairgrounds

FRESNO SCHEDULE

Event 7 - August 6,

Fresno Fairgrounds

Event 8 - October 2,

Buttonwillow Kart Track

Event 9 - November 19,

Fresno Fairgrounds

Event 10 Enduro - November 20,

Fresno Fairgrounds

All events at Fresno Fairgrounds.

Hope to see you there!

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PROXES RA1 - street/track
PROXES R888 - street/track
PROXES R1R - street/track
PROXES TQ - DOT Drag Tire

SFR SCCA STAFFS THE ROLEX MONTEREY MOTORSPORTS REUNION

AUGUST 18-21, AND THE PRE-REUNION
AUGUST 13-14 AT MAZDA RACEWAY LAGUNA SECA.

<http://www.mazdaraceway.com/rolex-monterey-motorsports-reunion>

Although there are many different 'Specialties' involved in conducting a successful race, we can train you and put you to work pretty quickly. Ever seen those Corner Workers/Flaggers who wave the Yellow flags to the Race Drivers? We can train you to do that. Want a little more sedate pace away from the direct Racing Action, but still want to get up close and personal with the Race Drivers? Work the Pre-Grid specialty. Want to get a wee bit closer to the 'Hot' action, but not quite right on the track? Become a Pit Lane Fire Marshall to provide safety to the racers when they come into the Pits. Want to actually get out on the Race Track without spending any money? Become a 'Course Marshall' and help us clean up the track (and sometimes pick up the pieces) after an on-track incident. Want to get in out of the elements but still be part of the team putting on a race? Become part of the Timing & Scoring Crew.



We could use your help from as little as a few hours any day you can help, to an entire day, to an entire weekend.

Contact Us! For more information please contact us at SFR. SCCA.Coordinator@gmail.com. We will gladly answer your questions and supply you with more info than you'll know what to do with.

TRAVEL TECH

Travel Tech is a volunteer, in shop/at home tech inspection service for pre-race and purchase inspection of race cars, including newly built cars. Travel Tech Scrutineers are:

MORRIS HAMM
Marin/ Sonoma/ Napa/
Infineon
707-738-8860

PHIL MUNOZ
Santa Cruz Area,
831-297-2457

TOM TURNER
San Ramon Area,
925-389-6181

TELEPHONE HOURS ARE:
6 pm-9 pm, Monday through Friday
10 am to 6 pm, Saturday/Sunday

RATES
1 car/\$10.00 + mileage
2 cars/\$9.00 each + 1/2 mileage
3 cars/\$8.00 each + 1/3 mileage
Logbook for new car or re-issuing a Logbook is \$30 plus mileage.

DRIVER AND WORKER OF THE WEEKEND AWARDS

JUNE 3-5 DOUBLE REGIONAL AT THUNDERHILL

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



Jake Bynum
WORKER OF THE WEEKEND

Chosen by The Emergency Crew

The Course Marshals have selected Jake Bynum as Worker of the Weekend. Although Jake is primarily a member of the Emergency Crew, before the weekend even started, he helped Social prepare the trailer and load the supplies. He also assisted the Course Marshals with track setup, hopper prep, and other needed chores. He has done an outstanding job on the back of the tow truck, given all the many responses to incidents over this weekend. Jake is always there to jump in and lend a hand where needed. He is a valuable member of the SCCA family.



Marco Gallaher
DRIVER OF THE WEEKEND

The Flagging & Communications crews picked Marco Gallaher, #8, SMT, as the Driver of the Weekend. He set the fastest qualifying times in all three Group 7 sessions, and won all three race in a field of 52 cars in races #1 & #2, and 39 cars in the Festival race. Good sportsmanship in lapping cars during the events. Nice Job!

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NOTES

from the *Archive*

NOVEMBER '56

SPORTS CARS ILLUSTRATED



A NEW DEVIN FIBREGLASS BODY - - \$295.00

Slightly smaller than a Ferrari Monza... Will fit 80" to 88" wheelbase, inside from 60" to 68"... Engine compartment may be located in front or rear... Integral front-end suspension... Integral instrument panel... An additional charge on left side of all bodies... Instrument panel on right side \$15.00 additional... Bodies are laminated and coated on an additional charge... Weight of body approx. 70 lbs. (total weight approx. 200 lbs)... Body surface will require light sanding to remove high gloss prior to painting... Body makes ideal instrument on 750 and America with Chevrolet V8 engines... Many of the larger wheelbase car bodies can be shortened to take body of very reasonable cost... Suggestion

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Challenger Motors 8275 Malibu Ave. Los Angeles, California	Tom's Motor Service 1330 South St. Mark Lee Beach, Calif.	Frank Denton Motors 704 E. Vine St. Eureka, California	Contemporary Motors P.O. Box 1041 Jackson, Tennessee	Evans' Automotive 124 Austin Avenue Memphis, Tennessee

COMPETITION CARS
CLASS H and G

Also available: complete competition cars from \$3000.00 to \$4500.00.
Cars available with single or dual ignition.
Engines may be ordered with standard push rod valves or the new 4 cam engine, blown or unblown giving a power to weight ratio of approximately 6 pounds per horsepower.

EARNEST INQUIRIES INVITED

Devon Ad - 1956



Orr in AC Bristol in E Prod race at Laguna 1957

JAMES ORR BY GARY HORSTKORTA

It all started with an email from a car enthusiast in Hawaii looking for information on a former SF Region racer from the 1950's by the name of James Orr. More specifically, he was interested in one of the cars that Orr raced, an Italian sports car called an Ermini. These cars were built by Pasquale Ermini from 1946 until his death in 1958. Over that period of time, Ermini manufactured only thirty-nine cars in total with most using a FIAT based 1100cc engine with a twin cam cylinder head of Ermini's design. His cars were quite successful in road racing, hill climbs and rallies including the famous Mille Miglia.

More about the Ermini shortly but lets shift our focus to James Orr, a Kentfield, California resident who had a successful residential real estate business. The first mention of Orr racing I could find was at Sebring in March of 1954 when he co-drove an Austin Healey 100 with James Brundage. Unfortunately they only lasted thirty-six laps and did not finish the race. Orr must have had previous racing experience to enter an event such as Sebring but I have not been able to uncover any information so far. The first SF Region event I show him competing in was at Pebble Beach in 1954, driving an XK-120 as a Novice. He next raced a preliminary event at March Field in November driving J.P. Kunstle's Porsche 356 finishing 4th in class. At the time he began racing Orr was in his late forties, relatively old for the sport but had obviously he had been bitten by the bug.

In 1955 Orr raced a full schedule of events in a new car, a Devin Panhard. Orr had met Bill Devin at a previous race and struck up a friendship so when Devin introduced his first fiberglass bodied car, the Devin Panhard, Orr bought the second one produced. He would race this model in twenty-four events over the next three years in H Modified Class finishing third in national points in 1955 and first in 1956. He raced in Northern and Southern California and at the Bahamas Speed Week for three years in a row, 1955-57. Now, here is where the story gets interesting.

While at the Bahamas Speed Week in 1955 as part of the "California Gang" (Orr, Harry Banta, Phil Hill, Jack McAfee, Jim and Marion Lowe, Lou Brero Sr. and Jr.) he spotted a really good looking sports car which upon further investigation turned out to be an Ermini model 357. Orr was smitten with the car and bought it from its driver/owner, Antonio Pompeo. After the races, Orr shipped his

Devin Panhard and the Ermini back to Kentfield. One month later he drove the car in a race at Torrey Pines but suffered a DNF then did not use the car again until August 1956 at the Arcata Road Races. While he took the car to the event,

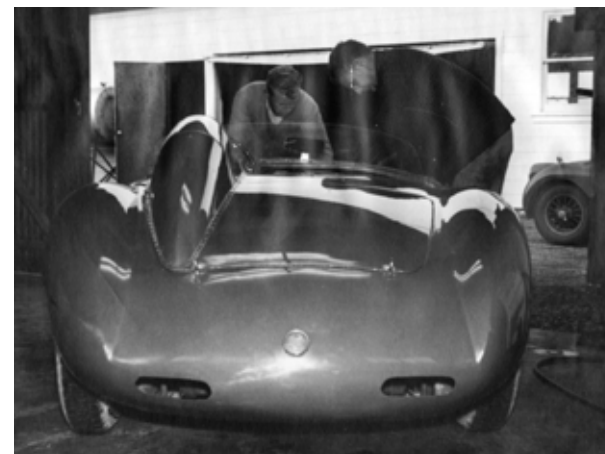


Orr driving in practice at Stockton in May 1957

he ended up driving his Devin Panhard in the race. In between those two events, Orr agreed to loan the car to his friend Bill Devin who loved the body style of the Scaglietti designed Ermini. Devin wanted to expand his product line and felt the Ermini was the ideal car to use as a "plug" to make molds from for his new body. The first advertisement appeared in the November issue of Sports Car Illustrated magazine priced at \$295. Not long after, Devin introduced a larger version of this body which he called the Devin SS and it became his best known product.

For 1957, Orr raced an AC Bristol entered by Edith Field, for the bulk of the the season along with an occasional ride in a Triumph TR3, MGA and his old reliable Devin Panhard. The Ermini appeared only twice more under Orr's ownership, at the March 1957 Stockton race driven by Bob Winkelmann to a second in class finish and again at the first Hawaii Road Race in April. He only used the car for a timed one mile run competition the day before the main race in which he raced the AC in E Production.

For whatever reason, Orr decided to sell the car and its next home was in the Pacific Northwest. Perhaps the car was outclassed in the G Modified class which was dominated by Harry Banta's Genie so Orr felt the Ermini was no longer competitive. The Ermini was raced in the NW for a period but over time it changed hands then disappeared without a trace. Orr raced on through the 1957 season and placed sixth in national points in E Production. Oh yes, Orr was also the SF Regional Executive for 1957, a busy man indeed.



