



The wheel[®]

VOL. 58 | JUNE 2017

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

SOLO ROUND 4

p. 10

THUNDERHILL MAJOR

p. 16

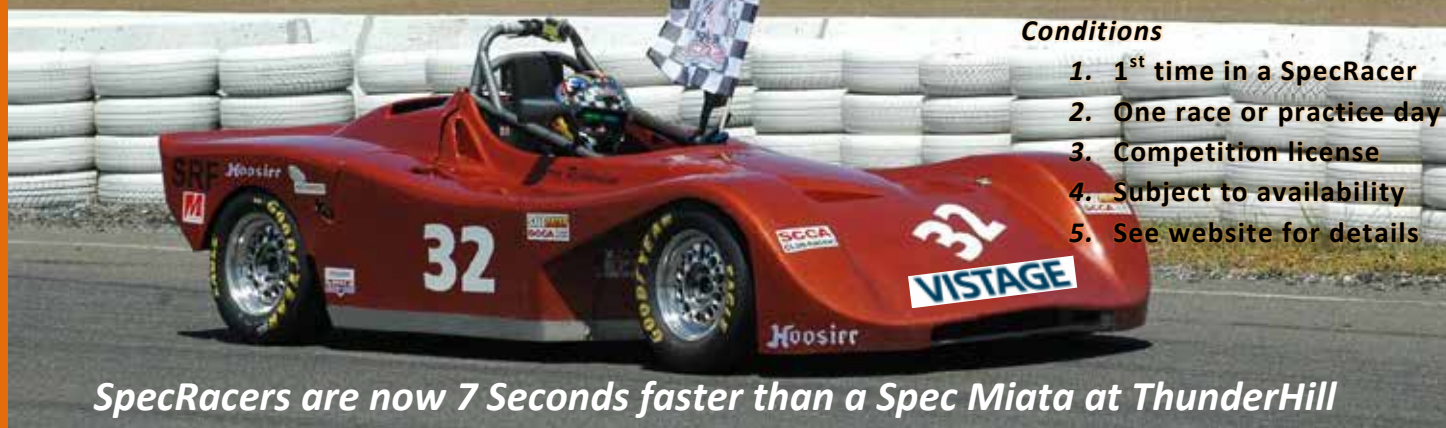
INSTALLING A HELMET RADIO

p. 25



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June 2017

Above: Teresa Neidel-McKee takes second place in XP in a 1993 RX7. Photo by Ric Quinonez.

FEATURES

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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

2017 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

JUNE

TEST DAY & REGIONAL 5 & 6

SPEC RACER FESTIVAL
June 1-4 | Mazda Raceway Laguna Seca

REGIONAL 7 & 8 SPEC MIATA FESTIVAL

June 30-July 2 | Sonoma Raceway

JULY

REGIONAL 9 & 10

July 28-30 | Mazda Raceway Laguna Seca

AUGUST

PRE-REUNION

PRO SUPPORT
August 12-13 | Mazda Raceway Laguna Seca

REUNION

PRO SUPPORT
August 17-20 | Mazda Raceway Laguna Seca

SEPTEMBER

REGIONAL 11 & 12

September 1-3 | Mazda Raceway Laguna Seca

IMSA

PRO SUPPORT
September 21-24 | Mazda Raceway Laguna Seca

OCTOBER

PIRELLI WORLD CHALLENGE

PRO SUPPORT
October 12-15 | Mazda Raceway Laguna Seca

REGIONAL 13 & 14 SEASON FINALE

October 27-29 | Thunderhill

IT'S BACK!! RDC FOUR-HOUR ENDURO

October 29 | Thunderhill

BAY AREA CHAPTER SOLO CALENDAR

CHAMPIONSHIP SERIES LIST

Remaining events for the year are:

