



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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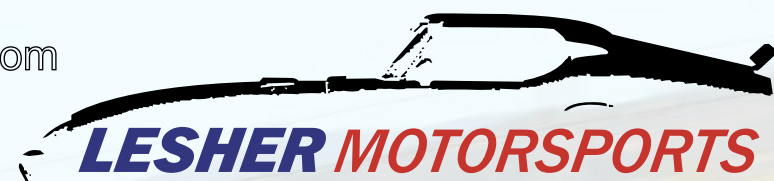
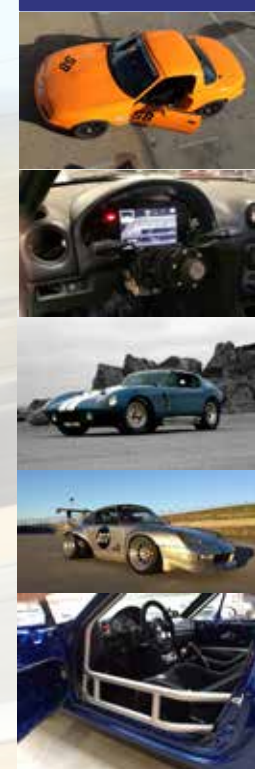
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Photo above by Amy Armes: Gary Ratliff at the Fresno Solo.
 Cover Photo by Ryan Panlilio: Michael Gardner ran uncontested in SSM.

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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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2017 CALENDAR

2017 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

**SCCA FREE TEST DAY AT THUNDERHILL
SATURDAY - DECEMBER 31: SEE PAGE 14**

FEBRUARY

DRIVERS SCHOOL

February 24-26 | Thunderhill

MARCH

REGIONAL 1&2

March 11-12 | Thunderhill

APRIL

MAJOR

April 1&2 | Thunderhill

MAY

REGIONAL 3&4

May 6-7 | Regional 3 & 4 @ Thunderhill

FERRARI CHALLENGE

PRO SUPPORT

May 18-21 | Mazda Raceway Laguna Seca

JUNE

TEST DAY & REGIONAL 5 & 6

SPEC RACER FESTIVAL

June 1-4 | Mazda Raceway Laguna Seca

REGIONAL 7 & 8 SPEC MIATA FESTIVAL

June 30-July 2 | Sonoma Raceway

JULY

REGIONAL 9 & 10

July 28-30 | Mazda Raceway Laguna Seca

AUGUST

PRE-REUNION

PRO SUPPORT

August 12-13 | Mazda Raceway Laguna Seca

REUNION

PRO SUPPORT

August 17-20 | Mazda Raceway Laguna Seca

SEPTEMBER

REGIONAL 11 & 12

September 1-3 | Mazda Raceway Laguna Seca

IMSA

PRO SUPPORT

September 22-24 | Mazda Raceway Laguna Seca

OCTOBER

PIRELLI WORLD CHALLENGE

PRO SUPPORT

October 13-15 | Mazda Raceway Laguna Seca

REGIONAL 13 & 14 SEASON FINALE

October 27-29 | Thunderhill

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NOTICE TO MEMBERSHIP SOLO SITE PROJECT

BY MEGAN ANDERSON

Back in the 1990's, the Solo Steering Committee started a site fund for the purpose of obtaining a permanent autocross site in the Bay Area. Dubbed 'the region that knows how', San Francisco Region was no stranger to pioneering new roads for the future of solo racing.

To this day, we are the only region with a large fund to secure our future. Solo has saved \$5 of every entry fee in an escrow account that may only be used for the purchase or long term lease of a long term autocross facility. However, as years have passed, the Bay Area population and development have continued to grow at an astounding rate. The price of real estate is astronomical, and Solo had feared that the dream of a permanent site would never become a reality. Until now.

For many years, the Sacramento Chapter has held events at the San Joaquin County Fairgrounds in Stockton, but SFR Solo has opted out due to a small course area (about 5 acres). However, there is a great deal of unused, graveled parking surrounding the current autocross pad. In early 2015, SFR board member, Blake Tatum contacted the fairgrounds to see if they would be interested in partnering with SFR SCCA to improve their parking lot, and they were elated. So began the last year and a half of planning.

The current Solo site situation: In the mid 2000s, we were fortunate to have four autocross sites within a reasonable distance of the Bay Area. Currently, we only have two. Candlestick Park was very bumpy and unsuitable for modified cars, making it difficult to garner the attendance needed to pay the high rental fees. We stopped running there a few years before the stadium was torn down. We also had Golden Gate Fields; conveniently located but badly decayed. Eventually, the lot was too far gone to be of use.

This left us with the Oakland Coliseum and Marina Municipal Airport. When the Coliseum found itself under new management, we were no longer able to book events there. This hurt our club, as Oakland consistently had the best attendance, allowing us to financially make up for low attendance events at other sites. Marina Airport continues to be our primary site, but is currently on a year to year permit with the FAA who is wary of Motorsport use of the airport. We have no guarantee that Marina will continue to be available in future years.

The best thing for Solo in years was the reintroduction of Crows Landing in Patterson. We have been able to hold National Tour and Pro Solo events, attracting entrants from up and down the west coast. However, Crows Landing is extremely costly to run at and the county is not interested in offering us a long term lease.

The SFR Autocross Park at San Joaquin Fairgrounds offers a unique opportunity for San Francisco Region and SCCA National to come together for a common goal: a guaranteed site for autocross in northern California for the next 40 years.

As seen in Figure A, the current autocross site is roughly 5 acres. In Figure B, you can see how much larger the SFR

Autocross Park will be. We will have 15 acres of dedicated autocross surface, offering us limitless course design options. In addition, we will have a dedicated grid and paddock area, also shown. We will put a 6-foot chain link fence around the site for safety and security.

To complete this site, we propose to spend the Solo Site Fund and will also be obtaining a \$400,000 loan from SCCA National. In lieu of interest, the Fairgrounds will provide SCCA National with three rent free weekends per year, for the life of the lease - 40 years. The fairgrounds will also assist



SFR in the repayment of the loan.

In return of the investment of the site fund, SFR SCCA will have 14 rent free weekend dates at the Autocross Park per year for 40 years. Other autocross clubs will be able to rent the site from the Fairgrounds for a reasonable rate set by their management. SFR will have no responsibility for managing the site.

This project will have no negative impact on the SF Region. Solo will be using the Site Fund for its intended purpose. Solo requires no spending of money from the Road Racing Program or Thunderhill. It will be paid entirely from the site fund and from the loan from SCCA National. As for Solo, we plan to continue to save \$5 of every entry fee to maintain the autocross park at the fairgrounds. When the site needs resealing or repair, we will invest again in exchange for extensions of our lease.

At completion, SFR will be the only region in the nation with a dedicated autocross facility guaranteed to host multiple national level events every year. Considering that we also have our own racetrack with Thunderhill, San Francisco Region proves to still be 'the region that knows how' by ensuring the future of motorsports for bay area enthusiasts for decades to come. Club, the BMW Club, and American Autocross will be able to rent the site. All of these clubs benefit from the increase in size.

One of the reason's this plan works is the way the San Joaquin County Fairgrounds has positioned itself. Most fairgrounds were built All the Great Volunteers

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WHEELWORKS

BY BLAKE TATUM

San Francisco Region of the Sports Car Club of America has been around for almost sixty years. With its roots formed in the forest of Seventeen Mile drive and it's following cemented at places like Cotati, Golden Gate Park, and Stockton Fields, we have earned the moniker of "the region that knows how." We earned that moniker because many innovative firsts have come out of this region.

Improved Touring did not exist until Clint deWitt decided there needed to be a bridge between showroom stock and the production classes. Being able to run the same car in another class was not heard of until the San Francisco Region offered dual entries.

The Runoffs existed for years but a large portion of the SCCA community was underserved with the Runoffs and it's limited classes and mostly east coast base. As a result the Pacific Coast Road Racing Championships (PCRRRC) was invented and things like tow money, media coverage, and contingencies were offered to racers that were ignored by the National Office.

Obviously we were the first region ever to build and own their own racetrack. When the idea of building a racetrack was seriously considered we had the privilege of being able to race at two premier racing facilities. But the people in charge saw the writing on the wall. Things like getting race dates were already getting hard to come by. At that time auto racing and in particular NASCAR was experiencing an unprecedented growth. The fear was that our two tracks would be so consumed with professional events that there would be no dates available to us. The decision to charge a surcharge on every entry fee allowed the region to build a state of the art racing facility that is the envy of the entire racing community.

I am proud to say that our region is on the cusp of another historic precedent. Everyone knows the gateway into the club is through the SOLO program (aka autocross). But I do not know if everyone knows that the SOLO community has been taxing itself a \$5 surcharge on every entry since the mid-eighties. They have accumulated

a substantial pool of money however the pool is not deep enough to dive into the ever-increasing real estate market that is the Bay Area.

Because of the costs associated with the Bay Area the idea of purchasing a site seemed to be fading into the sunset. Many a possibility was explored. Google maps were scoured. Hot tips were followed up. Long-term deals with existing partners were discussed. But every time a wrench was thrown into the deal that negated the idea. Just when it seemed all hope was lost an obvious solution was discovered sitting right under our nose.

The parameters the solo community wanted it's new site to fit under were as follows:

1. Within an hour's drive of the Bay Area
2. Large enough to allow for great variance in course design
3. Tolerant of the racing community
4. Affordable

A lot of the current or recent sites fit some of these criteria. The best most recent site the Solo community ran at was the Oakland Coliseum. When San Francisco Solo held events at Oakland the turnout was good, the courses were large enough and they were able to pay the bills. However holding Solo events is not the Oakland Coliseum's primary business. In fact it is more of a nuisance to them then a profit center. The people in charge at the Coliseum have not been returning our phone calls.

Most of the current Solo events are at the Marina Airport, which is located off of Reservation Road near Monterey. This site does a very good job of fulfilling the needs of the SOLO community and the SOLO people plan to use it as long

as they are welcome. Two big sticking points is this site is not for sale and it is managed by the FAA.

Although the Marina Site currently works for the SOLO community, the idea of securing their future just as with Thunderhill cannot be overlooked. So the location that was sitting right under our nose is the San Joaquin County Fairgrounds in Stockton. I say that because the Sacramento Chapter of SOLO currently uses it. The reason it was never considered is because as it currently sits, it is too small to allow for much variance in course design.

The other parameters it meets without a problem:

1. Hours drive from the bay area
2. No sound restrictions
3. Affordable

San Joaquin County Fairgrounds paved parking area is only five acres, however the unpaved parking area is rather large. The plan is to spend the site fund money and some additional money borrowed from SCCA National to pave the remaining sections of the parking lot. Once this project is completed the San Joaquin County Fairgrounds will have over 15 acres of usable Autocross surface. In addition the fairgrounds will be offering up an adjacent area that will allow for paddocking of competitors' cars so that the Autocross surface is not encumbered.

All of the details of the plan are outlined by Megan Anderson's notice to membership article that is printed in this months WHEEL. Lots of thought and lots of hard negotiations have gotten the project to this point.