Being prepared at The Sports Car Center



Orr's Ermini at Stockton races, Mar 1957

After 1957, it appears Orr may only have entered a few events before apparently retiring in late 1960. Perhaps, like several other drivers who had begun racing when it was a purely amateur sport, the arrival of big teams and professionalism soured his enthusiasm for the sport. It is known he eventually moved to New Mexico later in life and passed away in 1989. Even though he had a relatively short racing career he was an active participant, a Regional Executive and remembered for his connection with Bill Devin.

If any of you readers have more information on James Orr or the Ermini, please drop me an email at norpacarchivist@comcast.net so I can complete the story.



Pebble Beach 1954



Jim Orr and Cal Page - Bahamas 1955

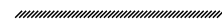


Corvettes (Featured Marque)

2016 ALAMEDA POINT CONCOURS D'ELEGANCE

BY RICHARD SIMONDS

The inaugural Alameda Point Concours d'Elegance got off to an exceptional start. Although this was their first year, the team that put it together had many years of experience. The Mayor of Alameda, the Alameda Police Department, and other city officials made significant efforts to assure that everything went smoothly.



The featured marques were Chevrolet Corvette and Ferrari. There were a surprising number of pre-WW II cars—very difficult to find and get on the field in addition to a variety of post-war cars in concours condition. Congratulations to the City of Alameda and the organizers for a fine show!

The program had 189 cars entered in 23 judged classes with 2 special display classes. 60 entrants received class awards, 13 Special Awards were given, and a Best-of-Show was given at the awards ceremony. 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 A1 Imported Sports Cars 1945 – 1957

- 3rd – 1956 Austin Healey 100 M Le Mans
- 2nd – 1953 Morgan Plus 4
- 1st – 1955 Jaguar XK 140 FHC/SE-MC

Class A2 Imported Sports Cars 1957 – 1987 Under \$5K

- 3rd – 1960 MG MGA 1600
- 2nd – 1964 Austin Healey 3000 BJ7
- 1st – 1965 Sunbeam Tiger

Class A3 Imported Sports Cars 1956 – 1987 Over \$5K

- 3rd – 1968 Alfa Romeo GTA Junior
- 2nd – 1985 Lotus Turbo Esprit
- 1st – 1969 Jaguar XKE Series II

Class A4 Imported Passenger Cars 1945 – 1955

- 2nd – 1952 Lagonda DB2-6 DHC
- 1st – 1954 Alfa Romeo 1900 CSS

Class A5 Imported Passenger Cars 1956 – 1987 Under \$7K

- 3rd – 1968 Morris Mini
- 2nd – 1973 Volvo 1800 ES
- 1st – 1966 Jaguar Mark X

Class A6 Imported Passenger Cars 1956 – 1987 Over \$7K

- 3rd – 1972 Mercedes-Benz 280SE 4.5
- 2nd – 1971 Mercedes-Benz 280SE 3.5 Cabriolet
- 1st – 1960 Mercedes-Benz 220 SE Cabriolet

Class B1 American Pre-War

- 3rd – 1930 Cadillac 452 V16 Sport Phaeton
- 2nd – 1939 Ford Station Wagon
- 1st – 1934 LaSalle 350

Class B2 American 1945 – 1954

- 3rd – 1949 Buick Roadmaster 70 Estate Wagon
- 2nd – 1947 Oldsmobile Series 68
- 1st – 1948 Diamond T 201 Truck

Class B3 American 1955 – 1965

- 3rd – 1965 Lincoln Continental
- 2nd – 1957 Ford Fairlane 500 Skyliner
- 1st 1959 Buick LeSabre

Class B4 American 1966 – 1987

- 3rd – 1968 Ford Mustang GT/CS
- 2nd – 1967 Chevrolet Camaro RS/SS
- 1st – 1966 Ford Mustang

Class C1 Corvette 1953 – 1962

- 3rd – 1962 Chevrolet Corvette
- 2nd – 1955 Chevrolet Corvette
- 1st – 1953 Chevrolet Corvette



Best of Show Award: 1937 Packard Twelve 1507

Class C2 Corvette +1963 – 1967
 3rd – 1967 Chevrolet Corvette
 2nd – 1966 Chevrolet Corvette
 1st – 1967 Chevrolet Corvette Sting Ray

Class F1 Ferrari 12 Cylinder 1962 – 1975
 3rd – 1967 Ferrari 330 GT 2+2
 2nd – 1963 Ferrari 250 GTL (Lusso)
 1st – 1972 Ferrari 365 GTB4/Daytona

Class F2 Ferrari 8 Cylinder 1976 – 1994
 3rd – 1986 Ferrari 328 GTS
 2nd – 1984 Ferrari 308 GTS QV
 1st – 1987 Ferrari 328 GTS

Class F3 Ferrari 8 Cylinder 1995 – 2007
 3rd – 2006 Ferrari F430
 2nd – 2006 Ferrari F430
 1st – 1997 Ferrari F355

Class F4 Ferrari 12 Cylinder 1986 – 2006
 2nd – 2000 Ferrari 550 Maranello
 1st – 1999 Ferrari 550 Maranello

Class P1 Packard 1899 – 1948
 3rd – 1937 Packard Super Eight 1500
 2nd – 1933 Packard 1005
 1st – 1937 Packard Twelve 1507

Class R1 – Rolls-Royce and Bentley Pre-War
 2nd – 1938 Bentley 4 1/4 Litre
 1st – 1929 Rolls-Royce 20HP

Class R2 Rolls-Royce and Bentley Post-War
 3rd – 1964 Rolls-Royce Silver Cloud
 2nd – 1928 Bentley 4.5 Litre
 1st – 1995 Rolls-Royce Flying Spur

Class R3 Bentley Post-War
 3rd – 1954 Bentley R-Type
 2nd – 1952 Bentley Mark VI
 1st – 1948 Bentley Mark VI

Class U1 Unrestored
 3rd – 1967 Toyota Sport 800
 2nd – 1964 Imperial Crown
 1st – 1977 Mercedes-Benz 230 (W123)

Best of Show
 1937 Packard Twelve 1507



Corvette Split Window Coupe



Overall view of the Alameda Point Concours Awards Area on the former Naval Air Station Parade Grounds

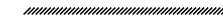


Ferraris (Featured Marque)

SEASON ENDS IN A FIZZLE

WHEELWORKS BY BLAKE TATUM

For several years the board has talked about what to do with the annual awards banquet. Different dates and location were explored in order to make the event more feasible. The reason is because of the dwindling attendance and the continued high costs. This was not much of a problem back in the nineties when racing attendance was high across the class structure and when winning a regional championship meant a lot more.



A couple of years ago we switched to a new venue in Walnut Creek, which was a nice venue but the banquet continued to cost a lot of money compared to the benefit it produced. Last year the board decided to move the banquet to the same weekend as the last race of the year.

The idea was to have the last race, figure out the regional champions, and reward them that same night. The Banquet was the Saturday night of the weekend. The regional racers could finish their season and be recognized for their accomplishments immediately upon the completion of the season. The following Sunday was the Illegn Enduro.

We also thought the volunteers would like the idea because it would be one less weekend in which they had to be away from home or the family doing SCCA activities.

We picked a very nice venue in Willows and had the food catered by Thunderhill. The first event worked out well and we seemed to be on to something. There were a few things to improve upon such as the lack of attendance by the volunteer work force and the pre-event entertainment.

Why they did not go needs to be investigated but what was a good idea last year has turned out to be a bust for this year. The reason is because last year the Sunday after the banquet was the Illegn enduro. With the enduro held on Sunday it made sense but this year the enduro has finally died. The reason for the death of the enduro has been the continued decline in attendance. Twenty cars on the track all day long does not justify an entire day of expenses.

So here comes the fizzle, with no enduro on Sunday and the regional race calendar done the day before what do you do with the Sunday? This was supposed to be a discussion item with the board but not much time was spent on the discussion and it was basically decided not to do anything on the Sunday.

We could have run a triple race weekend with the Sunday race being non-points on the 1.9 mile track. We could have had the Sunday race be the first race of the 2017 season with points awarded. Heck we could have run the enduro without the race drivers club and hoped we were able to increase the attendance. We decided not to do anything that Sunday so for the first time that I know of the San Francisco Region calendar will end on a Saturday.

What brought this about? Namely the poor attendance record of the enduro, the Saturday night banquet. What is the solution?

My solution would be to move the banquet back to the second weekend of November. That way we could end the season with a two day event that ends on Sunday. That way we could spend more time preparing for the banquet. That way we could end the season with a sizzle instead of a fizzle.

Luckily the Reno region of the SCCA has come to the rescue. They will take the Sunday over and have a track day. This is good news for those that did not get their racing fix during Friday and Saturday. For \$225 you will get four 20 minute sessions, so if you are not ready to go home or if you need to get a head start on the tune for next year, stay the night and enjoy the Reno Region's hospitality. Just like in life what is a bust for one could be a boom for another.

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Eric Williams on his way to first place in his Corolla FX16.

SFR AUTOX ROUND 6

JUNE 11TH, 2016, CROW'S LANDING

BY RYAN PANLILIO PHOTOGRAPHY BY ALVIN CHENG

Round 6 of the SCCA's San Francisco Region autocross was held on Saturday, June 11, 2016, at Crow's Landing, part of a long autocross weekend for competitors.

Corvettes took the podium spots in AS, with Ken Mollenauer in first. Rory Marin came in second, with Mary Pozzi close behind in her Corvette.

Dan Pellow, in a Honda S2000, took first in BS. He was followed by Ryan Cirillo in a WRX Sti. Bryan Nemy rounded out the top three in his VW Golf R. Youmna Zalzal ran uncontested in her S2000 in BSL.

Mark Lewis topped the field in CS in his Miata. Jonathan Stroud barely beat co-driver Eileen Blando for second place in their FRS. Jeff Mack ran uncontested in DS in his BMW 323i.