Round 5 - Jun 10 - Crows Landing

Round 6 - Jun 11 - Crows Landing

Round 7 - Jun 24 - Crows Landing

Round 8 - July 29 - Marina Airport

Round 9 - Aug 6 - Marina Airport

Round 10 - Sep 30 - Crows Landing

Round 11 - Oct 1 - Crows Landing

Round 12 - Nov 4 - Crows Landing

Round 13 - Nov 5 - Crows Landing

Round 14 - Dec 3 - Marina Airport

TRAVEL TECH

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

TELEPHONE HOURS:

6 pm-9 pm, Monday through Friday
10 am to 6 pm, Saturday/Sunday

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Santa Cruz Area,
831-297-2457

TOM TURNER

San Ramon Area,
925-389-6181

JASON HOHMANN

Patterson - Central Valley
209-620-0559

RATES

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

CALENDAR

FRESNO CHAPTER 2017 CALENDAR

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

Event 5 - June 10

Event 6 - June 11

Event 7 - July 8

Event 8 - July 29

Event 9 - August 12

Event 10 - October 8 - Buttonwillow Kart Track

Event 11 - November 11

Event 12 Enduro - November 12

SACRAMENTO SOLO 2017 SCHEDULE

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

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

June 24 Round 5

June 25 Round 6

July 22 Round 7

July 23 Round 8

August 26 Round 9

August 27 Round 10

September 23 Round 11

September 24 Round 12

October 14 Enduro Practice

October 15 Enduro

RENO REGION THUNDER ON THE WEST COURSE" PDX/TIME TRIALS

HOSTED BY RENO REGION SCCA

All events are at the Thunderhill Raceway Park - West course

In your street car or your ready-to-racer. It doesn't matter. You want to race. SCCA wants to get you on the track. Come join us for stress free fun.

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

Get extra seat time

Satisfy your "need for speed"

2017 SCHEDULE

JUNE 11

SEPTEMBER 10

Contact: Dave Deborde, d_deborde@charter.net

GO TO: www.renoscca.motorsportreg.com for additional information and register

Overnight parking Saturday night

Sunday: Tech 7:30 Driver Meeting 8:30

Come for the fun,
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CHUCK KOEHLER
PHOTOGRAPHY

SCCA Race Photos

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DREAMS VANQUISHED

WHEELWORKS BY **BLAKE TATUM**

Every dad dreams of their son following in their footsteps. In a sense, I followed in my father's footsteps when I started racing. What made it more exciting was that I raced Formula Vees a class which my dad helped build. We spent a lot of time together talking, building, repairing, and just hanging out around the racecar. He was the one who encouraged me when things were down, he was the one that cheered me on, he was the one that was there to share the success.

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When my first son was born I was sure he would take an interest in cars. But to cover my bet I made sure he had a little help along the way. On his first birthday his biggest gift was a Hot Wheels racing set, his cake was the shape of a racecar, all the napkins were of checkered flags. By the time he was out of his crib his first bed was in the shape of a racecar. His room was adorned with all the cool car toys we could find. I just knew my son would want to continue the Tatum family tradition of grease under the fingernails and a welding helmet for his sixteenth birthday.

TROUBLE BREWING

By the time my son was two years old he was going with me to SCCA races. One of the first was at Sonoma Raceway. That day my father, my son, and I went to watch the races. We got there with a little time to talk to some friends and then watch the FV race. We went to our favorite viewing section at turn two. We wanted to feel the cars as much as see them so we got up next to the fence.

The green flag dropped and soon the field of thirty plus Formula Vees were slicing and dicing their way towards us (noticed I did not say speeding). My dad and I were breathless as the leaders fought for the apex of the turn. As quickly as they appeared the field was over the hill and out through turn 3A. My dad and I both had big smiles on our faces as we saw the field make it through the corner unscathed. I looked at my son who was in my arms and you can imagine my disappointment when I noticed he was staring out in the distance at a plane flying by. After watching for several laps my son finally said to me "they just go round and round, round and round". Obviously he was not impressed. Maybe I should have had him watch a GT1 race.