The San Joaquin County Fairgrounds solution provides us with a pre-paid 40-year lease. The San Francisco Solo group gets first right on 14 dates per year. The SCCA National Office gets six dates per year. From that point on the other clubs are free to rent the site from the San Joaquin County Fairgrounds. The Sacramento Solo group will be able to rent the site, the Porsche Club, the BMW Club, and American Autocross will be able to rent the site. All of these clubs benefit from the increase in size.

One of the reason's this plan works is the way the San Joaquin County Fairgrounds has positioned itself. Most fairgrounds were built with the idea of hosting the County fair and they used the popularity of horse racing to make the event profitable. Unfortunately horse racing has seen a massive decline in people willing to run the fair circuit. With horse racing gone fairgrounds across the state have looked for ways to re-invent themselves.

The San Joaquin County Fair is lucky to have a CEO named Kelly Olds. He is the Dick Mudd of fairplexes. Kelly is in charge of making the fairgrounds a profitable facility which he has done for the past several years. His plan is just to substitute one type of racing for another. Instead of horse racing he is selling horsepower. The San Joaquin County Fairgrounds is already the site of a go-kart track. They have a 1/8th mile dirt oval for mini-sprints. They have taken the horseracing complex and made a 3/8's mile dirt oval that hosts the Northern California visit of the World of Outlaws. In short they have become a motor racing facility. Kelly sees the value motor racing has to offer and is willing to make his site the hub for all things motorsports in the Central Valley.

It is because of our history with the National Office that they are willing to loan us \$400,000 interest free. It is because of the hard work by Megan Anderson, the Solo Steering committee, and Clint deWitt that we have arrived at this point. Most importantly, it is because we are "the region that knows how" that our future will be secured.

DRIVER AND WORKER OF THE WEEKEND AWARDS

DOUBLE REGIONAL 13 & 14 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.



Ed Railton
DRIVER
OF THE WEEKEND

It was up to Worker Transportation to pick the Driver of the Weekend at the Season Finale at Thunderhill Raceway Park on October 21-22. They chose Ed Railton, #01, Spec Racer Ford, Gen2.

After only completing six laps in Race #1 on Saturday afternoon, suffering from mechanical issues, he came back strong in Race #2 Sunday morning, taking the class win by passing four cars aAlong the way.

Steve Jaroch
WORKER
OF THE WEEKEND

During the Season Finale Double Regional #13 & #14 at Thunderhill Raceway Park Race Administration chose Steve Jaroch as Worker of the Weekend. Steve has more than earned this award, not just this weekend, but all year-round. Steve is more than willing to offer a hand to anyone who asks. Steve is a great announcer, writer, and all around great guy.

NOTES

from the *Archive*

PETER CULKIN'S 300SL/SLS BY GARY HORSTKORTA

In 1954 Mercedes Benz introduced the 300SL Gullwing Coupe which would become one of their most iconic cars. The 300SL was an engineering marvel for the time with features like a tube frame chassis, independent suspension, dry sump lubrication, fuel injection and a 3.0 Liter straight-six cylinder engine capable of achieving a top speed of over 150 mph making it the fastest production sports car of its day.

Once cars began to arrive at dealers in the U.S. they were snapped up not only by discriminating Mercedes enthusiasts but by amateur race drivers looking for a car that would give them the competitive edge. Several Californians plunked their money down at Mercedes dealers to buy one of these wonderful cars including Lance Reventlow, Tony Settember, Rudy Cleye, Terry Hall, Stan Sugarman, John Edgar and Peter Culkin.

As the cars began appearing on race grids, they also began to take home trophies. Reventlow and Terry Hall sat on the front row in the 1955 race at Salinas with Hall taking the victory. Tony Settember and Rudy Cleye raced at Pebble Beach in 1956 with Settember winning the Cypress Cup ahead of Dr. Dick Thompson in a Corvette.

In Northern California, Bill Sturgis raced a 300SL at Cotati in 1957; Bob Winkelmann raced Natalie Brown's 300SL in May 1958 at Cotati and in June at Laguna Seca, then along came a new name - Peter Culkin who would really put the 300SL on the racing map. With a background racing hardtops on oval tracks, Culkin became interested in sports car road racing watching his good friend Dan Herman compete in his Porsche 356. Switch to sports cars, Culkin purchased a new 300SL from the Mercedes dealer in Santa Rosa and went road racing. His first event was the Nevada



Cover 1962 Cotati Program

Road Races at Minden where he finished outside the top ten followed by Palm Springs where he finished first in class and third overall in his race group.

Culkin had good success through the 1959 season but really took off in 1960 and 1961

winning multiple races in his class along with some overall victories. He accumulated enough points to be the SFR champion in his class both years. Since Culkin raced up and down the west coast, he also scored a "double championship" winning the Cal Club C Production Champion in

1961 plus was the overall winner in the Portland Rose Cup and at Westwood in Vancouver (B.C.).

After one more race in the SL at the Rose Cup in Portland in early 1962, Culkin retired the car having purchased a Southern California special, the ex-Porter Mercedes Corvette. An enterprising Hollywood (CA) body shop owner and hot rodder by the name of Chuck Porter bought a wrecked 300SL with the idea of turning into a race car. Several months were spent complete restoring the cars mechanicals which were covered with a new, roadster style aluminum body. He called the car the 300SLS with the second S standing for "scrap". Porter raced the car from 1955 through 1959 achieving numerous class wins and top ten finishes. Under his ownership, the car was updated first with a supercharger, then a Buick V-8 and finally a Chevrolet Corvette V-8 engine to keep pace with the competition.

Into the early 1960's Porter's SLS was driven by a variety of drivers including Johnny Parsons, George Amick (at Vaca Valley), Billy Krause, Johnny Manz and Ken Miles. At the end of the 1961 season, he sold the SLS to Peter Culkin. Living in the small town of Cloverdale (CA), Culkin stored the SLS and his SL at his home and would regularly test both cars on the surrounding public roads. Whenever he would start up the SLS, the noise was so loud, neighbors would go outdoors to watch the show as Culkin zipped through town. Of course the noise also alerted local law enforcement who would escort the car back to its home.

1962 was the last racing season for the SLS since the car's chassis wasn't capable of handling all the Corvette engine power. As a result reliability suffered and there were too many DNFs so at the end of the season, Culkin sold the car minus the engine and returned to oval track and the engine lived on in championship winning super modified and sprint cars. Culkin was looking for a suitable car for the 1963 season but that all came to a halt when



Culkin's 300SL passes another car at Vaca Valley 1960



Reventlow's 300SL next to Porter's 300SLS in 1956



Peter Culkin Riverside 59



Culkin with 300SL trophy haul, 1961

his wife was killed in a car accident. Culkin abandoned all plans to continue driving race cars and retired from racing.

So what happened to the 300SL Culkin had so successfully raced? It remained in his hands for several years until it was eventually sold to a private collector along with much of his memorabilia. However, like many other well known race cars of that period they live on in historic racing and the Porter 300SLS now resides in Europe where it is regularly raced.

My thanks to Peter Culkin's son William, Roy Spencer and the Revs Institute for Automotive Research for photos and information for this article.



Hall 76 and Reventlow 16 - Salinas 55

IN MEMORY OF BRYAN NEMY

BRYAN NEMY EULOGY

BY ROB BOYNTON, FRIEND AND FELLOW RACER WITH BRYAN.

It is with great sadness and a heavy heart that we share the news of the passing of Bryan Nemy. The SFR SCCA has lost another wonderful autocross father. He was doing something he loved, out riding his bicycle on Thursday, October 13 when he collapsed. By the time emergency services arrived he had already passed.

I heard Bryan before we met. I'd entered my Porsche at a SFR SCCA event and as I prepared to run, I heard Bryan's voice over the loud speaker system announcing times. It was apparent he was the man in charge that morning as the sound of engines prepared for their first run. He was organized, passionate about racing and devoted to the success of SFR. His love of the sport was energizing and we became fast friends.

Bryan had a number of passions but what I most enjoyed about Bryan was his love of community, whether it be his family or his racing community, his partner Gretchen of ten years, his biking adventures, sailing, and working on his race car.

We quickly became buds, and traveled to auto crosses all up and down the west coast. To Nationals, Topeka, Kansas and Lincoln Nebraska in which Bryan was my co-driver (and the "story of the battery.")

Bryan was very dedicated to the SCCA: He joined in 1987 and served as:

Solo's licensed safety steward and instructor for many years,

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AWARD, THE "PREMIER AWARD OF MERIT"
2013 "SPECIAL RECOGNITION BY REGION
BOARD" for working to secure Crows
Landing as an autocross site.**

The autocross racing world is truly saddened

at the sudden loss of our friend Bryan. He will be sorely missed by the SOLO Community, his friends @ SCCA and A.A.S. (American Autox Series)

I personally enjoyed my friendship with Bryan over 14 years. I loved working with him. He was the brains, I was the brawns. Working on projects was not only a commitment of time it was a pleasure. We became close buddies. Going to Nationals.....running out of gas.....setting up, breaking down events and enjoying that cup of coffee together in some hide away café before heading to the event location. We got so we could think like each other and I enjoyed him like a brother.

Over the past few days, I've had the pleasure of sharing stories about Bryan with his racing friends. Here are a few comments I thought I'd like to share today.

"Bryan is loved and appreciated @ SFR Headquarters". Sherry Grantz

"He will be missed by everyone's lives he touched with his contagious happy nature." Sandie Brown, Nationals General Manager.

"Always the first to arrive and the last to leave. There aren't any Bryan Nemy stories the way there are Larry Park stories. No tales of daring do....But he was the hardest working, quietly competent guy who made things happen for the betterment of the sport." Charlie Davis.

"A most friendly, generous and easy going guy. Loved racing his VW R32. It was unbeatable in the rain!"

Bryan, we will miss you!

MORE THOUGHTS ABOUT BRYAN

Leslie Francavilla - Bryan was our long-time friend, back to the years of the RX7 club in 1983. An autocross father to our kids and a proud attendee at our daughter's wedding. He had a laugh and a smile that we will never forget. His love for all things cars and in particular SFR SCCA autocross will never be forgotten. Please raise a glass of red wine to him as you remember all the work and love he put into his favorite sport. It was his life, it was his passion. We love you Bryan. You will never be forgotten!

Lisa Noble - I'm saddened by this news. It was an honor to work with Bryan during his time on the SEB. A first class guy all the way. Rest in peace.

Gary Corsiglia - Saw Bryan last weekend at the Pirelli World Challenge event. He was the usual smiling, cheerful person I met while sharing a Miata at the 2012 SFR Drivers School. RIP

Helene Gevertz - Thank you for your beautiful thoughts about my cousin. His smile was contagious along with that special squeaky voice When we were children we would meet at our grandfather's and take a bag lunch to the Fruitvale Theater for Flash Gordon or Gene Autry. He is missed by many!

Jerry Mouton - Bryan was really one of the leaders of SCCA Autocross. And he led always laughing with kind and gentle persuasion. It is really sad to hear of his passing. I'll miss him a lot.