The all-Miata party in ES was led by Craig Boyle, followed by Dennis Hubbard with Chris Kannan rounding out the top three. ESL was also all-Miata, with Pam Kannan taking first over Soyun Lee.

Sean O'Boyle led the all-M3 contingent in FS. Michael DoCouto came in second, with Richard Jones not far behind in third place.

The GS-class was another one-make affair with all Ford Focus ST. Christopher Smith took top honors in his Ford Focus ST. Howard Yang and Jon-Mark Schneider came in second and third, respectively.

Russ Bowlus barely squeaked by Ed Runion for top spot in HS. Both were driving Ford Fiesta STs. Scott Phillips took third in his VW Rabbit.

Scott Fraser outdrove co-driver Bruce Cambern for first place in SS in their Porsche GT3. Jacob Dawson, in a Corvette, was right behind Cambern in third.

Rich Rossmassler just barely edged out Arvin Silvestre for first place in ASP. Rossmassler was in his 370Z, Silvestre driving his Orsche 911. Micah McElvary ran uncontested in CSP in his Miata.

Eric Williams took the top spot in FSP in his FX16, with Chris Gibson, in a Rabbit, in second place.

OSP saw Tom Smiley take first place in his Lotus 7. Wayne Overbeck took second in his Fiesta and Wes Crelleshak in third in his Shelby Daytona.

Steve Lau, in a Porsche GT3 RS, took first place in SSP. He was followed by Craig Nagler and Jeff Glorioso for second and third, respectively. Nagler and Glorioso were both in Corvette Z06s. Tara Shapawal ran uncontested in SSPL in a GT3 RS.

John Paulsen ran uncontested in JB in his junior cart.

It was an all-Corvette show in BSPV, with Manny Pretti taking top spot. Jim Barnes and Bruce Fasnacht rounding out the podium finishes.

CAMC saw Jake Obinski's Mustang take top spot over Shawn Boone in his Trans Am. Nathan Reid finished third in his GTO. Kelly Prior took first

place in CAMCL in her Mustang.

CAMS was yet another all-Corvette class, with Sean Breeze in first place. Joel Villarreal came in second and Bryan Stewart in third in his Z06. Ingrid Ansell ran alone in CAMSL in her Corvette.

Mark Owen, driving a Camaro, took first in CAMT. He was followed by Michael Erickson in a Chevelle and Todd Lilly, driving a GTO, came in third. Stacie Nauman, in a GTO, ran alone in CAMTL.

Steve Goldine was the sole competitor in AM in his Caterham. Matt Ellam edged out co-driver Tom Ellam for second place in their Cheetah, with Tom finishing third.

Ben Martinez, in a RF84, took the top spot in CM. Chris Warner, in a Swift FB91, took second, and Mark Mervich, in his Van Diemen, took third.

Dave Henry ran uncontested in DM in his Caterham.

Jesus Villareal took first place in EM in his Lotus Europa. Bill Charron was a close second in his Porsche 914-4, and Sean Thomas came in third in a Porsche 914.

Tony Rodriguez took the top spot in SM in his Lancer Evo, with Ricardo Del Barrio finishing second in his Mustang.

Mike Maier, in a Shelby GT350, came in first in CP, with Frank Stagnaro coming in second, also in a Shelby GT350.

Ron Baker, in a Miata, squeaked by Guy Ankeny for top spot in DP. Ankeny was also driving a Miata. Dwayne Komush rounded out the top three in his Starlet. Deanne Caraballo ran uncontested in DPL in a Starlet.

Drew Mathers was the sole competitor in STF in his Honda Fit.

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third place in STP. Tanya Krueger, driving a Camaro SS, took the top spot. She was closely followed by John Fabela and Troy Jennings, both driving Ford Mustangs. Kimberly Jennings ran uncontested in STPL in her turbo Mustang.

James Laeno took the top spot in STR in his Miata, with James Carothers taking second in his Honda S2000.

Manny Ruiz took first place in STS in his Miata. Randy Krider, again, broke up the all-Miata party by taking second in his Civic SI. Damian Huertas finished third in his Miata. Seajae Jennings was the sole competitor in STSL.

STU saw Jimmy Au-Yeung's Lancer Evo top Hal Dorton in his M3. James Clenney took third in his M3.

Mark Tsang once again led STX in his Subaru BRZ. Karlton Lew took second place in his BRZ, and Justin Tsang came in third in a BRZ.

Andy McKee, driving a Mazda RX-7, took the top spot in XP. Chris Pesez came in second in his WRX.

Isaac Acks led the way in T2 in his Lancer Evo IX. Tyler Colgett came in second in his Fit, and Erik moody rounded out the top three in his WRX Sti.

Monty Pack, in a Porsche GT3, took first place in X-class. Chris Cox took second in his Mustang, and Justin Moore finished third in his WRX Sti.

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Rich Rossmassler takes first place in ASP in his 370Z.



Frank Stagnaro takes second place in a Shelby GT350 in CP.



Round 6. Andy McKee pilots his RX7 into first place in XP.



Round 6. Smoke spews out of Justin Moore's STi in X-class.



James Laeno drives his Miata to first place in STR.

SFR AUTOX ROUND 8

JUNE 11TH, 2016, CROW'S LANDING

BY RYAN PANLILIO PHOTOGRAPHY BY RIC QUINONEZ

The SFR autocross returned to Marina Airport on June 26, 2016, for Round 8 of the series.

Shelly Monfort led a podium full of Corvette Z06s in AS. Monfort was in a '07 Z06. She was followed by co-driver Ken Mollenauer, with Mary Pozzi rounding out the top 3 in her '04 Z06. Colleen Mchugh ran uncontested in ASL.

Tony Rodriguez, in a '04 Honda S2000, took the top spot in BS. Rodriguez was followed by Ryan Cirillo in a '14 WRX Sti. Bryan Nemy, in a '16 VW Golf R, rounded out the top 3. Youmna Zalzal ran uncontested in BSL in a '04 S2000.

Jonathan Stroud took first place in CS in his '13 FRS. He led Mark Lewis, in second place, and

Benny Ng, in third place, who were splitting time in a '16 Miata.

The all-Miata field in ES was led by Craig Boyle in a '94 Miata. Boyle was followed by Dennis Hubbard, in a '03 model, with Albert Correia, in a '93 model, rounding out the top three. Soyun Lee led Gabrielle Adelman in ESL.



Ross Maguire pilots his MB AMB Black Series in SSR.



Michael Salo with a little counter steer on his way to second place in SS.

Michael Do Couto, in a '10 BMW M3, took first place in FS. He was followed by Gary Fazekas, in a '12 Mustang, and Dan Pellow was in third place in his Camaro.

GS was another one-make class, with Mark Scroggs taking first in his '13 Focus ST. Jacob Scroggs, in a '14 Focus ST, took second, and Christopher Smith, in a '13 Focus ST, took third.

Abbie Broeder ran uncontested in HS in a '16 Subaru Crosstek.

Joe Weinstein led the group in SS in his '16 Cayman GT4. He was followed by Michael Salo in a '06 Elise, with Larry Basegio coming in third in his '14 Corvette Z51.

Lorin Frank ran uncontested in ASP in a '09 BMW 335i. Don Ebaugh, in a '12 Civic Si, ran uncontested in DSP. Glenn Bennett, in a '16 Mustang, also ran uncontested, in ESP.

OSP saw Wayne Overbeck top the field in his '78 Fiesta. He was followed by Ed Runnion and Navid Khangi, both driving '14 Ford Focus Rses.

Rob Boynton, in a '02 Porsche GT2, took first place in SSP over Jeff Eikenberry, in a '15 Corvette.

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

BM saw Larry Sharp lead co-driver Dave Dunwoodie for first place in their '00 Legrand Mk25 Dragon.

Ben Martinez, piloting a '84 Van Diemen RF84, took first place in CM. Chris Warner came in second in his '91 Swift FB91.

Greg McNair ran uncontested in DM in his '68 VW Dune Buggy.

Bill Charron, in a '72 Porsche 914-4, took first-place in EM. He was followed by Gary Ratliff in a '69 Dune Buggy. Steve Petro rounded out the top

three in his '61 Dune Buggy.

Strother Jones ran uncontested in SM in his '66 Mini Cooper.

CAMC saw Jake Obniski's '96 Ford Rustang take first place over John Payne's No. 666 '10 Chevy Camaro. Roger Monroe took third place in his '13 Boss 302.

Kelly Prior ran uncontested in CAMCL in the '96 Ford Rustang, while Michael Erickson ran uncontested in CAMT in his '67 Chevy Chevelle.

Howard Wolf took first-place in DP over co-driver Dwayne Komush in their '82 Toyota Starlet. Dianne Caraballo ran uncontested in DPL, also in the '82 Starlet.

Ivan Pandan ran uncontested in FP in a '00 BMW 323. Tom Exley also ran uncontested, driving his '87 Mazda RX7 in XP. Ross Maguire, in a '08 MB AMG Black Series, ran uncontested in SSR.

Troy Jennings led the group in STP in his '14 Mustang GT. Jennings was followed by Maury Green, in a '08 Mustang GT, with Edward Broeder rounding out the top three in his '15 Camaro. Kim Jennings ran uncontested in her '15 Mustang turbo.

Droptops ruled in STR, with James Laeno taking the top spot in his '13 Miata. Eric Lam followed closely in his Miata, with Chester Wang rounding out the top three in his '01 Honda S2000.

Randy Krider, in his '89 Civic Si, took the top spot in STS that was mostly fielded by Miatas. Manuel Ruiz came in second in his '90 Miata, and Damian Huertas took third in a '90 Miata. Seajae Jennings ran uncontested in STSL in a '96 Miata.



Jonathan Lugod takes first place in his 2014 Ford. Jimmy Au-Yeung led the field in STU in his '06 Lancer Evo. He was followed by Juven Lat in a '92 BMW M3. Scott Garriss rounded out the top three in his '05 Corvette FRC.