During the next few years my father and I went to as many races as we could. My wife would bring my son along and he showed no interest in the racing or the cars. He never asked why we check the tire pressures, he never grabbed a tool and tried to emulate his father, he never asked when my race was, heck most the time he did not even watch my race.

As you can imagine he was pretty bored at the track, so in order to keep him occupied I rigged up a portable generator so we could run a television with the play station attached. We set this up in the enclosed trailer and he would disappear for hours. The generator would run all day long, it did not matter if it was hot and stuffy in the trailer he was engrossed with the video games. One time when the generator ran out of gas I took my son with me to the gas pumps at Sonoma Raceway. He was interested in getting gas because it meant he could get back to "Jack and Dexter." As we were putting gas in a can my son casually told the gas attendant that we had to get "gas for our television". The attendant just looked at me with a puzzled look. I know he was thinking your son is clueless. I looked back at him but did not say a word. I just finished my business. It was just too hard to explain and even harder to admit cars and racing were not his thing.

FAST FORWARD

My son turned 16 and it was time for him to drive. He was looking forward to getting my Chevrolet extended cab truck as his car. I fixed the truck up, put a paint job on it, wheels, and a stereo. The truck looked fantastic and my son really liked it. This is the same truck that my father and I spent hundreds of hours in. When my father rode with me the radio was very rarely on. We spent most of the time talking, or I should say my dad spent most of the time talking. I am not quite sure, but I think he talked so much so I would not get tired. Anyway he told me all the stories in his book. He told me about the times growing up with his widowed mother. He told me about the times when he was treated for tuberculosis. He teared up when he told me about his father and how he died when my father was just a boy.

The last few years my son has been driving the truck. He sees it as a means of getting from one place to the next. It only gets washed when I cannot stand it any more. It only gets the oil changed when I see that it is past due. It only gets attention when he tells me something is wrong. All the rest of the time gas gets put in it, the stereo is gets cranked, and my son uses it as the utilitarian tool that cars have become.

My son looks at the truck and sees it as a means to drive to Chick Fil A, I look at it with fond memories and admiration for all the times it has been there for me. Recently the truck experienced a mechanical malfunction. I had it towed home. Now my son feels a new car is in order. He wants something newer, something that is easy to drive, something that fits him and his generation.

HOPE FOR THE FUTURE

In his quest to find a new car my son started looking at Hot Hatches. What is a Hot Hatch? It is a small hatchback with a lot of horsepower. Think rally type cars. The problem with Hot Hatches is that if you want to be cool you have to get one with a manual transmission. The problem with a manual transmission is that today's generation of kids do not know how to drive one. In fact, one sure way of preventing your car from getting stolen is to buy one with a manual transmission. The car thieves do not know the first thing about driving a stick shift.

It had been a few days and the desire for a new car had not gone away. I was hoping that the Warriors playoff games and the golf channel would redirect his focus, and with the truck running well he would want to continue driving it. But it had not and I agreed to go to the Volkswagen Dealership to look at some cars. We came upon a VW Golf R which is a turbo charged, 300 HP, all wheel drive machine. The true definition of a Hot Hatch, it has a six-speed transmission and goes like stink.

The salesman saw that my son was salivating as he walked around the creature. He checked out the wheels, he liked the way the car was lower to the ground than the standard Golf, and he really liked the red strategically placed accents. The salesman saw such the enthusiasm

and knew a sale was eminent. He was convinced that we would buy it right then and there, so a test drive was in order. I explained to the salesman that my son did not know how to drive a manual transmission, but the salesman had boys of his own and knew he could teach my son how to drive a stick shift. So off we went with the reluctant dad, the salivating 19 year old, and the eager salesman that wanted to get his month off on the right track.

The car was fun to drive; I got in it and wrapped it up to just shy of 100 mph in no time. We took a few cloverleaves, a couple of switch backs, and back roads that the salesman knew would show off the car's attributes. While I was behind the wheel I tutored my son on what I was doing. I explained how the shift lever worked in an "H" pattern. I explained the purpose behind the clutch, the relationship the shifting has to the Tachometer, I showed him the difference of down shifting and just stopping with the brake. All in all I felt that I had given him a very good lesson in driving a manual transmission.