Jojo Corrales-Kean - We met Bryan in 2012 when the D Stock car broke and my husband needed a ride. Bryan offered his R32, showing his generosity and support of other competitors. He was a great contributor to SCCA Autocross and will be missed.

WHO WAS BRYAN NEMY?

BY SHERRY GRANTZ



For at least 15 years, Bryan Nemy was the go-to guy in Solo. If something needed to be done, he was getting it done before anyone even asked. You want a Pro Solo, National just called Bryan. You need a safety steward tomorrow in Fresno, you just called Bryan. You want a National Tour at barely useable Golden Gate Fields. Bryan got the site, organized the weekend, and got a team together to make it happen – the best it could be.

For at least 15 years, Bryan Nemy was the go-to guy in Solo. If something needed to be done, he was getting it done before anyone even asked. You want a Pro Solo, National just called Bryan. You need a safety steward tomorrow in Fresno, you just called Bryan. You want a National Tour at barely useable Golden Gate Fields. Bryan got the site, organized the weekend, and got a team together to make it happen – the best it could be.



It took years, but he finally got Stanislaus County and NASA (the real one) to let Solo back into Crows Landing, one of the best autocross sites in the state. It wouldn't have happened without Bryan's friendly persistence.

His pet project was the Solo motorhome that housed all the equipment and served as the timing platform. The only time I ever saw him mad was when he

again found the motorhome in a big mess – dirty without things put away properly. He solved that problem by setting up clean-up days at Rob Boynton's shop and cajoling the solo people to come out and do the work.

If you're a road racer you may think "yeah, he was just a solo guy", not important to me. Think again. Bryan designed and upgraded the road racing points program we've used for the past four years. We had plans for him to upgrade the system and make it easier for anyone to use over this winter. That's one project he didn't get completed.

He came up to the Thunderhill and helped Mike Smith set up the current office computer system we've used for the past nine years. He was always happy to drive a couple hours and spend a day helping someone out.

At his memorial service, many of us discussed how Bryan always took care of us: he fixed his aunt's computer; he helped his nephews buy their first cars, he kept some of the solo programs running – almost everyone got Bryan's help with something or other.

Bryan was always cheerful, always had another adventure planned – a trip to the Amazon or Washington state, crewing on a sail boat, training for a long-distance bicycle ride with family or friends. The weekend before his sudden departure he was in the SFR membership booth at Pirelli World Challenge.

For his 70th birthday – a few years ago now – he went to the SFR driver licensing school and easily kept up with the 18 and 28 year olds. One thing Bryan didn't do – he never grew old.

SLUSH SERIES ROUND 1 AT MARINA AIRPORT

OCTOBER 29, 2016

BY RYAN PANLILIO PHOTOS BY RYAN PANLILIO

Round One of the Slush Series started with a moment of silence for two longtime members who recently passed, Pat Kelly and Bryan Nemy, at the drivers' meeting.

The course design was a collaboration by the Tsang brothers, Mack and Justin, and the auto-cross started promptly under clear, sunny skies.

Steve Smith was .09 seconds faster than Mary Pozzi in AS. Smith was in a '02 Corvette, while Pozzi was in a '04 Corvette. Dusty Perryman finished third in his '08 Saturn Sky Redline.

Youmna Zalzal, in a '04 Honda S2000, came in first in BS. Zalzal was closely followed by James Moss in a '16 Focus RS in second place, with Hugo Diaz rounding out third in a '17 WRX Sti.

CS was a Toyo-baru twins affair, with Jonathan Stroud taking first place in his '13 FRS. Tony Rodriguez, in a '13 BRZ, came in second, and Eileen Blando coming in third in a '13 FRS.

Craig Boyle led the drop-tops in ES in his '91 Miata. He was followed by Ryan Cirillo in a '01 Toyota MRS. Dennis Hubbard took the last podium spot in his '03 Miata.

Stefan Taylor, in a '16 Mustang GT, took first place in FS. Gary Fazekas came in second in his '12 Mustang, with Joe Mercado finishing third in his '05 BMW 330i ZHP.

It was an all-Focus ST contingent in GS, with Howard Yang taking first place in his '16. Christopher Smith followed in his '13 model, and Yang's co-driver, Kevin Bui, rounding out third.

Ed Runnion, in a '15 Fiesta ST, easily grabbed first place in HS over David Haight and his '00 Camry.

Joe Weinstein put his '16 Cayman GT4 through its paces, taking first place in SS. He was followed by Boris Elpiner, also in a '16 Cayman GT4, with third place going to Leann Pomellitto in a '15 Corvette Z06.

Richard Rossmassler ran uncontested in ASP in his '09 370Z. Also running uncontested was Ryan Panlilio in his '89 240SX in DSP.

Rob Boynton took first place in SSP in his '02 911

GT2, and Jeff Eikenberry in second in his '15 Corvette.

John Paulsen, in a '09 Beril Kart, ran uncontested in JB.

John Payne ran alone in CAMC in his '10 Camaro.

Cliff Wong took first place over his co-driver Dennis Armstrong in CAMT in their '70 Chevelle.

Chris Warner, in a '91 Swift FB91, ran uncontested in CM.

Greg McNair easily took first place in DM in his '69 VW Dune Buggy. Jason Garcia finished in second in his '64 VW Buggy.

Bill Charron, driving a '72 Porsche 914-4, took first in EM. Gary Ratliff was right behind in his '69 Dune Buggy.

Karlton Lew, in a '84 Supra, easily took first place over co-driver Donald Lew in SM. Robert Petz rounded out the top three in his '16 Focus RS.

Michael Gardner was the lone competitor in SSM in his '12 Mustang GT500. Ross Maguire also ran alone in SSR in his '08 MB AMG Black Series.

Troy Jennings, in a '14 Mustang, took first place

in STP over Glenn Bennett, who was driving a '16 Mustang GT.

Kim Jennings took first place in STPL in a '15 Mustang turbo. Colleen Echter, in a '16 Mustang

GT, came in second.

Todd Winstanley, in a '08 S2000, took the top spot in STR over James Laeno in a '13 Miata.

Iakona Simpliciano took first in STS in his '97 Miata. He was followed by Anthony Nicolas in a '91 Miata.

Jimmy Au-Yeung took the top spot over co-driver Richard Jones in STU. Both were driving a '06 Lancer Evolution. Hal Dorton came in third in his '03 BMW M3.

Brothers Mack and Justin Tsang took first and second, respectively, in STX in their '13 BRZ. Eric Lam spoiled the otherwise Toyobaru field with a third place finish in his Mini Cooper.

Sean Dyer ran uncontested in N in his '14 Focus ST. Also running uncontested was Jourdan Risoen in T2 in his '11 WRX.

John Leckrone, in a '16 Focus RS, finished first in NS. He was followed by Yongzhe Wen in a '07 WRX wagon. Jamie Leckrone rounded out the top three in a '16 Focus RS.

Darrel Lunge ran uncontested in DP in his '75 BMW 2002.

X-class saw Justin Moore wrestle the top spot in his '05 WRX Sti over Grant Keyser in his '10 Cayman S.



Darrel Lunge puts his 1975 BMW 2002 through its paces in DP.



Cliff Fong maneuvers his 1970 Chevelle to first place in CAMT



Youmna Zalzal looks through the next corner on her way to first place in BS.



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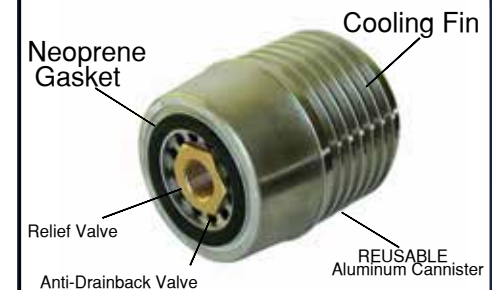
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FIVE RUNS AND NO RAIN SLUSH ROUND 2, NOVEMBER 19, 2016

BY RYAN PANLILIO

With rain predicted for the weekend, only a hardy 79 drivers came out for Round 2 of the winter Slush Series. This meant that competitors were able to get in five runs, and the heavens didn't open up until late in the afternoon session.

With rain predicted for the weekend, only a hardy 79 drivers came out for Round 2 of the winter Slush Series. This meant that competitors were able to get in five runs, and the heavens didn't open up until late in the afternoon session.

Steven Smith led Dusty Perryman by over a second in AS. Smith was in a '02 Chevrolet Corvette Z06 while Perryman was in a '08 Saturn Sky Redline.

Youmna Zalzal squeezed out first place in BS in her '04 Honda S2000. She was closely followed by John Leckrone in a '16 Ford Focus RS. James Moss, in another '16 Focus RS, rounded out the top three.

Tony Rodriguez led the mostly Toyo-baru CS class in his '13 Subaru BRZ. Jonathan Stroud, in a '13 Scion FRS, was a close second, and Fred Campbell took third place in the only non-Toyo-baru twin, a '99 BMW M3. Katherine Flater was the lone competitor in CSL in a '13 Scion.

Ryan Cirillo barely took first place in ES in his '01 Toyota MR-S. Following close behind was Craig Boyle in a '91 Mazda Miata, who barely edged out third place finisher Edison Tran in his '99 Miata.

Soyun Lee enjoyed a big lead in ESL in a '00 Miata over second place finisher Gabrielle Adelman in a '93 Miata.

John Lawrence, in a '15 Chevrolet Camaro SS, took first place in FS. Stephen Hare, in a '02 Camaro, was not that far behind in second place, and Gary Fazekas rounded out the top three in his '15 Ford Mustang.

GS saw the most diverse group of cars yet, with Christopher Smith taking first place in a '13 Focus ST. Al Anderson, in a '03 VW GLI, took second place, and Jason Kuang taking the last podium spot in a '05 Acura RSX Type-S.

Ed Runnion handily took first place in HS over second place finisher David Haight. Runnion was in a '15 Ford Fiesta ST, while Haight was in a '00 Toyota Camry.

Monty Pack, in a '14 Porsche GT3, finished in first place in SS. Joey Jarosz, in a '15 Corvette Z06, came in second place, while Jeff Eikenberry rounded out the top three in his '15 Corvette.

Micah McElravy ran uncontested in CSP in his '91 Miata.

Bryan Sih finished in first place in FSP in his '04 Mini Cooper. Glen Cortez took second place over co-driver Trung Nguyen. They were driving a '87 Toyota Corolla sedan.

Sahana Radhakrishna, in a '04 Mini Cooper, was the lone driver in FSPL. Hector Curiel also ran uncontested in his class, OSP, in his '96 Pontiac Trans Am. Jacob Dawson, in a '06 Lotus Elise, also ran uncontested in SSP.

Robert Marcy took first

place in DP in his '73 Datsun 1200. Howard Wolf took second over co-driver Dwayne Komush, who were sharing driving duties in a '82 Toyota Starlet.

Curtis Yamanaka barely took first place over co-driver Cliff Wong in EP in a '87 Corolla sedan. Marielle Cortez ran uncontested in EPL in her '87 Corolla sedan.