Jonathan Lugod broke the Subaru BRZ's dominance in STX with his '16 Ford STxtreme. Mack Tsang came in second in his '13 BRZ and Karlton Lew took third in his '14 BRZ.

Chris Sullivan took first place in NS in his '16 Miata. He was followed by Braun Shedd, in a '97 Miata, and Stephen Evans rounded out the top three in his '01 Acura Integra.

Isaac Acks, in his '06 Lancer Evo, took first place in T2. Takeshi Yoshida was close behind in his '03 Lancer Evo, and Tyler Colgett took the last podium spot in his '08 Honda Fit.

Justin Moore took the top spot in X-class over Teddie Alexandrova. Moore was driving a '14 WRX Sti, and Alexandrova was in a '03 350Z.



Tom Exley runs uncontested in XP in his RX7.

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#14 Alan Gjedsted, #10 Wesley Molino, #61 David Allen

DOUBLE REGIONAL 7 & 8, SPEC MIATA FESTIVAL JULY 1-3, SONOMA RACEWAY

BY **STEVE JAROCH** PHOTOGRAPHY BY **CHUCK KOEHLER**

The Region's annual 4th of July visit to Sonoma Raceway saw strong winds throughout the three-day event. The weekend included approximately 196 entries. Joining us for the weekend were 24 racers from Competent Motorsport's Pirelli GT3 Cup Trophy USA. All Porsches, all the time. Friday was all practice and qualifying sessions except for an early evening Group 4 race. The evening culminated with the annual Spec Miata dinner, which was well attended.

RACE 1, GROUP 4 FF, CF, FV, FST, F5, FC

Early Friday evening had 24 cars start the 18 lap race. On the opening lap, in T2, Alan Dezzani, CF, #75, would spin, continue to the pit lane, and retire from the race. After completing only 1 lap, Michael Bernstein, #12, FF, would go off with a mechanical issue in T11, requiring a "tow now" call from the corner worker. Back under green, on lap 4, Ron Wake, #41, FV, had a mechanical issue and pulled off driver's right in T5, far exit. Lap 5

had T9 report Tim Fass, #34, FC, slow through the turn. He would take his car back paddock. The pole-setter, Timothy de Silva, #3, FC, went off, left apex of T4, with his "mechanical" after 7 laps, but in the process, he set a new track record of 1:34.624. The #85, FC, of Geoffrey Fass, would retire after 8 laps.

When the checkered flag came out, Scott, Huffaker, #09, would take full points in FC and the overall win, 2.657 seconds ahead of Tom Hope, #18, FC. Third in class and 3rd overall was Bob Negron, #9. Back in the FF ranks,

it was Chuck Horn, #54, beating out the #44 of John Brandstad, and David Jalen, #50, a close 3rd. The only FST was Scott Meyer, #71. Top honors in FV went to Kevin Palaima, #47, while Richard McClosky, #6, would clinch the win in CF. "Hard Charger" award was given on the RaceHero app. to the #47, who went from his 23rd qualifying position, to finish 16th. Best battle was in 5th and 6th, as Peter West, #99, FC, eked out Paul Rodler, #45, FC, by a mere 1.022 seconds.

RACE 1, GROUP 7 SMT, SSM, SM

Saturday morning started with 54 cars taking the green flag in the 14 lap, 30-minute contest. Missing from the grid was the SSM, #56, of Tim Sullivan, suffering from engine issues. Pole-setter, Marco Gallaher, #8, SMT, would be victorious, leading flag-to-flag, over a relentless, Robert Rodriguez, Jr., #76, by a mere .399 seconds. Coming in 3rd, was the SM winner, Tommy McCarthy, #23, who also set the fastest lap during the event. His closest competitor was back in 11th. In SSM, Cole Gibson, #53, would take top honors, finishing 9th, while his closest rival would finish 16th. The best battle in this race was for 6th, pitting Andrew Holifield, #44, against Tao Takaoka, #72. In the end the #44 would keep that position by .231 seconds over the #72. "Hard Charger" award was



#88 Joe Montana



#56 Lyn Greenhill, #59 William Jordanov

given on the RaceHero app. to the #42 of Michael Niemann, who did not set a qualifying time and went from his 54th position, to finish 10th.

During lap 3, James Findlay, #40, had a hard hit into the wall driver's right in T10, bringing out the double yellows and the Safety Car. After 3 laps, Wilson Powell, #77, would go off in T5, requiring a "tow now". Back under "green", Roland Kamber, #90, would retire, while David Bigger, #83, would stop left exit at Start/Finish. On lap 9, the #71 of Robert Irwin, would retire after possibly hitting the wall in T10. Just prior to the checkered flag, Scott Carter, #89, would go back paddock. There were too many S/C, (spun & continued), and O/O, (off & on), calls to mention, but Kathie has a record of each and every one of them.

RACE 1, GROUP 6 SRF, SRF3

Twenty-six cars would make up the field for the second race of the morning. On the opening lap, Hank Raymond, #12, and Ken Woolley, #41, mixed it up in T2, but both continued. T11 had a Safety Car situation when Jonathon Allen, #40, would contact the #34 of Umberto Milletti, breaking the suspension on the #34, while the #40 would continue, but with some of his own damage. Back under green, on lap 5, Bob J. Hall, #49, had body contact with the #03 of Andrew Cook, bring out the Safety Car once again, as the #49 would end up driver's left in T7 in a hazardous area. This incident would be resolved, post-race. There were a few O/O & S/C calls during the 15 lap event, but that's normal for Group 6.

Now for the results. Pole-setter, Robert Breton, #51, led flag-to-flag, with a margin of victory of 1.4 seconds over Bill Jordan, #7, in a hard fought battle. Mike Smith, #64, would finish 3rd in SRF3. Fourth place finisher, Joshua Jacobs, #44, set a new track record of 1:47.586. Over in the



#6 Richard McClosky, #71 Scott Meyer, and #77 Daniel Wise

Gen2 ranks, it was Jeffrey Cook, #32, continuing his winning ways, finishing 9th overall while setting a new track record of 1:50.358. Second in class was Michael Boyle, #53, and dad, Andrew Cook was 3rd in the #03. "Hard Charger" award was given on the RaceHero app. to the #9 of Joe Briggs, who went from his 23rd qualifying position, to finish 15th.

RACE 1, GROUP 3 ITE, GT1, 2, 3, PC, GTA, SP, EP, SS, T1, 2, 4, E46

Next race of the morning featured 19 GT1 cars included in the 34 cars that finished the 13 lap event. The field would have their share of sound violations throughout the weekend and missing from the grid was Kristofer Olson, #49, who hit the wall in T7 during his qualifying session. Prior to the green, Andy Norriss, #79, made a pit stop and went back on course. After 2 laps, Robert Davis, #81, pulled off driver's right entrance in T2 with broken left front suspension, bring out the Safety Car. There were a number of passes under the yellows. After 7 laps, both Aaron Young, #35, and Brett Staples, #19, would retire. Court Cardinal, #39, pulled off with a mechanical issue, in T2. (Clutch problem, it was later found out.) On lap 10, Robert Moline, #90, slid into the #10 of Chris Evans, both spun and both continued. Lap 11 brought out the Safety Car once again, when T12 had the left side #78 of David Becker contact the right side of Kevin Culver, #28, causing the #28 to spin and hit the wall, driver's left. Both continued but the #28 pulled off at T1. Ben Brandt, #57, went back paddock just prior to the checker.

With that all said and done, Ed Charnock, #6, led flag-to-flag, and was the top GT1, claiming a margin of victory over Chris Evans, #10, by 5.828 seconds, but in the process, the #10 set the fastest lap of the race. SP winner was Frank Emmett, who started last but finished 8th. The only GT2 was Mitch Marvosh, #29, finishing 11th, and the only AS was Michael Thompson, #16, so both took their victory laps. EP spoils went to the #36 of Bob Bradfield. Besides the GT1 show that went on the entire 30 minutes, the tightest racing was in ITE, which in the end were positions 13th, 14th, & 15th. Mark Kibort, #19, Porsche, Ted Hill, #84, BMW, and Brian Anderson, #30, Mitsubishi battled fiercely until the very end, finishing in that order.



#14 Alan Gjedsted, #61 David Allen

RACE 1, GROUP 2

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

It's like bringing a knife to a gun fight when Jim Devenport wins with a 53.386 second margin of victory, while setting, yet another, new track record of 1:30.259! He also led flag-to-flag. Only 11 cars made up the field for the 16 lap event. Graham Rankin, #21, finished 3rd overall and 1st in FA. Finishing 4th but 1st in P2 was Aaron Bailey behind the wheel of the #1. Matthew Hauff, #3, and Bradford Shaffer, #8, were the only two FE competitors and finished in that order. The only DSR was Andy Juner, #88, who started last, not setting a qualifying time, but finished 8th overall.

On the opening lap, in T11, Jim Mali, #38, Gregory Perrin, #4, and the #21, mixed it up with the #38 and #21 continuing, while the #38 pull over by the Drag Tower, ending his race. The Safety Car was deployed as the double yellows came out. The #61 of Steve Baumhoff made a pit stop and, he too, may have been involved. The #38 would only make it to T8A, driver's right, before he pulled



#71 Robert Irwin gets sideways in front of #96 Joan Linehan



#72 Tao Takaoka



#95 Rob Davis, #76 Darryl Becker, #35 Aaron Young

off prior to the green restart. T2 reported a line of oil. The #61 went back on course, as the green came back out at the start of lap 5 and late in the race had an O/O in T9.