After a short time it was his turn. The salesman was sitting in the middle of the back seat with a clear view between the conforming bucket seats. I was sitting in the passenger seat and was happy to see a chicken bar was within easy grasp, my son was behind the wheel. He went to start the car, nothing happened! Opps forgot to tell him the clutch pedal needed to be engaged for the car to start. He then looked down at the pedals. He is amazed to see three of them down there. I had to tell him that his left foot operated the clutch and his right foot operated the throttle and the brake.

The engine was running, the clutch was depressed (had to tell him to press it all the way in), the shift lever was thrown forward. The first attempt was underway. A little throttle and release the clutch ever so slowly, a little more throttle and more release of the clutch, and clunk clunk the engine dies. Second attempt, release the clutch add some throttle, release the clutch and now too much throttle and the engine revs to 4500 rpms! Abort, Abort, screams the nervous salesman as he pokes his head between the seats. The once confident salesperson is now starting to sweat and requests the AC be turned to max output. Third attempt, clutch and throttle coordination is sounding good, transmission is engaged,

and again clunk clunk the engine dies. Soon we realize my son had the car in the wrong gear. Even though he had the "H" pattern down in his head he was putting the car in the third gear portion of the "H" so he was asking the little Hot Hatch to do too much.

Finally everything is in place and we had some forward motion. The first drive away was not the smooth affair an experienced manual transmission driver would have but rather the lurch, lurch, chug, chug variation that would be expected of a first time driver. This was a short-lived excursion because as soon as we had to stop my son killed the car again. You see he was not listening when I told him he had to engage the clutch when it came to a stop with the car in gear. We spent the better part of the next thirty minutes trying to get my son's right foot to work with his left foot and then to understand the mechanical pieces. We explained to him why certain things like the clutch needed to be engaged while the transmission is shifted. We spent a good five minutes explaining neutral.

At one point my son put both hands on the side of his head and said I just don't get this. I do not understand how it works. At about that same point the salesman voice started to get squeakier and getting back to the dealership in one piece was becoming more important than starting the month off right. All those times of not being interested in what I was doing was coming back to haunt him. Along with his total lack of coordination came the realization that my son will never be interested in driving the racecar.

By this time our poor salesman was in need of a change of clothes and was more than willing to let us walk away once we arrived safely back at the car dealership. As we drove home my son was full of questions. He asked why is a clutch necessary? Why do we have to shift up through the gears? Why cant you just go from first to fourth gear? Once we got home he did what all kids do today. He got on You Tube and looked up videos on how to drive a stick shift.

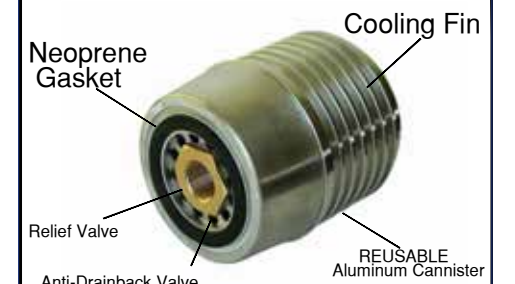
I had a dual purpose behind allowing him the opportunity to drive a stick shift. I was thinking that if he failed, his dream

of owning a Hot Hatch would fade away. The second purpose was for him to change his mind about selling the truck.

It has been several days since his test drive. His desire has not subsided and he continues to hound me about purchasing the new car. But this desire seems to be more than just the purchase of a new car. He wants the car that is high performance, he wants the one that is cool, he wants the one that I would have wanted at his age. Maybe just maybe, all hope is not gone. Maybe we buy the car and start him off with an autocross. Maybe that will turn into him wanting to know what a ratchet is, maybe he will sit in the racecar and pretend to be a racecar driver.