Robert Petz easily took first place in SM over second place finisher Kyle Christie. Petz was in a '16 Focus RS, and Christie was in a '11 Subaru WRX.

Glenn Bennett, in a '16 Mustang GT, ran alone in STP. Colleen Echter also ran uncontested in STPL in a '16 Mustang GT.

The all-Miata field in STR was led by James Laeno in a '13 model. He was followed by Edison Ong in a '96 model, with Kendall Barr rounding out the top three in a '94 model.

Jimmy Au-Yeung took first place over co-driver Richard Jones in STU. They were splitting seat time in a '06 Mitsubishi Lancer Evolution. Aaron Dawson came in third in a '04 WRX Sti.

Jonathan Cadiente, in a '04 Mazda RX8, took first place in STX. He was followed by co-drivers Glen and Megan Anderson, who finished in second and third, respectively. The Andersons were driving a '14 BRZ.

Patchara Charoensiri ran alone in NS in a '12 Honda CR-Z.

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Brandon Griggs

FRESNO SOLO ROUND 9 & 10

BY AUDREY TAN, PHOTOS BY AMY ARMES & JIMMY AU-YEUNG

The last two events, November 19 and 20, were held at the Fresno Fairgrounds, and determined several of the trophy spots for the 2016 season.

With no threat of rain, and the last regular event of the season, Event 9 had 50 competitors.

Taylor LaMascus ran uncontested in AS in his 2006 Chevy Corvette.

ES had 7 competitors, all in NA Mazda Miatas. Brandon Terry took top honors, with Josh Cadiente in second place. Brandon's dad and co-driver, John Terry took third place, followed

by veteran Gary Lieb in fourth place. Josh's dad and co-driver, Richard Cadiente placed fifth, with Aaron Carter in sixth and Dennis Feasel rounding out the class.

Keith Bullock, Event 9 chairman, took the top spot in FS in his 2014 Ford Mustang, followed by Corky Schroeder in second in a 2006 Ford Mustang. Leon Weinroth placed third, in his 2014 Ford Mustang, with newcomer Nathan Castle placing fourth in his 2010 Chevy Camaro.

STX winner was Reace Fisher in a borrowed 2012 Subaru BRZ, followed by Jerry Kell in second place in his

2002 Subaru WRX Wagon. Clint Bustamante placed third in his 2013 Scion FRS, and Eric Gillis in fourth in his 2016 Scion FRS.

Brandon Griggs took the top spot in STR in a 2002 Mazda Miata, with his co-driver, Robert Carstens in second place.

STU winner was Andrew Bossler, in his 2004 Subaru Impreza WRX STi. James Clenney, in his BMW, oops, I mean, his 2014 Mitsubishi Evo, placed second. Third place went to Matthew Vu, in his 2005 Nissan 350Z.

Trever Dykstra took first place in STP, in his 2014 Ford Mustang GT, with Jeffrey Jantz in second place in his 2006 Ford Mustang GT.

Ming Tang ran uncontested in CSP in a 1986 Toyota Corolla.

Jim Tikijian ran uncontested in DP in his 1972 MG Midget.

Steve Carlson ran uncontested in FP in his 1971 Nissan 240Z.

Sanjay Singh ran uncontested in DM in his 1972 Triumph Spitfire 4.

Gary Ratliff ran uncontested in EM in his 1969 VW Dune Buggy.

Richard Jensen took the top spot in SMF in his 2004 Mini Cooper S, with Dustin Mitchell in second place in his 2006 Mini Cooper S. Ryan Zelinski placed third in his 1994 Honda Integra.

SM winner was Rufus Connell, in his 2001 Subaru Impreza, with TJ Villareal in second place, in his 1990 Mazda Miata.

Ahla Yang ran uncontested in SSM in his 2014 Subaru Impreza WRX.

Novice class had two competitors, with Austin Borba charging to the top in his 2015 Ford Mustang GT, and Dennis Conner in second place in his 2015 Dodge Challenger.

Pamela Schroeder took top honors in Ladies class, in her 2006 Ford Mustang. Erin Hobbs and Karrie Bullock co-drove their first event in a 2014 Ford Mustang, and placed second and third respectively. Newcomer Susan Conner placed fourth in a 2015 Dodge Challenger.

Index class winner was Paul Newton, in his CS 2013 Mazda Miata. Steven Bradford took second place in his STS 1991 Mazda Miata. Justin Tang placed third in his FSP 1986 Toyota Corolla, and Ron Branam took fourth in his CS 2006 Mazda Miata.

Event 9 Top 10 PAX

1. Paul Newton
2. Andrew Bossler
3. Reace Fisher
4. Trever Dykstra
5. Keith Bullock
6. Brandon Terry
7. Steven Bradford
8. Brandon Griggs
9. Justin Tang

Austin Borba

The last event of the season, Event 10, was an enduro format. The weather forecast was for rain in the afternoon, but mother nature let almost everyone have a dry run.

Robert Porter ran uncontested in SS in his 2014 Porsche Boxster S.

Larry Kirlian ran uncontested in AS in his 2008 Porsche Boxster S.

CS winner was Kurt Wong, in a 2013 Scion FRS. Co-drivers Rob Krider and Addy Krider took second and third place respectively, in a 2008 Nissan 350Z.

ES had 8 competitors, most driving NA Mazda Miatas. Brandon Terry took top honors for the second day in a row, with Josh Cadiente in second place. Brandon's dad and co-driver, John Terry took third place. Josh's dad and co-driver, Richard Cadiente placed fourth. Dennis Feasel took fifth place and Gary Lieb took sixth place. Co-drivers Dave Nannini and George Eason, finished out the pack in a 1990 Mazda RX7.

Leon Weinroth ran uncontested in FS in his 2014 Ford Mustang.

Eugene Cole ran uncontested in STS in his 1999 Infiniti G20.

STX winner was Jerry Kell, in his 2002 Subaru WRX Wagon, with Jonathan Cadiente taking second place in his 2014 Ford Focus ST.

Brandon Griggs ran uncontested in STR in a 2002 Mazda Miata.

STU winner was Jimmy Au-Yeung in his 2006 Mitsubishi Evo, with Andrew Bossler placing second in his 2004 Subaru Impreza WRX STi, and James Clenney in third place in his 2014 Mitsubishi Evo.

Trever Dykstra ran uncontested in STP in his 2014 Ford Mustang GT.

Dave Warner ran uncontested in FSP in his 2006 BMW M3.

SMF winner was Richard Jensen in his 2004 Mini Cooper S, with Ryan Zelinski taking second place in his 1994 Honda Integra.

Rufus Connell took the top spot in SM in his 2001 Subaru Impreza, with TJ Villareal in second place, in his 1990 Mazda Miata.

Ahla Yang ran uncontested in SSM in his 2014 Subaru Impreza WRX.

Austin Borba ran uncontested in Novice class in his 2015 Ford Mustang.

Katherine Flater ran uncontested in Ladies class in her 2013 Scion FRS.

Index class winner was Paul Newton, in his CS Mazda Miata, with Justin Tang taking second place in his FSP 1986 Toyota Corolla. Paul's co-driver, Audrey Tan, took third place.

Event 10 Top 10 PAX

1. Kurt Wong
2. Trever Dykstra
3. Brandon Griggs
4. Jimmy Au-Yeung
5. Andrew Bossler
6. Brandon Terry
7. Rob Krider
8. Rufus Connell
9. James Clenney
10. Josh Cadiente



Rufus Connell



Kurt Wong



Richard Jensen



Jerry Kell



Trever Dykstra



Sanjay Singh (at rest)



Sanjay Singh (in action)



One after another, Miatas as far as the eye can see.

DOUBLE REGIONAL 13 & 14

OCTOBER 21-22, THUNDERHILL RACEWAY PARK

BY STEVE JAROCH

Our Season Finale was held on Friday and Saturday prior to the annual awards being given out at the Willows Veterans Memorial Hall. Congratulations to all the drivers for their class wins, as well as the various volunteers for their recognition in the efforts they put forth supporting club racing in our Region, as well as at the "Pro" events.

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STANDING

RACE 1, GROUP 7 SMT, SSM, SM

Friday afternoon started with 48 cars taking the green flag in the 13 lap, 30-minute contest. On the opening lap, Cynthia Torp, #15, pulled off at T11, driver's right, mechanical, with front damage. Both Tim Auger, #07, with electrical issues, and Sushanth Sureshkumar, #99, retired prior to completing the first lap. The Safety Car was deployed to allow the tow crew to retrieve the #15. Seems there was body contact between the #15 and #99 in T9. T8 reported a couple of passes under the caution laps. T9 reported a few more, for good measure. After the restart, in T11, more pushing and shoving took place as T15 reported the #89 of Scott Carter came through missing his rear bumper. The #53 of Cole Gibson was involved. Both Kirk Uhrlaub, #84, who went off in T14,



#52 Manuel Leonardo and #71 Aaron Meyer



#61 Denny Renfrow and #5 Allan Sveta

driver's right exit in an unsafe location, brought out the Safety Car once again, and the #89 retired after completing 8 laps. T11 had more action when Tupper Hull, #50, ran into the back of Brent Hatchet, #1. There was a fair share of off and ons, as well

as spun and continued calls, as you would expect.

Tommy McCarthy, #23, SM, took the overall win with a 1.449 margin of victory over the winner in SMT, Phillip Holifield, #44. Tommy also set the fastest lap of the race. Two point five seconds behind the #44 was fellow SMT driver, Tao Takaoka, #72. Since October is Breast Cancer Awareness Month, Starter Marcia Ulise displayed the Pink & White checkered flag during all the weekend races, as well as the traditional Black & White checker. Back in the SSM ranks, David Allen, #61, held off the #97 of Gregory Hoff, but not by much, as .293 seconds



#22 David Pope, #5 Sean Bradley, #86 Michael Detmers, #05 Alberto Goncalves



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separated those two. "Hard Charger" award was given on the RaceHero app., to the #17 of Rees Todd, who gained 13 spots, finishing 31st overall. He qualified 38th but started 44th. (Must have been late for the grid.)

RACE 1, GROUP 6 SRF, SRF3

Twenty-nine cars made up the field for the second race of the afternoon. On lap 2 the double yellows came out, as multiple body parts were lost by Joe Briggs, #9, and J. D. Barnum, after having body contact. T14 reported the #69 of Don Landers passed the #41 of Michael Woolley. The Black Flag All was thrown by all turns, bringing the field to the pit lane. The #9 retired prior to going back "green". After completing only six of the 13 lap contest, Ed Railton would retire the #01. On lap 10, Anthony Tabacco, #20, pulled off in T3, showing smoke. Brandon Lewis, #66, mixed it up with Andy Hetrick, #1, in T5,



#40 Rob Conrad, #9 Ritchie Hollingsworth, #88 Andy Juner



#73 Peter Gregor, #98 Charles Chi, #61 Denny Renfrow

but both continued. In T3 on the last lap, Umberto Milletti, #34, spun off and on, turning the lead over to race winner, Robert Breton, #51.