RACE 1, GROUP 5

AS, ITS, ITA, ITB, ITC, ITX, ITR, FP, HP, GTL, STL, STU, SMG, E30, B-Spec, T3, NL

The final race before the lunch hour had 41 cars which competed in the 14 lap contest. It's sad to say that missing from the grid was the #17, STU of Will Clark. During qualifying, going down the front straight-away, the #17 was attempting to pass the #89 of Scott Carter on the right, when the #89 moved into him, sending him spinning and into the wall driver's left. Both right side wheels were severed in the incident and the Tow Crew had a very difficult time getting it back to the paddock.

Pole-setter, Bob Bradfield, STU, #36, led flag to flag for the overall win, with 9.473 second margin of victory over SMG winner, Zack Anderson, #99. The #36 also set the fastest lap of the race. Finishing 4th overall and 1st in ITS was the #8 of Marco Gallaher, his SECOND checkered flag of the day. Andrew Holifield, #44, grabbed the ITA win, finishing 6th, while in GTL, it was Angelo Zucchi, #73, behind the wheel of his Alfa Romeo, who brought home the bacon, finishing 8th. Wilson Powell, #77, was victorious in STL. The only NL was Bill Okell, #1, and the only HP was Brian Linn, #21, who, by the way, set a new track record of 1:55.864! "Hard Charger" award for the second time this weekend, was given on the RaceHero app. to the #42 of Michael Niemann, who did not set a qualifying time and went from his 41st position, to finish 10th. The winner in ITX was Gregory Hoff, #97, who always has great stories to tell at the evening Socials.

After the green flag dropped, the #21 made a stop in the pit lane and went back on course. After completing 5 laps, the Starters reported that George Mavromatis, #71, pulled off, driver's right, "hazardous", and called for a "tow now". The tow crew moved him to a safe spot. After 7 laps, Patrick Casey, #95, would be off, driver's left apex, in T2. The Safety Car was called into action. After the re-start, there was side-to-side contact between Robert S. Davis, #35, and Stephen McHenry, #28, in T7. With less than 5 minutes remaining, the #02 of Rob Coneybeer, put his Miata hard into the wall in T9, which brought out an early checkered flag.



#29 Mitch Marvosh



#33 Jeff Page, #94 Christopher Murdter, #92 Brandon Miller, #39 Brian Duddy



#23 Jim Devenport



#2 Bruce Trenery

RACE 1, GROUP 1

Competent Motorsports Pirelli GT3 Cup Trophy USA.

Qualifying sessions took place all afternoon then it was time for the all Porsche showdown, as the series consists of five classes. The Diamond class run in Model 991 GT3 Cup cars, the Platinum & Platinum Masters run in Model 997.2 GT3 Cup cars, while the Silver & Silver Masters run in Cayman GT4 Cup cars.

During practice #2, Friday afternoon, in T2, Craig Lyons, #3, rolled, after contacting the tires, driver's left, but ended up on his wheels, bringing out the "Black Flag All". This is the second incident he has had in his last two outings with us, as he went into the tires, driver's right, T4, at Mazda Raceway Laguna Seca.

Twenty-three cars took the "green" for their 35-minute race. After 1 lap, Patrice Gautier, #66, went into the tires at T2, driver's left, bringing out the Safety Car. T3 observed the #5 of Thomas

Mayerhoffer, slow, he made a stop in the pit lane, then was back on course. The #88 of John Krieg, had an O/O in T6A, and T7 had the #01 of Alex Kirby, have a S/C. T2 went waving yellow when Patrick Laughlin, #23, spun, off & on. The double yellows, again came out, when Bruce Ward, #57, hit the wall in T1 on lap 14 of the 19 lap event. Seems the #2 of Michael Zuieback had contact with the #57. Mark Davidson, #7, made a call to the pit lane. On the last lap, body contact between the #23 and the #37 of Mike McAlister took place.

Tight racing produced only a .599 second margin of victory for Dino Crescentini, #34, (no sponsor listed), who led flag-to-flag in his Diamond classed 991 GT3 Cup car over fellow Diamond driver, Russell Ward, #33, Kelly Moss Racing. Dino also set the fastest lap of the race. Coming to the checkered flag in 3rd was the winner in the Platinum class, Tom Haacker, #45, Mother's/Truspeed Autosport, while the #11, Platinum driver, Annand Sharma, #11, Cameron Racing, was right behind him. Ray Shahi, #65, Sterling Collision LLC/Newport Porsche, was top dog in the Platinum Masters class, finishing 7th overall, while Kevin Woods, #94, BRRacing, would claim the bragging rights in the Silver class, finishing 8th. Keith Jensen, #51, NOLA Motorsports, was the "Hard Charger" as he moved from his starting position of 18th to 9th when all was said and done. Silver Masters winner was the #1 of Steve Goldman, Competition Motorsports, who wound up 11th.

RACE 2, GROUP 4B

FF, CF, FV, FST, F5, FC

The first race Sunday morning had 21 cars in Grid for the 19 lap, 30-minute contest. After only 2 laps, Tim Fass, #34, pulled off, driver's left apex of T7 with a mechanical issue. He was considered "safe". On lap 4, Chuck Horn, #54, spun off & on in T2. Lawrence Bacon, #63, S/C in T11, while on lap 15, Ron Wake, #41, pulled off, safe, by the Drag Tower. T12 observed the #63 smoking, center rear. The #41 went back on course. The #41, again, pulled off, safe, in T12, and again went back on course. T6A reported that the smoke from the #63 was getting heavier. T10 had the #6 of Rich-



#58 Joe Kalinowski goes wide as #53 Cole Gibson leads the pack



#23 Jim Devenport



#3 Timothy de Silva, #09 Scott Huffaker, #18 Tom Hope

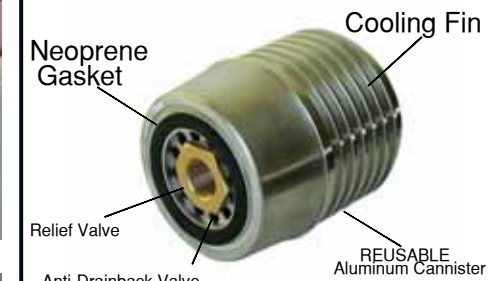


#57 Bill Booth, #40 Jonathon Allen, #88 Court Cardinal

ard McClosky, S/C, while the #5 of Steve Temple had his in T7. Body contact, twice, was seen in T1 and T6A, between the #09 of Scott Huffaker and Timothy de Silva, #3, on lap 16. This would result in a new race leader, the #3.

Eleven FC cars participated, with Timothy de Silva claiming a 4.642 margin of victory over the #09, while Tom Hope, #18, finished 3rd. In the process, the #3 set a new track record of 1:34.134. The #54 would be victorious in FF, with the #44 of John Brandstad coming in 2nd in class followed by David Jalen's #50. Scott Meyer, #71, was the

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Aston Martin '66 DB6	Lister Jaguar '58 Knobbly
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BMW '80 M1	Lancia '70 Fulvia Fanalone
Bugatti '28 Crosswaite & Gardiner 35B	Lola '83 596C
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Ferrari '66 275 GTB	Porsche '61 356B Roadster
Ferrari '66GTC	Porsche '64 356B Super 90
Ferrari '67 330 GTS	Porsche '69 911 E
Ferrari '70 365 GT 2+2	Porsche '87 930 Turbo
Ferrari '71 365 GTB/4C	Sunbeam '67 Tiger Mk II

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#32 Jeffrey Cook first place SRF



#88 Joe Montana, #24 Don Kennedy, #95 Rob Davis



#78 David Becker

lone FST and managed to set a new track record, as well, turning a 1:49.582. Daniel Wise, #77, kept Richard McClosky, #6, at bay, to grab full points in CF, and "Smoky" Bacon, #63, was 1st in FV.

RACE 2, GROUP 7B

SMT, SSM, SM

Fifty-two Miatas would make up the grid for their second race of the weekend, which would have 14 laps when the checkered flag came out. On the opening lap the off & on and spun & continued calls from the corner workers began in earnest and continued throughout the entire 30 minutes. On lap 5, David Allen, #61, attempted an inside pass on the #14 of Alan Gjedsted in T11, resulting in body contact between the two. After 8 laps, Brent Hatchet, #1, would retire. Gerard Tobin, #48, would do the same after completing 10 laps. After completing 12 laps, Tupper Hull pulled his #50 off course at the end of the drag strip, as reported by T7. On lap 14, Brian Cross, #54, spun and hit the wall at Start/Finish, bringing out an early checkered flag due to the fact he was sitting center course.

For the THIRD time this weekend, Marco Gallaher, #8, accepted a checkered flag for his overall win, turning the fastest lap of the race, achieving a 6.567 second margin of victory over fellow SMT driver, Robert Rodriguez Jr., #76. Jared Higham, #4, was 3rd in class and 3rd overall. Tommy McCarthy, #23, took the win in SM, finishing 4th, while his nearest competitor finished 11th. In the SSM ranks, Kirk Uhrlaub, #84, got the win, finishing 9th, while his nearest SSM driver was back

in 12th. "Hard Charger" award was given on the RaceHero app. to the #40 of James Findlay, who did not set any qualifying time and went from his 52nd starting position, to finish 29th.

RACE 2, GROUP 6B

SRF, SRF3

Thirteen Gen3 cars and twelve Gen2 cars would make up the field for the 16 lap event.

At the start there was body contact between Anthony Tabacco, #20, and James Chartres, #77. The Safety Car was called to duty due to the fact the #20 was a lift tow. The #77 continued. Multiple passes under the "yellows" were observed at the Drag Tower. Umberto Milletti, #34, stopped at pit in during lap 2 and required a tow to the pit lane, suffering, as he says, from a "transmission that gave up the ghost". After going back green, there were numerous S/C & O/O taking place in various turns. Stuart Baumgard, #55, and Bob J. Hall, #49, had body contact, leaving the #49 off at T4 with left front damage. The #55 would make his was slow until he went back paddock.