Robert's margin of victory over John Black, #17, was .095 seconds, but the #34 did set the fastest race lap, as well as setting a new track record of a 1:58.694. Third in Gen3 was Mike Smith, #64, .1 second behind John. Michael Boyle, #53, was victorious in Gen2, finishing 10th overall, just ahead of Hank Raymond, #12. Eight seconds separated the two, while the #32 of Andrew Cook was 1.2 seconds behind Hank. "Hard Charger" award was given on the RaceHero app., to the #46 of James Chartres, who gained 8 spots, finishing 13th overall in his Gen2.

RACE 1, GROUP 2

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

Saturday's final race of the afternoon had 18 cars make the grid. On the opening lap, Kurt Ladendorf, pulled off, showing smoke from

his #97, DSR. Randy Cook, #19, FB, made a call to the pit lane, went back out on course, and retired after 9 laps of the 17-lap affair. The #23, P1, of Jim Devenport, was hit for sound at a plus one, as was the #40, P2, of Rob Conrad. Brandon



#63 Steve Toth, #88 Joe Montana, #45 Frank Emmett



#33 Jeff Page, #63 Helmuth Jones

Aleckson, #83, FE, made a pit stop and went back on course. In T7, Robert Christensen, #66, DSR, was observed by the Emergency Crew as showing smoke. He ended up pulling off in T3. Second place qualifier, Jeff Lederman, retired his #55, P1, after 13 laps.

The #23, who set the fastest race lap was victorious over the P1 of Charles Chi, #98, to the tune of 18.188 seconds. Only three cars were on the lead lap, as coming in 3rd was the sole FA, Steve Baumhoff, #61. Placing 4th was the only FS of the group, Robin Riner, #91, as Jeff Read, #18, was the top FE, finishing 5th. "Hard Charger" award was given on the RaceHero app., to the #18, who gained 6 spots. Right behind the #18 was Ritchie Hollingsworth, #9, who gained full points in FM. DSR spoils went to the #88 of Andy Juner, finishing 8th, while the only S2, was the #79 of Jeff O'Callaghan. The sole P2 was the #40 and the sole FB was the #19.

RACE 1, GROUP 5

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

The grid had 41 cars which competed in the 15-lap contest, first thing Saturday morning. Numer-



#41 Michael Woolley, #87 John Arcsott, #28 JD Barnum, #1 Andy Hetrick

ous drivers experienced difficulty keeping their cars on the racing surface, as evident by the calls from the corners. Most notably was Yehia Eissa, #55, ITX, who had an O/O in T15, again in T3, before pulling off on the bypass road at T7, after completing 6 laps. Brendan Hermalyn, who was late to grid in his #16, ITX, retired after 8 laps. Anthony Bonino, #90, SMG, was slow through T9 and pulled off, mechanical in T11, driver's right apex, considered "safe". Terry Gibson, #56, ITA, pulled off at T4 prior to the last lap.

The fight for bragging rights would pit pole-setter, Sean Wheeler, #06, SMG, against fellow SMG, #87 of Addison Lee. Although Sean had the fastest race lap, it was Addison who saw the checkered flag first, with a .286 second margin of victory. Bob Bradfield's #36, STU, claimed the class win, finishing 3rd. While finishing 6th, but 1st in STL, was the #1 of David Vodden. It was a dog fight between ITA winner, Tao Takaoka, #72, finishing 10th, and the STL, #07 of Tim Auger, as only .4 seconds separated the two at the stripe. ITS spoils went to Ben Brandt, #57, who finished 12th, while in 21st was the winner in ITX, Gregory Hoff, #97. The only E30 in the group was Mark Dragonette, #17. "Hard Charger" award was given on the RaceHero app., to the #46, ITX of Memet Aytolu, who gained 10 spots.

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

Twenty-one cars made up the field for the second race of the morning. The 16-lap event had not even seen the green as pole-setter, Ken Rozeboom, #81, FC, S/O/O in T2 on the pace lap. Once the green came out, Michael Edick, #36,



#1 Joseph Hopkins and #27 Tom Duncan



#66 Robert Christensen, #91 Robin Riner, #83 Brandon Aleckson

CF, S/C in T3, while Daniel Wise, #77, CF, went O/O, evasive. Ben Ford, #5, CF, was plagued with issues throughout the race, as he had an O/O in T15 on lap 6, and a S/O/O in T2 the following lap. A lap later, he had an O/O in T2, made a pit stop and retired after completing 9 laps. The #77 S/C coming out of T15 on lap 6 and David Jalen, #50, FF, retired after 9 laps.

Also on lap 9, T15 reported the engine sounded like it was running rough on the #66, FC of Troy Tinsley. He retired after 13 laps. Last lap, last turn both Paul Rodler, FC, #45, and race winner, Ken Rozeboom, had their S/C.

Ken had a 1.349 second margin of victory at the checker and he also had the fast race lap. Third overall and 1st in FF was the #54 of Chuck Horn, who also set a new track record with a 1:53.052. The competition further back in the field was much tighter as evident between 6th and 7th place, where the #48, FF of Steve Meyer, was only .1 seconds ahead of the FF, #44, of Jon Brandstad. It was no different right behind them, as Joseph Hopkins, #1, FF, was only ahead of Tom Duncan, #27, FF, by .3 seconds, while back in positions 13 and 14, Daniel Wise was separated by FV winner, Scott Meyer, #49, by a mere .1 second! "Hard Charger" award was given on the RaceHero app., to the #49, who gained 5 spots. The sole FST was Aaron Meyer, #71, who finished 11th, and right behind him was the winner in CF, Michael Edick, #36. Great race!

RACE 1, GROUP 3 ITE, GT1, 2, 3, PC, GTA, SP, EP, SS, T1, 2, 4, E46, N3, NL

Twenty-one cars made it to grid for the 17-lap event. On the opening lap, Behram Soonawala, #81, ITE, was slow out of T9 and would go back paddock on lap 1. The SP, #21 of Chris Anderson had his problems start on lap 6 when he had an O/O in T15, a S/O/O in T2, made a call to the pit lane and go back on course, to ultimately complete 14 laps. Lap 9 had Robert Davis, #8, GT1, have an O/O in both T11 and T15. With under 5 minutes remaining, in T5, the #30, ITE, of Brian



Son, Rob Davis, followed by dad, Robert Davis



#1 Brent Hatchett, #72 Tao Takaoka, side by side



#46 James Chartres, #28 JD Barnum, #37 Gary Umphenour, #32 Andrew Cook

Anderson, had an O/O & O/O. On the last lap, Rudy Peters, #64, GTA, had an O/O in T11 and retired with a flat tire prior to the checker.

Pole-setter, Spencer Trenery, #1, set a blistering pace throughout the race to take the overall win by one minute, five point eight one two seconds! He set a new track record in his Riley DP MK XI with a 1:41.912 seconds. Coming in second was the winner in ITE, Cameron Rogers, #67, who also set a new track record with a 1:50.753. Placing 3rd overall was the top GT1 of Frank Emmett, #45. The GTA winner Steve Toth, #63,



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finished 7th, .3 seconds ahead of the winning #88, SP, of Joe Montana. Clark Nunes, #79, was victorious in T2, finishing 10th, .1 seconds ahead of the #82, ITE of Bob Murillo. The sole EP of the group was Wilson Powell, #77, while the only T4 was the #34 of Michael Olivier. "Hard Charger" award was given on the RaceHero app., to the #18 of Jeff Hoffmann, who gained 5 spots in his T2 Mustang.

RACE 2, GROUP 7B SMT, SSM, SM

Forty-four cars made of the field for the 14 laps of hard racing. Opening lap had James Waller O/O in T2, while after only completing that lap, Lawrence Murdter would retire the #94. Rees Todd, #17, has his O/O in T3 while there was body contact between the nose of Toa Takaoka's #72 into the tail of Roland Kamber's #90 in T11. On lap 3, Brendan Hermalyn, #16, had an O/O in T2, while a lap later, Jeff Page, #33, had his in T15. The following lap had Taylor Vance, #51, S/O/O in the same turn, while T11 had the #91 of Brian Duddy, O/O, and the same fate was had by the #78 of Rob Coneybeer in T15. Lap 6 had an O/O by Sushanth Sureshkumar, #99, in T15 and Chris DePuy, #82, had his in T6 the next lap. (And that was only during the first half of the race!) Same lap, Yoni De Beule, #11, had an O/O in T5, and the #76 of Rob Fuller pulled off on the T5 bypass road with a mechanical issue. Ray Meister, #38, S/C in T5 on lap 8 and on the same

lap, had an O/O in T2. Pole-setter, Tommy McCarthy, #23, went back paddock on the same lap. T9 had body contact between the #1 of Brent Hatchet, and Tao Takaoka, #72, on lap 9. T1 had more B/C between the #90 and the #44 of Phillip Holifield. T9 had the #07 of Tim Auger pull off, mechanical, at the right exit. David Allen, #61, S/O/O in T15, while over in T2, Frank Russell, #34, suffered the same fate. T3 had the #11 off in T3 on lap 12, while T15 saw the #82 again have an O/O. On the last lap, T15 had both Alberto Goncalves, #05 and the #71 of Robert Irwin have O/O's. Bernie Novak, #39, took her car back paddock and in T15, the #17 had another O/O.

Now for the outcome after all the mayhem. For the second time this weekend, the #44 was victorious in SMT, but this time he was the overall winner by 2.847 seconds over the #72 SMT. The #1 finished 3rd and took home top honors in SM, while his nearest competitor was back in 7th. Turn-around was fair play in SSM, as the #97 of Gregory Hoff beat out the winner of the first



#75 Don Van Nortwick, #8 Robert Davis, #67 Cameron Rogers



#1 Spencer Trener, #21 Chris Anderson, #71 Igor Lyustin

race, David Allen, #61, by 8.2 seconds. Roland Kamber, #90, set the fast lap of the race, finishing 5th, and walk away with the Championship in SMT. He held off a relentless Marco Gallaher, #8, by a mere .3 seconds. David Allen was the Champion in SSM and Tommy McCarthy did the same in SM. "Hard Charger" award was given on the RaceHero app., to the #92, Sharpie car of Brandon Miller, who gained 16 spots. Further back in the field, the #06 of Ward Rose beat Robert Irwin, #71, to the stripe by .1 seconds,

while Brian Duddy, #91, was ahead of Ray Meister, #38, by .5 seconds, and .3 seconds behind Ray was the #82 of Chris DePuy. Tight racing throughout the entire field.

**RACE 2, GROUP 6B
SRF, SRF3**
Sixteen Gen3 cars and twelve Gen2 cars would make up the field for the 12-lap event.

On the pace lap, Andy Hettrick, #1, went

off in T11 so the start was waved off. He continued and started at the back of the field, but decided to make a stop in the pit lane. After the green was thrown, in T5, John Arscott, #87, was hit from behind by James Chartres, #46, but the corner worker could not assess fault. The #1 went back on course, when on lap 4, Hank Raymond, #12, S/C in T3. Lap 5 had Michael Woolley, #41, have an O/O in T15. T9 had side-to-side B/C between Michael Boyle, #53, and the #46, faulting the #53 for an aggressive pass. The Safety Car was called into action on lap 6 as T14 right side of the course was blocked due to the #9 of Joe Briggs spinning and was hit by Jon McClintock, #07. A delayed call came from T5 report a S/O/O by the #41. T9



#51 Robert Breton and #17 John Black



#18 Jeff Read

reported a S/O/O by Andrew Cook, #32, also delayed. Under the full course yellow, the #39 of Steven Grandin was found guilty of passing the #58 of Tim McMann. With under five minutes remaining the green flag again was shown. T15 had the #1 O/O, while on the final lap, in T5, the #42 of Rick Wright had body contact with the #87, forcing the #87 O/O. The #42 spun out of T15, forcing the #4 of Frank Valente O/O, evasive, while in T11, the #32 had

side-to-side contact with the #46. (Well, that was sure action packed!)

The dog fight up front was settled by a mere .302 seconds, as Robert Breton, #51, beat out John Black's #17, but in the process the #17 laid down a new track record with a 1:58.524. Third in Gen3, only .3 seconds behind was our Season Champion, Umberto Milletti, #34, who started from the pole. The top 10 cars were all Gen3 machines and were only separated by 11 seconds! In 11th, but 1st in Gen2, was the #01 of Ed Railton, who was also picked by Worker Transportation as the "Driver of the Weekend". "Hard Charger" award was given on the RaceHero app., to the #01, who gained 4 spots during the race. Michael Boyle, #53, was 3.9 seconds in arrears, while .5 seconds behind him was the #12 of Hank Raymond. Congratulations to the Champion in Gen2, Michael Boyle. As a side note, Michael Keller, during a "Meet the Team" interview, said "In this group there is always a rabbit to chase". As I looked at the results, it was very true, as many two place battles throughout the field were decided in the .xx second ranges.

RACE 2, GROUP 2B FA FB, FS, P1, P2, FE, FM, S2, DSR

The first race of the afternoon had thirteen cars make up the grid for the 19-lap event. On the opening lap, Lars Jensen, #63, S/C in T5. After 2 laps,



#91 Brian Duddy, #38 Ray Meister, #82 Chris DePuy



#15 Stephen Temple and #56 Lyn Greenhill



#07 Tim Auger, #33 Jeff Page

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Peter Gregor, #73, retired his P1 machine. After completing 6 laps, Robin Riner, #91, went back paddock with his Formula Sport. Lap 8 had body contact between the #9 of Ritchie Hollingsworth, FM, who spun in T5 and was hit by the #40, P2, of Rob Conrad. Debris was left, but off course. T3 reported that the #9 dropped some sort of metallic piece just off the line on lap 12. The #40 made a pit stop after only completing 10 laps. The #79 of Jeff O'Callaghan had an O/O in T9 just prior to the last lap. On the last lap, the #63 S/O/O in T5.

Well, what can I say when race winner, Jim Devenport, #23, not only led flag-to-flag, set a new track record with a 1:35.626, but clinched the Championship in P1. Margin of victory? What margin of victory, as he lapped the ENTIRE field! Denny Renfrow, #61, brought home the bacon in FA, being the sole entry, in class, finished 3rd. "Hard Charger" award was given on the RaceHero app., to the #61, who gained 9 spots during the race. Finishing 4th but top dog in FE, was Brandon Aleckson, #83, while Lars Jensen, #63, finishing 6th, was the winner in FM. The #79 won in S2, while the #40 gained full points in P2, and the #91 of Robin Riner, not only was the only FS, he was the season Champion! The #5, FE of Allan Sveta took the Championship with a solid 9th place finish, while the #9 was Champion in FM. Those who were not in the Group 2 race but were crowned season ending Champions included, Aaron Bailey in P2, Steve Baumhoff in FA, and Andy Juner in DSR. Congratulations!



#38 Roger Hett



#64 Mike Smith, #57 Bill Booth, #5 Jim Murray

RACE 2, GROUP 5B AS, ITS, ITA, ITB, ITC, ITX, ITR, FP, HP, GTL, STL, STU, SMG, E30, B-Spec, T3

Forty-two cars made up the field for the second race of the afternoon which would consist of 15 laps. On lap 4, Scott Carter, #89 had an O/O in T15. And on the next lap Sean Bradley, #5 had his in T3. On lap 9, Alberto Goncalves, #05, S/O/O in T11, while the #19 of Anish Ramrakhyani, S/C in T8. The #31 of Leroy Lacy, S/O/O in T2, made a pit stop, then retired after completing 9 laps. A lap later, in T15, Brendan Hermaly, #16, had an O/O. Brian Duddy, #91, made an unscheduled pit stop. With under five minutes remaining, Tim Sullivan, #56, had an O/O in T15 and on the last lap, the #50 of Tupper Hull, did the same in T8.

Addison Lee, SMG, #87, led flag-to-flag with a 9.216 second margin of victory over fellow SMG driver, and this year's Champion, Sean Wheeler, #06. Addison also set the fastest lap of the race and picked up his second checkered flag of the weekend. Coming in 3rd, but 1st in STU, for the second time this weekend, was Bob Bradfield, #36. David Vodden, #1, finished 6th but was the top STL, setting a new track record with a 2:02.563, picking up his 2nd win of the weekend also. The Championship, though, went to Tim Auger, #07, who finished 11th. In ITS, it was Ben Brandt, #57, taking the win for a second time, finishing 9th. Tao Takaoka, #72,



#45 Mark Means, #47 Justin Cone, #71 Robert Irwin

was victorious in ITA, beating out the season Champion Tupper Hull, #50. Gregory Hoff, #97, took the win in ITX for a second time, but the season Champion was David Allen, #61. "Hard Charger" award was given on the RaceHero app., to the #03 of Leeson Grant, who gained 16 spots during the race. Those who were not in the Group 5 race but were crowned season ending Champions included, Terry McHerny in AS, and Patrick Casey in GTL. Tao, who ran as an ITA in this race was the season Champion in ITS. Congratulations to all!

RACE 2, GROUP 4B FF, CF, FV, FST, F5, FC

The grid for the race consisted of 19 cars for the 14-lap event, but only 14 would finish the race. After 3 laps, Troy Tinsley, #66, retired his FC. On lap 6, Blake Tatum, #3, pulled off at T7 with a mechanical issue, and was considered "safe". Lap 7 had the Safety Car called into action as while the #5 of Ben Ford S/O/O in T2, over in T5 the #75 of Alan Dezzani, spun and was hit by David Jalen, #50, ending their race. The #5 made a pit stop, and after the restart, pulled off, driver's right in T2 after completing 9 laps.

Ken Rozeboom, #81, FC, led flag-to-flag, but Paul Rodler, #45, FC, set the fastest race lap. Ken picked up his second win of the weekend with only .491 seconds separating the two. Season Champion in FF was the winner in class, for a



#44 Jon Brandstad, #1 Joseph Hopkins, #27 Tom Duncan



#17 Mike Dragonette, #88 Mark Gordon

second time, Chuck Horn, #54, who finished 3rd. In CF, Tom Duncan, #27, took the win, finishing 7th. "Hard Charger" award was given on the RaceHero app., to the #27, who gained 12 spots during the race. Aaron Meyer, #10, was the sole FST, finishing 10th, while Scott Meyer, #49, picked up the win in FV. Both garnered two checkered flags from the weekend. Those who were not in the Group 4 race but were crowned season ending Champions included, Richard McClosky in CF, and Scott Vreeland in FC.

RACE 2, GROUP 3B ITE, GT1, 2, 3, PC, GTA, SP, EP, SS, T1, 2, 4, E46, N3, NL

Eighteen cars made up the field for the 16-lap event which would finish with six different class winners. On lap 7, Clark Nunes, #79, S/C, in T11. Roger Hett, #38, had a roof hatch open, as reported from the turns. After T7 reported the #8 of Robert Davis off the pace, he retired his #8, GT1, after completing 10 laps.

Cameron Rogers, #67, ITE, led flag-to-flag, setting the fastest race lap, and had a 5.256 second cushion over the GT1 winner, for the second time this weekend, Frank Emmett, #45. "Hard Charger" award was given on the RaceHero app., to the #66 of Sean Wheeler, who gained 2 spots during the race, finishing 3rd overall. Season Champion in GT1, finishing 4th, was the #95 of Rob Davis. The ITE Championship went to the 6th place finisher, Brian Anderson, #30. The winner in GTA, going two-for-two, was Steve Toth, #63, finishing 7th, but the Championship



Bob Murillo and #30 Brian Anderson

went to 9th place finisher, Rudy Peters, #64. T2 Champ, Clark Nunes, #79, finished right behind Rudy, also bagging his 2nd checkered flag of the weekend, while the lone T4 was the #34 of Michael Olivier, also receiving his second victory lap. In SP, total points, for a 2nd time, went to the #88, Joe Montana finishing 8th. ALL the SCCA volunteer workers would like to send a very BIG THANK YOU to Joe for the NUMEROUS boxes of SEE'S candies and all the lollipops he provided. And, by-the-way, he had a very successful novice season. Those who were not in the Group 3 race but were crowned season ending Champions included, Bruce Trener in SP, Matthew Insley in EP, and Mitch Marvosh in GT2.

I would like to thank Chuck, Don, & Kathy of Chuck Koehler Photography for SEVENTEEN years as the official photographer of the San Francisco Region of Sports Car Club of America. It has not only been a pleasure, but an honor to work alongside you all for the past years. Enjoy retirement. You will be greatly missed.

See you next season???

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PAT KELLY AND THE LOTUS SEVEN

EXCERPT FROM WWW.SIMPLESEVENS.ORG
PAT KELLY'S 1960 LOTUS SEVEN

I had been going through British cars at a pretty good rate, starting with the traditional MG-TD, graduating to an MGA (1958), and then to a big 1960 3L Healey. I had a lot of fun with the Healey. I was mostly interested in autocross as a safe way to have fun, and the Healey was satisfying in that regard, even when the 289 Cobras came along.

I had considered buying a 289 Cobra, but it meant, because of its expense, it would be the only car I'd have -- not very practical. I was envious of the Lotus Super 7s which were prepared by Walt for road racing, but it never occurred to me to own such a small, and again impractical, car.

One day in the spring of 1965, Walt told me of a Seven America that was available at a fire sale price. He told me that the car was the woman's version of the Seven! Its owner needed some money to pay taxes, and unfortunately for him, it had to sell quickly. He didn't really believe a woman wanted one, and it took some convincing that this was a very real sale.

The Seven was stunning compared to the Healey. The purchase of this little car meant I could keep the Healey (which I used to flat-tow the 7 for a period of time!) and still have fun with the Seven. I even tried road racing it; after all, Jerry had a very successful road racing career in it, I think placing as high as fourth in F Production at one of those USRRRC Riverside races, though I don't have any documentation.