For the SECOND time this weekend, Robert Breton, #51, was not only the pole-setter, and race winner, he led both races flag-to-flag! Jonathon Allen, #40, was 1.982 seconds in arrears. Third in Gen3 was Bill Jordan, #7, setting the fastest lap of the race. In Gen2, and again winning BOTH weekend races, as well as setting his second new track record of the weekend with a 1:50.0583, was Jeffrey Cook, #32! He finished 8th overall, with his nearest competitor back in 13th, which by-the-way happened to be his dad, Andrew, #03. "Hard



#7 Bill Jordan, #34 Umberto Milletti



#49 Bob J. Hall, #3 Andrew Cook, #12 Hank Raymond, #53 Michael Boyle



#36 Bob Bradfield



#53 Cole Gibson, #50 Tupper Hull



#24 Don Kennedy, #98 Howard Johnston, #39 Court Cardinal



#44 Joshua Jacobs, #64 Mike Smith, #2 Lee Douglas, #5 Brandon Lewis

"Hard Charger" award was given for a second time this weekend, on the RaceHero app. to the #9 of Joe Briggs, who went from his 21st qualifying position, to finish 16th.

RACE 2, GROUP 5B

AS, ITS, ITA, ITB, ITC, ITX, ITR, FP, HP, GTL, STL, STU, SMG, E30, B-Spec, T3, NL

Thirty-nine cars would make up the field for the first of 5 afternoon races. After 7 laps, Nuno Goncalves Pedro, #93, spun, off & on in T3, and ended up taking his car back paddock. Turn 4 had their share of action, as Stephen McHenry, #28, had an O/O, Gregory Hoff, #97, S/O/O, and Michael Niemann, #42, had an O/O. T9 had Mark Gordon, #88, S/O/O. On the last lap, Angelo Zucchi, #73, made a pit stop. It was later learned that he did not set any qualifying times due to a bad starter, starting in the back of the field, he moved



#03 Andrew Cook, #33 Gary Umphenour

up 8 positions and first in class when on the second to the last lap he broke an axle. He finished 2nd in class and 37th overall.

SECOND checkered flag of the weekend went to Bob Bradfield, #36, the STU and overall winner. He had a 16.185 second cushion over the SMG winner, Don Van Nortwick, #75, who finished

2nd. For his efforts, Marco Gallaher, #8, bagged his FOURTH checkered flag of the weekend, this time in ITS, finishing 5th. Andrew Holifield, #44, garnered his SECOND win of the weekend in ITA, finishing 7th. STL spoils went to Wilson Powell for a SECOND time also, finishing 10th. David Allen, #61, won the ITX class, while Patrick Casey, #95, took the top honors in GTL. The only NL was Bill Okell.

RACE 2, GROUP 2B

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

Only 8 cars made up the grid consisting of 5 different classes for the 20 lap event. Graham Rankin, #21, made an unscheduled pit stop midway through the contest. Jim Devenport led flag-to-flag, as he did in his first race of the weekend. Steve Baumhoff, #61, won in FA, finishing 3rd, while FE winner, Matthew Hauff, #3, took his SECOND checkered flag of the weekend, finishing 5th. Also receiving his SECOND win in DSR was Andy Juner, #88. P2 spoils went to the lone entry of Rob Conrad, #40.

RACE 2, GROUP 1

Competent Motorsports Pirelli GT3 Cup Trophy USA.

The thirty-five-minute race had 23 competitors in the five different classes. On the opening lap, Larry Schnur, #32, had a O/O in T1. The question was, did he have help? T7 had a waving yellow, as the #33 of Russell Ward had side to side body contact with the #11 of Annand Sharma. After completing 1 lap, Mike Mc Alister, #37, required a tow out of T2 which brought out the double yellows, as well as the Safety Car. The #37's race was over. In T6A the #65 of Ray Shahi had a S/C at the exit and may have tapped the left wall. Back under green, the #65 made a



#40 Rob Conrad



#93 Nuno Goncalves Pedro, #34 Frank Russell



#47 Kevin Palaima



#3 Matthew Hauff, #88 Andy Juner



#40 Jonathon Allen, #7 Bill Jordan, #2 Lee Douglas, #44 Joshua Jacobs



#99 Greg Umphenour

pit stop and proceeded to the back paddock. On the "white flag lap", which is their "one to go" lap, John Krieg, #88, S/C in T7, while the #32 had a S/O/O in T6A.

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#92 Brandon Miller, #46 Douglas Alvis, #78 Nathaniel Ng



#86 Nathan Smith, #02 Jeff Smith, #18 Michael Roche

When all was said and done, the #34 of Dino Crescentini, captured his SECOND flag-to-flag overall win and the top Diamond classed car. He also laid down the fastest lap of the race. Platinum winner, Tom Haacker, #45, Mother's/Truspeed Autosport, was only 9.156 seconds behind Dino and, he to, bagged his SECOND checkered flag of the weekend. In the Platinum Maters class, it was the #69 of Robert Rodriguez, who took top honors, finishing 10th in his Werks2/P7Racing sponsored 997.2 GT3 Cup car. In Silver class, Kevin Woods, #94, BRRacing, also took home his SECOND win of the weekend, as did the #1, Silver Masters winner, Steve Goldman, Competition Motorsports sponsored Cayman GT4 Cup car. They finished 12th and 16th respectfully.

RACE 2, GROUP 3B ITE, GT1, 2, 3, PC, GTA, SP, EP, SS, T1, 2, 4, E46

Thirty-two cars, including 19 GT1 entries made up the field for the 18 lap event which would finish with seven different class winners, 5 would pick up their SECOND checkered flags of the weekend. This race had a little bit of everything before the checkered flag would come out. The #57 of Ben Brandt, who set a qualifying time did not make the grid. First of all, the Starter reported that Frank Emmett, #45, advanced his position prior to the start. T7 had a standing yellow, as the #79 of Andy Norriss, had a S/C. T3 reported the #15 of Eric Dahlquist had an O/O. T7 had action, as Rob Davis, #95, and David Becker, #78, mixed it up, the #78 would contact the wall. After completing 3 laps, Howard Johnston would retire the #98. A lap later, Chris Evans, #10, who set the fastest lap of the race, but was hit with "sound", also would retire. He had TWO identical cars, as I saw from the fourth floor of the tower. T7 had more action, as again, poor #95, was hit side to side by the #86 of Nathan Smith. T6A had Matthew Insley, #56, O/O. The #35 of Aaron Young was hit with sound and retired after completing 6 laps. The same issue plagued the #18 of Michael Roche after 8 laps. (Noisy little buggers, those



#89 Scott Carter, #72 Tao Takaoka
#77 Wilson Powell



#48 Gerard Tobin, #13 Chris Semanciw, #96 Joan Linehan

GT1 cars!) T2 went on a waving yellow as the #79, had a S/O/O. T5 noted the #95 slow. T6A had the #88 of Joe Montana off driver's right apex after completing 12 laps. The #56 had another O/O in T9. Both the #95, as well as dad Robert Davis, #81, would make pit stops. Dad would go back on course but Rob was done, completing 14 laps.



#1 Bill Okell, #20 Scott Kessenick, #73 Angelo Zucchi



#3 Michael Hauff



#9 Bob Negron, #51 Scott Vreeland

Those receiving their SECOND wins in class included the overall race winner and top dog in GT1, Ed Charnock, #6, in AS, Michael Thompson, #16. Garnering his first checkered flag of the weekend was T2 winner, Don Van Nortwick, #75, while his first weekend win in ITE went to Brian Anderson, #30. "Hard Charger" award was given on the RaceHero app. to the #45 of Frank Emmett, who did not set qualifying times, starting last, to finish 9th, picking up his SECOND win for the weekend in SP. Mitch Marvosh, #29, finished 10th overall, but he to, bagged his SECOND "checker" of the weekend in GT2. Bob Bradfield, #36, with is win in EP, took home his THIRD checkered flag of the weekend!



#99 Peter West, #96 Harindra de Silva



#18 Todd Launchbaugh, #17 Allan McCrary

SPEC MIATA FESTIVAL RACE GROUP 7C SMT, SSM, SM

The grid for the festival race was determined by the fastest lap in Race 2. Thirty-nine cars would make up the field in this 16 lap, end of the day, event. Pole-setter Marco Gallaher, #8, would clinch his third win of the weekend in SMT, and his FIFTH checkered flag of the weekend! He managed to hold off a relentless Tommy McCarthy, #23, who was the SM winner but barely, as the margin of victory was a mere 1.104 seconds. Tommy also bagged his THIRD checkered flag of the weekend! Kirk Uhrlaub, #84, finished 8th overall but was victorious for the SECOND time in SSM. "Hard Charger" award was given on the RaceHero app. to the #79 of Sushanth Suresh Kumar, who qualified 45th and finished 24th.

Now for the thrills and chills. T4 had body contact between the #48 of Gerard Tobin and the #80 of Angelo Zucchi. Both spun but continued. The #23 had an O/O in T9, while T11 went on a waving yellow for #95 of Patrick Casey who had a S/C. Off & ons were had by Andrew Holifield, #44, in T2, #13, Chris Semanciw, in T9, the #48 in T4, the #40 of James Findlay in T6A, the #76 of Robert



#26 Jeff Wilcox, #53 Terry Gibson



#11 Dustin Becker, #16 Ross Lindell, #78 Nathaniel Ng, #25 Stephen McHenry

Rodriguez Jr. in T4, and the #89 of Scott Carter in T4. The #48 mixed it up with the #58 of Joe Kalinowski in T6A and the #48 received a closed black flag. The #48 had an O/O in T4. Start/Finish had the #15 of Sean Bradley off driver's right early apex of T1 with a mechanical issue. T4 had the #10 of Wesley Molino, O/O, while the #48 was O/O in T7. The #48 received another CBF. The #79 had a S/C in T11. The #15 hit the wall in T6A while 2 other cars spun. The #48 had yet another O/O in T4, the #10 had his in T4 also. The #58 went back paddock, as well as the #48, and the #50 of Tupper Hull. On the LAST lap, if that wasn't enough, the #10, again, had an O/O in T9. What a way to end the weekend! I'm done.