Autocrossing is where the car really shines, small, agile, highly maneuverable. AND, you don't have to worry about being hit by something bigger. :) A comforting thought. And we always know it'll most likely finish.

John and I were wed in 1967 and some teased him he married me for the 7A. I still road raced the car, but once I was pregnant with our first child, Katie, that stopped. However, we both continued to autocross it. Over the years the Seven has brought us much pleasure and four national championships for me (in a Ladies class), and three for John. Katie, when she was

16, won her first national championship in the same car.

I have used the Seven continuously, except for a 4-year rebuild period. In about 1980, we named the Seven "Li'l Stroker" because it became the first car to have an engine tear down under a protest at the National Championships. There were so many rumors floating around about how we were cheating, including stroking, that someone finally bit, and we pocketed the tear down fee quite happily. The car was totally legal.

I originally tried driving my 7 on the street, but getting to the good roads involved using freeways, where no one knew I was there! It got kind of scary... now we trailer it wherever we go, and get lots of thumbs up! Both my hubby and I still autocross it. Wish we could reconstruct ourselves like we did Li'l Stroker. :)



PYLON PIONEER PAT KELLY DIES AT 83

BY KATIE SARACHELLI

Pat Kelly, known for her decades of contributions to SCCA, particularly in the form of tabloid newspapers showcasing their road race and autocross subjects as rock stars, died early Friday morning, October 14th, in Kaiser Hospital of Walnut Creek. Her family sang her lullabies as she drifted into outer space. The cause was severe complications of emphysema. She was 83.

Together with husband John, Mrs. Kelly spearheaded the merging of SCCA with what was then local niche autocross clubs within the greater San Francisco Bay Area. The mission was to develop the San Francisco Region's fledgling autocross program.

The result of this merger in 1969 was the formation of one of the most competitive regions in the history of SCCA National Solo II competition. Since that first national in 1973, no other region in the country has produced as many national champions.

"I knew how competitive our area was," she would later reflect. "I just wanted everyone to see just how good they really were."

San Francisco Region membership exploded in the 1970s, coinciding with the pair taking on the publication of the region's *The Wheel*. In this new endeavor, they transformed what had been up until then a monthly newsletter into an award winning tabloid, reaching subscribers worldwide.

What began as a kitchen table operation in the evening hours became a full time family operation, with Editor John recruiting the talents of professional journalists and photographers, all willing to contribute their work without pay.

Mrs. Kelly was also a four-time Solo II National Champion (1975, '77, '81, and '82) in her Lotus 7A.

Of the two, contrary to conventional assumptions on gender and interests, Mrs. Kelly joined the SCCA first, in 1966, when she'd first set her sights on road racing.

"And somehow, John got all the credit for that," she'd later complain, referring to Mr. Kelly's many pins and watches and other knick-knacks the clubs awards members after achieving annual membership milestones. "I was the 'spouse,'" she'd say, with a roll of the eyes.

In 1989, the Kellys began their most significant work: the publication of *North American Pylon*, the only monthly publication devoted entirely to the sport of autocross. They would produce this for more than twenty years.

The Kellys' many awards over the decades include the Solo Cup in 1991 for their outstanding contributions to the Solo Events Program; induction into the first annual San Francisco Region Hall of Fame in 2006; and most recently, an award named in their honor, the Kelly Cup, for their extraordinary contribution and dedication to their Regional Solo Events Program.

But it was Mrs. Kelly's encouragement of those she saw as possessing a talent or a spark in the sport of autocross that is perhaps what she'll be best known for. Her belief was that putting oneself in the middle of the toughest competition was the best way to learn, and she encouraged drivers to take risks as a means of self discovery.

"I didn't know which class to run in, Rookie or Open," related Navid Kahangi of his early days in the sport. "So I asked on the local autocross e-mail list what I should do."

Mrs. Kelly's response was swift: "I've seen you run. You'd be wasting your time in the Rookie class."

"I told her I'd be crushed by Tom Elam," said Kahangi, referring to the then national champion in his class who'd just moved to the area. "But she told me I'd learn a lot running against the best."

Kahangi opted to stay in the Rookie class nonetheless. The next event was in monsoon



conditions. He took the class by more than two seconds.

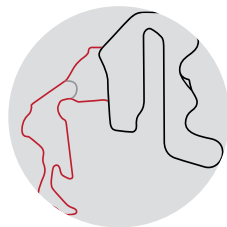
"Pat was handing out the timing slips," said Kahangi. "After each of my runs, she would say, 'I told you so!'"

Patricia Jean Gibson was born in Detroit on May 5th, 1933, and grew up on Jersey Street in Marblehead, MA. Her father Verne Cyril "Gib" Gibson, having left the doldrums of a life on a dusty farm in Nebraska, was an aspiring Coast Guard Captain. Her mother, the former Catherine Rademacher of Minnesota, was a watercolorist.

It was an idyllic childhood in an old colonial fishing town along the Salem Harbor. Nearly every citizen was related in some way to a signer of the Declaration of Independence or the Constitution or had warned of an impending British

THUNDERHILL REPORT

BY DAVID VODDEN



I would like to start this column with a big thank you to the Hall of Fame Committee for our Club including: R. J. Gordy; Mary Lou Robinson; Bruce Brunner and Gary Horstkorta for their kind inclusion of yours truly into the esteemed place of honor. It was a big surprise.

The SFR/SCCA Hall of Fame has some really-great people enconced in its membership with the promise of many more to be included down the road. Thank you. I am truly honored.

The SFR/SCCA 2016 racing season is done which means to us drivers that the SFR/SCCA 2017 racing season has begun. Four of the early Club weekends in the 2017 season will take place at Thunderhill. Yeah! The drivers school is February 24-26. We are one of the last regions to put this much time and money into the old-style SCCA driving school. You can get an SCCA license through a host of alternative ways. Most such opportunities are one day. I mention this because the SFR/SCCA school in February is quite good and offers cheap track time. If you want to refresh your skills and get on track in February, sign up now! More importantly, however, is the responsibility that befalls us all in these changing times to recruit new drivers into our Club Racing program. Think about it. Who do you know that would love to become a licensed SCCA road racer? Who have you met at Open Track events such as NASA or NCRC or HOD that only needs to be asked and guided into the process of signing up for the February school. We only do this once each year so take the time now to identify and reach out to those wanna-be-like-you, SCCA regional road racers. Sherry, in the Club office, will help you get through the maze. BTW- I believe that the days of our exceptional three-day SCCA race driver training school are numbered. "Get while the getting is good." What does that mean? Remember, if we have more racers, you have more drivers to beat and we will all have more drivers dividing up the pie of the ever-increasing costs. It is in your best interests to get out there and cause one, two or three friends, acquaintances, team members, co-workers, [you fill in the blank] _____, to attend the February SFR/SCCA driving school. Do it now and often.

The first four point-earning regional races begin at Thunderhill Park with a weekend in March [11-12] and a weekend in May [3-4] We saved April for the spectacular MAJORS racing series. A Those dates are April 1-2. Never forget,

Thunderhill offers cost-effective test days before each of these race weekends. This allows you to enjoy a three-day therapy session in pursuit of that all-important 2017 Drivers Championship in your regional race class.

Unfortunately, the next race after the May event at Thunderhill is the last race in the championship contest - October 27-29. Please note there is a Sunday in this schedule which begs the following questions: 1- Will the RDC enduro return to that Sunday; 2- Will the banquet continue to be on the Saturday night of that same weekend in Willows; 3- Is the Club booking the Sunday for Reno Region; 4- Is there more? Plan now to run all the Thunderhill Park, SCCA Regional and Major racing events. You will be so glad that you did. I will do my best to make it worth your effort. Stay tuned.

Special opportunity: You can sponsor one of the 2017 Thunderhill Park events in the name of your company, your major sponsor, the family name, whatever works best for you, for the meager, and tax-deductible amount of \$2,999. That's right, you could host your customers, your employees, your friends and family at a big SCCA race weekend named: "AV8 Super Car Weekend"; "Tobar Industries Day at the Races"; "Fast Track Investments presents, SCCA Championship Road Racing." The possibilities are endless and the values you will receive are worth the sponsorship fee. Here is why. The fee is a deductible business expense called advertising - 100%. By advertising through your racing endeavors, you significantly add to the credibility of deducting your racing as advertising as well and/or a legitimate business activity. Your selected event name will be the title name of the event. The printed material and the Wheel articles about your event will feature your sponsorship position. The scoring results will have your sponsor name on them. The race report will identify your position as title sponsor. You will have VIP passes that you can hand out to your friends, company employees and, best of all, customers. You will enjoy VIP parking privileges. The PA announcer will interview you at the track and plug your business and support of the weekend event. The trophies will have your event title

emblazoned on the hardware. You will be able to set up a KIOSK and sample your products or distribute company flyers plus other information. Pace-car rides will be made available for your use. The SCCA officials, workers, drivers and stewards will thank you in a big way. Your effort will stand out big time! We can also arrange additional benefits that meet your needs, add value to the weekend and make you and your race team the pride of the paddock. There are only four weekends available for this opportunity at Thunderhill and the season-ending weekend is a slightly more valuable at \$3,499. Call now to secure your weekend title sponsorship and all the benefits that go with it: 530-934-5588 Extension 101. You will be glad you did. If you want to do this at Laguna Seca or Sonoma Raceway we can discuss that too.

While we await the 2017 race season to start do not forget the FREE THUNDERHILL TEST DAY set for Saturday, December 31st. It is FREE to all card-carrying SFR/SCCA members. We will have a run group for street cars for SCCA members without a racing license to enjoy the benefits of their membership on track. Guess what? You could sponsor this day too for \$1,999! You would be the hero of the year for providing the FREE test day for all. Imagine the Christmas cards you'd get and the thank you notes all year long. Call me - 530-934-5588 Ext. 101.

During the long, cold, silent winter you can set up a garage at Thunderhill for the entire year. We have about five available [a rare thing to be sure] and one of them can house your race cars, your parts cars, your parts and supplies, race gear, donuts and beer and much, much more. We have no turn-over because the folks who rent these garages over the years are thrilled and would never give up the value they offer on race, practice and open track days. You will also receive compliments from your spouse for getting all your toys out of her garage and off the lawn. You can partner with a few racer friends and share the space and the \$600 per month rent. If this were not such a fabulous deal, we would not have to build more garages to have one available for you. Do it now.

Have you seen our lockers? Really? They are ideal for that set of tires, equipment, gloves and helmet and much more and the rest for a pittance. Same contact will make a locker yours.

Want to leave your RV, boat, race trailer in a safe place that will stop the complaints because of where it is now? We have 12 hours of on-site security as well as locked gates with cameras at night. Some nights the on-site security is 7am to 12pm. This is another real value at a bargain price for you to improve your lot in life.

Christmas shopping got you baffled? How about a track day or a test day? Wouldn't your stocking stuffer be a hit if a Thunderhill Park tee shirt came out in living color? A jacket of quality? Dress shirts and more? Call us, we can fill your Christmas shopping order for that track person in your life who has everything or just wants track stuff from Thunderhill. Really! I would love such things!



Check out Thunderhill Park via all the righteous social media outlets and click on www.thunderhill.com to start the process. Heck, you can even buy ad space on our web page. Will it never stop?

CONTINUES FROM PAGE 27, Pylon Pioneer Pat Kelly Dies at 83

invasion, or so people talked. It was also a town of snowy adventures in winter, of hiding in cemeteries, traversing fenceless neighborhoods, and getting lost in the woods. Nearly every adventure involved the magical family dog Jeep. These were stories Mrs. Kelly never tired of sharing with her two young daughters. These were tales they never tired of hearing.

During the tuberculosis epidemic, young Pat spent three years in a sanatorium, starting at age 6.

"I will never forget feeling so angry," she'd later say. "I looked out the window, and I saw my mom and dad and sister getting in the car and driving away. I couldn't understand why they were leaving me. But it's also how I became so tough."

While attending Queen Anne High School in Seattle, WA, where Gib was later stationed, Mrs. Kelly became infatuated with downhill skiing, a passion that she cultivated as an undergrad at Western Washington University in Bellingham. Upon graduating, she took her passion to Aspen, and then Denver, where she would work as an elementary school teacher by day, and ski in the afternoons.

Before long, however, a thrown rod in the family Cadillac she'd inherited would spark a new interest; it was simply a matter of procuring a loan.

"Dear Mom and Dad," she wrote in a quickly hand-written note. "Found the car. A '51 MG TD in beautiful condition, from top to bottom, inside and out. Gorgeous. Price \$1200.00. So could you send the \$500.00 immediately! Puhlease!"

Gib wrote back: "My recollection of [our past correspondence] indicates that you absorbed no part of it except that I'm apparently loaded."

In this exchange, Gib reminds Pat of how she has so far proven herself as "mature and wise for her age," perhaps a gentle dig into

this sudden lack of rational decision making. Even in the 1950s, MG TDs were not exactly heralded for their reliability. He agrees, nonetheless, to write her a check for \$500.00, with the expectation that it will be paid back, with interest, in monthly installments of \$42.50. "I have one final thing to say," Pat writes back, in a lengthy, and typed, thank you note. "Please do not use the word 'mature' again when referring to me. I am not, and never have been, mature. Everything I have done has been motivated by childish motivations and desires."

Years later, with most of the family now in Northern California, her mother Cathy beamed about her daughter diving into first place in the first turn of an SCCA racing driver's school. This time, she was in her Lotus 7A, a car that would become synonymous with her identity for the rest of her life.

"It was the one time I ever saw Gib cry," Cathy said.

When this reporter was questioning the logic of flying to Iowa to buy a used '96 Miata R for autocross purposes, and then driving it home to California, in the dead of winter, Mrs. Kelly assured her, "Do it. You'll never have this kind of freedom again."

In 1965, at an autocross in Pleasanton, the future Mrs. Kelly, now flat-towing her Lotus 7 behind her six-cylinder Austin Healey, would meet a man with an Austin Healey of his own. "He was a grouch!" she would recall of her first impressions of him, in one of her last interviews.

"But he was very nice to you, wasn't he?" asked this reporter.

"Yes. Yes he was."

In 1966, while driving her home from a monthly NCSCC (Northern California Sports Car Club) meeting, Mr. Kelly proposed to her in his other car, a red '66 Shelby Mustang.

"There was a full moon, I remember that,"

THE RACERS DENTIST



ART MUNCHERYAN, D.D.S.
2401 Ocean Ave,
San Francisco, CA 94127
phone: (415) 334-0421
ammdds@gmail.com

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Submit your ad by email to editor, Blake Tatum: wheel@sfrscca.org

SPEC RACER FORD



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



Well sorted Gen2 SRF for Sale. All latest upgrades. Maintained by Bulldog Motorsports. Race Tech data acquisition. Spare set of Shelby wheels. \$18,500. Contact Bill @ 408 667 7043 / whbooth@gmail.com 1612



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 1608

FORMULA CARS & SPORTS RACERS



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



1985 REYNARD FORMULA FORD PACKAGE DEAL: CAR, TRAILER, ALL SPARES FOR \$10,000 Early 1985 chassis, updated to later rocker arm rear. Freshened Kent motor, .005" over. Lots of spares and lots of new parts. Car currently set up for autocross C/Mod, could easily be converted back to roadrace configuration. Charlie Davis STXE36@gmail.com 650-740-7898 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 1612



1988 Formula Mazda for sale standard FM, like new. Very nice, new fuel cell, new tires, new belts, many spares, included TPD 24 foot trailer, very good condition. Mike Bonnington 408-386-9648. or mikebonnington@yahoo.com \$22,000 with trailer 1608

FORMULA VEE



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

SOLO RACER & TRACK CARS

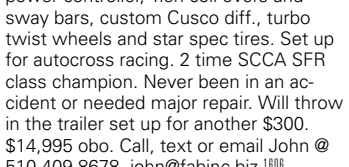


Prepared-class Autocross car for sale. Well built, but needs suspension development. 1994 Camaro "Convertible", with Autocross cage. "Brand New" Paul Caseles-built 302" (3.0" stroke) L98-style motor. AFR Aluminum heads, Gromm ported - Holley Double-pumper. Roller cam, Canton pan. (~450+HP) MSD. Lakewood scattershield/bellhousing, Centerforce Clutch, Super T10/Hurst. 3.73 w/ Auburn posi Koni coilovers, 2002 Brakes front/rear. 16" Real 3-piece wheels. Herb Adams Torque arm. All Autometer gauges. Kirkey seat. Rear Battery, Electric water pump. Perfect Red paint. Upper-half finish at my first SCCA Solo 2 Nationals! \$6000 - Many spares/alternatives. More Photos if desired: Email to: sethracer@aol.com. Seth Emerson - San Jose, CA (408) 247-2237 1608

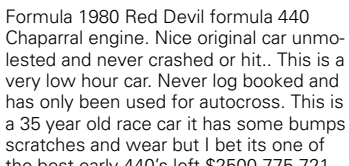
2000 BMW M Coupe, TRACK CAR. Original owner, low mileage (53K). Street legal. Smogged, and has CA tags valid through April 2017. Excellent condition. Titanium Silver, Imola Red interior. \$25,000. Professionally prepared for track driving. The perfect track day car. It is stiff, light, fast, and bulletproof, 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



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



Formula 1980 Red Devil formula 440 Chaparral engine. Nice original car unmo- lested 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 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> 1608

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_QLHOvEbUe61Mx8qnUAh-7buL09F1-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 1605



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

GT/PRODUCTION RACER



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 Posigrations, McCarthy axles, full gauges, three sets of wheels Spare Spring Towers, Used Super Trap Muffler. rrhostler@gmail.com 1611

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-



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 T-4 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 1609



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



2005 NISSAN 350Z GT-3 or GT-2 Built by Ken Murillo on a Neely/Murillo chassis. 2 Runoffs wins, 3 podiums, 4 poles in GT-3, 1 pole in GT-2. . It is race ready with current annual tech good till May 2017. Hewland trans newly rebuilt, Speedway Mini Stock newly rebuilt. Two KA24DE engines, new spare Speedway Supermax, 3 sets of rims, new cool suit not installed. Contact: John 530-412-

0649 jblacksrf17@hotmail.com, \$32,000 1608



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



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



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

SPEC MIATA



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



FOR SALE: Top of the line / winner in STU and PTD - FOR SALE: Top of the line / winner in STU and PTD - \$24,999. Add excellent South Wind 35 Class A motorhome with 50k miles, plus two axle trailer for Super [Marc-Hoover built and maintained] STL/PTD Miata, plus all the tires, wheels, two transmissions and a pile of awesome parts, some brand new, for an additional \$25,001 and take it all in time to win in the NASA championships at Buttonwillow next month! ! All good stuff with more value than offered by all similar Miata deals. Call 530-934-5588 Extension 101 before it is all gone. 1610

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

lop 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 1613

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 1617

IT/ST



Pro-built Honda S2000 track car/STU?? - new paint - F/G top-rear wing Tolle roll cage - helmet fan - 2 Recaro seats - Sparco wheel - Stop Tech brakes - Eibach coilovers - APR frt. nose and splitter - AIM dash W/GPS-OZ wheels - cat drop pipe. Frank Shoemaker (916) 919-5750. \$22,000 OBO 1619

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 1615

STREET CARS

Street Camaro for sale. Classic American Muscle Autocross/Track build? 1997 Camaro Z28 Hardtop (not a T-top) Crank Windows! Brand new - Bob Gromm-built 383 LT1 motor (Stroked 97 motor). Canton Road Race pan/pickup. Air Conditioning hardware removed. GM showroom-stock cam + kit installed. 6-speed - T56 - Hurst shifter. Dual-adjustable Koni shocks all around. Sam Strano lowering springs - HD sway bars. New OEM-type catalytic converters & Flowmaster. 18" C6 wheels and older Hoosier DOTs. Very good body - White/Black roof. Cloth interior. Power door locks - OEM Radio/CD works! Includes new Autopower Rollbar - not installed. Includes correct long-tube Hooker headers - not installed. Includes new smog-legal short-tube headers - not installed. Asking \$4200 - or offer? (much less than the motor cost). Car in San Jose, CA - Seth Emerson (408)247-2237 Photos if desired: Email to: sethracer@aol.com 1610



1970 VW convertible. New Bug Performance motor; new fenders, hoods, running boards, and paint. \$6000 Jerry Pacheco 530-367-3899 1517

TRAILER/TOW



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 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 1617



2002 TPD CAR TRAILER 36 Foot goose-neck two axle with about 3000 miles. 28 Feet inside - room for 2 cars, no cabinets, mounted spare and new tires. \$16,000 209-894-3949 bsgil99@hughes.net 1617



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

Top of the line, four-axle trailer \$2500. 530-934-5588 E-101 / 530-330-2186. 1610

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. 1610



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 1615

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 1615



Featherlite Model 3110 open Alum. Trailer - 17'6" - 2014 - Alum Air Dam - Spare tire - 6 ft. pull out ramps. Removable fenders - two 3500 lb torsion axles, etc. \$5000 OBO Frank Shoemaker (916) 919-5750 1610

MISC FOR SALE



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

The Wheel "Garage": Three Vertex Std. 5 watt, 16 channel radios with two crew headsets and three chargers. \$575. Longacre Laser Pyrometer. \$40. AMB My Laps battery powered transponder w/ charger. \$250 Terry Gough (775) 857-2407 1610

Spec Miata Motor Haag Performance 1999 Spec Miata motor with 1 season - no issues - \$2000 OBO. Call Brian Ghidinelli @ 415.568.8927 1617



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 1610

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 1610

SHOP/STORAGE SPACE

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

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

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

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

Race Car Fabrication and Dyno Tuning Chassis Fabrication, Fiberglass, Custom Bodywork, Engine Building, Welding and Dyno Tuning. 925-455-1066 Hoover Chan HooverC@TurboHoses.com TurboHoses R&D 1509



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