As a side note, The Flagging & Communications crews picked Marco Gallaher, #8, SMT, as the Driver of the Weekend. He set the fastest qualifying times in all three Group 7 sessions, and won all three race in a field of 52 cars in races #1 & #2, and 39 cars in the Festival race. Good sportsmanship in lapping cars during the events. Nice Job!

The only novice winner for the weekend was: Group 7. Brian Duddy, #39, SSM, from Fremont.

I would like to thank all the Competent Motorsports Pirelli GT3 Cup Trophy USA competitors and officials for joining us for another great weekend of racing. I would also like to thank Lagunitas Brewery for their donation of beer to, not only the Miata dinner, but to our own Social Crew. Our next event will be a Double Regional at Mazda Raceway Laguna Seca, July 22-24. I will be attending our grandson's wedding in Denver so please support Mike and Kathie in my absence.



#59 William Jordanov, #85 Geoffrey Fass,
#44 Jon Brandstad, #50 David Jalen



#18 Tom Hope, #9 Bob Negron, #51 Scott Vreeland



#61 David Allen, #03 Leeson Grant



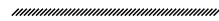
#1 Bill Okell, #28 Stephen McHenry



THUNDERHILL REPORT

BY DAVID VODDEN

It is time again, to go into production for that publication you have all been waiting for, the annual Thunderhill Park magazine. This is your chance to reach out to the massive audience that reads, and re-reads and saves this publication with your advertising message inside.



Rates are a bargain compared to similar magazines of such quality. All 12,000 printed copies will receive full-distribution to your clients now and in the future. Call me to find out how you can get your message in front of everyone that comes to Thunderhill, in the hands of every SCCA member that receives the Wheel and in the homes of everyone in Glenn County who subscribes to one of the local newspapers. It is easy, inexpensive cost per impression and incredibly valuable for what you want to communicate. Call me now at 530-934-5588 Extension 101 so we can get your ad in before the August 18th deadline.

Summer work on the property here has been intense with six new garages going up adding to our family of tenants and friends. These garages are located in the north section of the WEST track as an addition to the five garages already there. They should be available in early August but you can get the jump on the competition and call now to reserve your permanent race garage at Thunderhill Park. We will have 33 garages on site when this project is complete and all 33 will be rented, all year long, so don't delay. Call now. Get a few of your friends and share the \$600 per month rental fee for fun, comfort and

ease of access when you are at the track. Think of all that towing trouble and gas you will save. It is an expense that is easy to write off. You will gain new friends when they see you have a garage. Where are you storing your stuff now? Leave the RV and hauler here too. We are here to help!

The other big project this summer at Thunderhill is the development of a huge 5-acre parcel ideally prepared and located for that at-track-business that can't fail. I am told that Sonoma has a huge waiting list for their business property buildings. Soon we will too. We will have a giant, flat piece of land where several, or a few, big race-related businesses can build to their own specifications and partner with Thunderhill and share in the growth pattern that just continues to expand. The project is, once again, the work of Thunderhill Board member, Richard Siri and company. From dawn to dusk the big-earth movers have been relocating that hill you have seen a hundred times as you drive up the entry road to the sign-in gate. The hill will be moved to the lower, valley-like area that once was the rally cross course and moto cross track. This is where Tesla or Audi or Hoosier Tires or you can locate your enterprise and take advantage of building what you need, how you need it and be there to enjoy the added benefits of the clients and business that the track brings to your door. At the very least your coffee and lunch breaks will be more fun as you check out all the ac-

tion on the three racing surfaces that make up the Thunderhill Raceway Park facility.

Did you know that Tom McCarthy did not hire me to build and run Thunderhill Park? Many old-timers believe that he did but it was Roger Eandi and Jon Norman who interviewed me in Berkeley when the Club was looking for someone to run the track that they did not have. Tom was Regional Executive [RE] at the time. As RE, he is famous for coming up with the solution of building a club-owned track to address the Clubs concerns about its future. I was at Baylands Raceway Park in Fremont 24/7 at the time doing what I had done all my life, promoting Saturday night dirt track races. The lease was about to end and Jerry Brassfield and Terry Kniss decided not to try to renew. Baylands was an artistic success by every measure I know of and a financial success as well.

At this year's NASCAR race at Sonoma I had the opportunity to attend the NASCAR WEST Hall of Fame dinner wherein John Bickford was being inducted along with several others. As you might expect step-son Jeff Gordon was there to do the honors. I talked with Jeff and John and Jeff's mom renewing old acquaintances from the Baylands days when John, with a very small Jeff in tow, wanted us to let him race our Budweiser Series for 410 sprint cars. Fortunately, based on how things turned out, we said no and off to Indiana they went where Jeff was allowed to race as a very minor-minor. The next night I attended the Speedway Children Charities gathering at a nearby winery. It was a who's who deal with Mike Joy, Larry McReynolds and the Smith family fully engaged. Bruton Smith looked well. It is clear that his kids are running the motorsports empire that owns Sonoma Raceway as well as many other NASCAR tracks. Many thanks to Mark Paul of Paul Oil/Sunoco and Kerry Rauch of same for the opportunity to enjoy the races from their suite and attend the gala Friday night fund raiser for Children's Charities.

The Laguna Seca saga is marching to a conclusion. Contenders for the title of track operator have all submitted their paper work. SCRAM, under the direction of President Mike Smith, has partnered with International Speedway Corporation [ISC] to try to capture the vending contract. "Friends of Laguna Seca", a group of local racers and citizens, have submitted their best offer and I am told that Chris Pooke, of Long Beach Grand Prix fame, is also a contender. We received some information suggesting that the Thunderhill operation would be a possible fit for the job based on 23 years of profitable operations, good debt management and a visionary growth program that has produced good results. We declined. Whatever the outcome it should be concluded by the early fall. I am told that the infusion of cash needed to address red-tagged facilities is critical to operations in 2017. This is history of a sort in our world just as surely as Riverside Raceway was and as any track development always is. One must never forget that without the race track[s], all the other stuff that we spend so much time fussing about, doesn't matter. "Save your local race track", should be the battle cry of every serious racer!

The Club has given up the Sunday of the season



final event in October at Thunderhill Park. The Club banquet will still be that Saturday night in Willows. Last year this event was awesome in that there were more drivers and racers present than I recall from past banquets in recent years. The Sunday, October 23rd, will now be a Reno Region event on the 3-mile course. Dave and Carol DeBorde will stage the event which should be fun and an ideal way to end the SCCA year on track. The format will be published soon so you can see and sign up for what will be offered. The Reno Group runs on the 2-mile course quite often. I do not recall actual format. Call Dave at 775-450-1394 to find out more.

Of course this means that the RDC Enduro, a staple on the SFR/SCCA calendar, is no more. To be honest it had seemingly run its course. I mentioned to Marcie Crawford that if RDC is an established 501 C-3 or 4-entity that Thunderhill would be interested in taking it over and establishing some new content to keep it active in road racing. You may know that Race Drivers Club [RDC] conducted the annual drivers school before the Club took this function over. At different times the RDC has been different things including a union of sorts for drivers when one Frank Eubel was top dog.

Don't miss the September SFR/SCCA road racing event here in September on the 24th and 25th. If you are racing for points, and I hope you are, this will be rounds 11 and 12 of a 14 round year-long title fight for the coveted class championships. Being a champion in any form of real motor racing is a big deal. The more competitors, the more players vying for the championship honor and the more intense the competition, the more valuable the achievement. Be a champion and enter the Thunderhill Double Regional presented by Oil Recycling Rocks on September 24 and 25!

MORE GARAGES WILL SOON BECOME AVAILABLE TO RENTERS AT THUNDERHILL PARK.



units can be reserved now in preparation for an early August move-in. The big corner garage that will result from the new effort is already rented but that leaves plenty of choices for new and existing tenants. The all-new garages are in addition to the exist-

ing five garages located on the WEST side. The new additions bring the total number of garages at Thunderhill to 33. Call Thunderhill at 530-934-5588 extension 101 to become a renter.



SACRAMENTO SOLO 5 & 6

BY **MIKE DROUIN** PHOTOGRAPHY BY **DAVEY DROUIN**

If you have not been to Stockton Fair Grounds lately you would not recognize it. .



All of the trees and planters have been removed. The fence and planter that ran east west are gone. They have graded, leveled and graveled a huge area. If they would take the next step and pave it the autox course could be tripled in size. Wishful thinking most likely.

Seventy eight racers showed up Saturday to take their four runs at round five. The course had a Indy theme couple of huge ovals then dumped out into a twisty road course that include a slalom.

Fast gals were Gale Smiley taking top pax and posting a time of 46.557 taking the win in SSL in her 2016 Corvette Z06. Kelly Williams slipped into the second pax driving her 1989 Chevrolet Corvette to a 47.995 for the win in BSL. Penny Hubbard was third pax in her Chevrolet Corvette 48.695 running BSL. Donors Wichmann drove her 1987 Toyota FX-16 to the win FSPL with a time of 48.159. Marie Lindbergh took the win in ASL driving her Chevrolet Corvette Z06 to a time of 50.669 I happy to say this years open pax is turning into a real no holds barred dog fight .

Seems to be several drivers that can take the top spot, but they need the perfect run. One little

bobble and they drop to some where in to the top twenty!

Saturday Ken Yeo showed everyone how it was done . He took his BSP corvette to top pax with a 43.449.

Tom Smiley followed him with a win in SS driving his corvette Z06 to a 45.070 and second in pax. Bob Weisickle took the third pax with his 1956 Austin healey to a 41.184 which was TTOD. Fourth in pax was Lanny Bowden . He was second in BSP driving his 1989 corvette C4 to a 43.910 Rounding out the top five was Al Patterson. Al drives a 2006 Dodge Viper in SSP. His time was a 43.198 A few other honorable mentions that cracked the top twenty PAX. Eric Smiley has got a handle on his lotus seven he took the win in OSP was twelfth pax at 44.005. Vince Goehner drove his 2015 Subaru Sti to a46.378 taking a win in STU and number thirteen pax. John DeAngelis was number fifteen pax running 47.313 which got him second in AS. Number twenty was Marcus McAfee driving his snow kart to the win in JA 45.368.

Other classes wins on Saturday went like this Jay Williams took BS in a corvette 47.471. Jeff Andrade BMW M3 49.125 in CS. Yongzhe Wen, Subaru Impreza WRX wagon 51.067 in DS. Davey Drouin ,1994 Mazda Miata 50.225 in ES. Gary Fazekas 2012 Mustang 47.559 win in FS and number ten pax. Chris Estrada Sr. 2000 Toyota Celicia 49.504 GS. Zachary Ternes 1986 Nissian 300zx 52.054 HS.

Round six on Sunday as is the tradition in SAC chapter was reverse of Saturday. With a few changes, still four runs to sort out the fast way around. The new course suited Kelly Williams just fine. She took the



Nick Martinez in his lotus seveny



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ladies top pax 46.766 and the win inBSL. Gale Smiley won SSL and took the second pax. Donors Wichmann and her 87 Toyota both like the new course and she drove to third pax winning FSPL with a 46.598.

Open results the names were the same but the places changed. Bob Weisickle took top pax in his EM Austin healey. Bob is the only one that manages the triple crown ... TTOD, TOP PAX, class winner. Ken Yeo took second pax 42.223 win in BSP Al Paterson brought his "A game" took the third pax and win inSSP. Ray Miller took fourth pax 43.282. Fifth pax went to Gary Tran in an STS Mazda Miata 44.933.

Other class wins on Sunday Tony Smith 2007 Honda S2000 51.890 in STR. Vince Goehner 2015 Subaru Sti 44.844 STU. Robert Custodio 2003 Subaru WRX 47.443 ASP. Toby Piper 2008 Mazda Miata 49.125 CSP. Andrew Barrious 2005 Pontiac gto 47.252 ESP. Eric Williams 1987 Toyota FX16 46.397 FSP. Eric Smiley 1960 lotus super seven 42.731 OSP. Rick Oates 1970 Dodge Dart 49.441 CAMT? Jennifer Hobaght 2003 Chevy Corvette 48.843 CAMS. Carl Graf 2004 Nissian 350z 49.038. Rick Brown corvette 42.580 BP. Steve Mill 1971 Datsun 240z 48.701. Gary Mendenhall Austin Healy Sprite 50.543 HCR? Bob Weisickle is looking for someone to challenge him for TTOD short of breaking his car, which he does on occasion he has the car and the driving to beat.

I hope the city of Stockton and San Joaquin county get together and decide to pave all of the parking lot, turning it into the premier autox site in nor cal.

Next up rounds seven and eight , four runs at the Stockton Fairgrounds.



CHUCK KOEHLER
PHOTOGRAPHY

SCCA Race Photos

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

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FORMULA VEE



1997 Crusader FV. This car was completed in 2000 using all new parts but never raced due to injuring my back. It has been stored in a clean dry place and the last time the engine was started was 2007. It has a Ron Chuck engine and Penske shocks front and back. I used the best parts available at the time. The car is completely disassembled but all the parts are there. Will consider any offer and can send more pictures if necessary. Please contact Ron Coniglio at ronconiglio@gmail.com or call at (559) 567-4056. 1607



1997 Crusader Formula Vee Chasis #0297. PRICE REDUCTION. Need the funds if I'm going to see the track this year. 1 weekend on complete Ron Chuck engine rebuild. RacePak G2x data acquisition. Momo-D wheel. Jet coated exhst, QA1 shocks all around. Must sell price of \$5,000. Email brians42@att.net for pics or info. 1605

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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 1606



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



Street-legal Palatov D2 An Atom on steroids. California SB100 registered, licensed, insured by StateFarm, 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 trans-axle 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* 1606

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_QL-HOVkEbUe61Mx8qnUAh7buL09F1-Y_kCCbGg/edit?usp=sharing for full details and pictures. bryn.dole@gmail.com, 650-224-5029 1605



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



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GT/PRODUCTION RACER



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 jblack-srf17@hotmail.com, \$32,000 1606



For Sale: 1970 SCCA GT1 Corvette. Car runs, handles, and stops as it should. Prep level appears to be from 1980s rule books. SCCA logbook says it ran eighteen races including Nelson Ledges and Road Atlanta in the late 80s. Clear Illinois title numbers match vin tag. Rollbar tech numbers match SCCA logbook. Tires are garage rollers only. Flares will accept up to 12 inch wide rims. Engine is an iron block 355 sbc with a Muncie transmission behind. I am an autoxer and not a road racer. I have no more history than the logbook and a few old pictures. Call or text 559 645-2988 with your questions. Car is in Madera, Ca. \$25,000. 1604



2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX "Wonderbread" Car. Square tube chassis, Lotus link, flat floor, driver's side exhaust, Rebello 2015 Spec KA24 3-Valve motor, 32mm SIR, built NEW for the 2014 Runoffs on a virgin block and crank (all new parts with the absolute latest trick internals, engine and chassis dyno tuned). Completely sorted, 3rd Place finisher at the 2014 Runoffs, 2014 NORPAC Division GT-3 Championship, 1997 NASPORT Championship and current lap record holder at the Thunderhill "new" 5 mile course and previous lap record holder at the Thunderhill 3 mile course. PRICE REDUCED - INQUIRE - Includes 2 motors, 3 sets of wheels, extra carbon fiber body parts, 24' Haulmark enclosed trailer and spares. With 19 years of continuous development and more than \$125,000 invested, this is a winning car! Call or e-mail me for a complete spec sheet and photos. Chuck McKinney (510) 812-1140 chuck@amtmetals.com 1602



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Ford's Boss 302S is special limited edition model built by Ford Racing in conjunction with Watson Engineering as a ready-to-run road racing car and an homage to the original. Basic specs are aimed at Pirelli World Challenge GTS class racing, but also suitable for SCCA and NASA club events. Power is supplied by a 5.0-liter TiVCT engine modified for better cooling along with various ECU settings for 91 and 98-octane fuel. A Tremec T-6060 six-speed manual transmission with integrated cooling pump, 3.73:1 rear end and a Torsen T2R differential help put the power to the road. Brembo four-piston brakes provide stopping power with 14-inch front and 12-inch rear rotors, PFC pads, Ford Racing brake ducts, stainless lines and Ford

Racing ABS system. A Recaro HANS ProRacer seat is outfitted in the cockpit along with a Hand window net, Sabelt six-point harness, cockpit rollage, and onboard fire extinguisher system. Finished in School Bus Yellow, this 302S is #42 and of the 50-unit run and ready to race. \$85,000 Adam Simms 408-438-7129. 1510



Noble M400 GT-1 For Sale or Rent. 110,000.00, Hoover Chan 925-455-1066 HooverC@turbohoses.com 1501

SPEC MIATA

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 axle open trailer also available. Eric Hernandez 650 208-3544 threebeanracing@netscape.net 1604



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



1999 Spec Miata - Nearly Race Ready. 1.8L / 5 speed / Torsen, Haag motor with only one break-in weekend, Team Dynamics race wheels w/ RA1s, Upgraded roll

cage, Evil Genius exhaust, Kirkey 71300 seat, Advanced Autosports splined quick release, Rennenmetal ballast weights and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013
Clear CA title with plate ñ drive it to the track! Extras! Stock wheels w/ new Dunlop Direzzas, 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

VINTAGE RACER

"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 1602



1967 Beach MK4B vintage race car chassis #111. New light weight body from original molds, ford 1100cc engine , race prepared head, forged crankshaft, carrillo rods, weber DCOE carbs, dry sump, aluminum flywheel, 5 speed trans, disc brakes, fuel cell, fire system, etc. Complete set of designer blueprints. HMSA log book. \$57K. (805)434-2980 or elva4@sbcglobal.net for full history and restoration photos. 1512

IT/ST



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KARTS



TAG Parilla Kart for Sale. 2008 Rocket Kart RK2. 100cc Pirella tag motor. Micron 4 data acquisition. Extra seats. Never raced, very fast \$2500 Blake Tatum 209-403-2452 sfrwheel@gmail.com 1605

STREET CARS



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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. 1600



FINEST TOW VEHICLE AVAILABLE! 2000 Chev, 3500 LS, extended cab, dually, glasstite shell, alcoa wheels. 7.4L, auto, only 56K original miles w/ new motor (long story). New paint, excellent condition, \$8K firm. 925-683-1283 1604



For Sale Haul Master Utility Trailer. 870 max capacity. 8 in. Wheels. Only used 3 times to haul racing tires like New Tool chest with spare tire, Jack, etc. Call Joel or May. 925.687.8148 1605

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

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MISC FOR SALE

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



Set of 4 Porsche alloy wheels (used) and 4 BF Goodrich g-Force R1 tires (like new) - (2) 225/50/16 and (2) 245/45/16 \$1,495 obo. Call, text or email John @ 510.409.8678 john@fabinc.biz 1606

Weber 3 x 45mm DCOE kit for E24 BMW series 630 1977 - 1989, fits other 3.0, 3.3, 3.5 engines, new in the box never mounted, all parts necessary, linkage manifolds hardware etc. Best offer. Contact 831-917-5952 1606



Kirkey aluminum race seat #08400 \$75 Sparco fiberglass race seat (worn upholstery) \$100 John 916 454- 1115 evenings 1612

Have two trannies for sale one m21 munce fine spline with shifter, one super t10 with out, make offer. also have 5 star fiber glass 4th gen camaro body was run as gt1 make offer. Don at 510 531 6632 dispSPACE1@aol.com 1612

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

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