On no I think I am getting ahead of myself, lets just see if we can afford the insurance.seems to be more than just the purchase of a new car. He wants the car that is high performance, he wants the one that is cool, he wants the one that I would have wanted at his age. Maybe just maybe, all hope is not gone. Maybe we buy the car and start him off with an autocross. Maybe that will turn into him wanting to know what a ratchet is, maybe he will sit in the racecar and pretend to be a racecar driver. On no I think I am getting ahead of myself, lets just see if we can afford the insurance.

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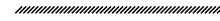
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DRIVER & WORKER OF THE WEEKEND AWARD

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.



Regional 3 & 4, May 6-7, Thunderhill Raceway



MARK MEANS

DRIVER OF THE WEEKEND

Mark Means/ No.45 SSM in Group Seven was selected by the Announce Crew as Driver of the Weekend at the SFR Casino Fandango Double Regional 3&4 at Thunderhill Raceway Park. "He usually runs mid-pack, causes no trouble, has no problems, always goes unnoticed



JEFF OLLINGER

WORKER OF THE WEEKEND

Social is happy to choose Jeff Ollinger as Worker of the Weekend. He's dedicated to make things happen. He has worked hard to make sure Rescue 2 was ready for the Weekend, even taking an unplanned trip to Oregon for parts. Jeff is one of those people who

LETTER TO DAVID VODDEN

David, thank you for sending Bob Maybell out to the scene of our burning motorhome on May 4. It was reassuring to see a friendly face and know that someone was there to assist us during that emotional time.

Bob was extremely kind to spend his personal time to shuttle us around to the track, to the motel, and then again to the track the following morning. We greatly appreciated his assistance and warm friendship.

Thanks for your efforts in this matter.
Sincerely,
James Cotcher



ILLGEN ENDURO IS BACK FOR 2017!

THE 57TH FOUR-HOUR ILLGEN ENDURO AT THUNDERHILL PARK WILL BE RUN SUNDAY, OCTOBER 29 ON THE 3-MILE EAST TRACK.

ENTRY FEE: \$550 for a team of two drivers. Each additional driver is \$100 (maximum four).

RULES: Rules will be essentially the same as in past years. There will be a tag team option.

SESSIONS: All sessions (practice, qualifying, race) will be on Sunday.

The Enduro is open to a broad spectrum of cars and drivers. SCCA membership is required. Complete Supplementary Regulations can be found at: www.sfrscca.org
Registration on sfrscca.motorsportreg.com



www.racingdriversclub.com • www.sfrscca.org



Adrian Cardenas takes second in SMF in a 2016 Ford Focus ST.

CHAMPIONSHIP TOUR ROUND 4

BY RYAN PANLILIO PHOTOS BY RIC QUINONEZ

Round 4 was part of the SCCA Championship Tour, which was held at Crows Landing from April 28 to 30, 2017.

Karlton Lew took the top spot in Super Street in a 2015 Porsche GT3. He was followed by Monty Pack in a '14 Porsche GT3. Ambrose Fung of Calgary, Alberta, finished third, also in a '14 GT3. Orieta Zelazo of Calgary, Alberta, ran uncontested in Super Street Ladies in a '14 Porsche GT3.

Sam Strano of Brookville, PA., driving a 2007 Corvette, took first place in A Street. Matt Jones of San Diego, CA., came in second in a '10 Corvette. Ryan Davies of Fairfax, Va., rounded out the top three in a '10 Corvette. Brenda Barnes ran uncontested in A Street Ladies in a '02 Porsche

996 Carrera.

Vancouver, Wash., resident Dan Bullis took first place in B Street in a '99 Corvette C5 FRC. He was followed by Ryan Clark, of Calgary, Alberta, for second place in a '06 Cayman S. Scott Dixon, of Mukilteo, Wash., finished third in a '04 Honda S2000. Carole Zepeda of Arroyo Grance took first place in B Street Ladies in a '16 Ford Focus RS. Rena Cruz of Santa Clara came in second in a '11 Lancer Evo.

Brian Coulson, who hails from Idaho Falls, Idaho, finished in first place in C Street in a '16 Miata. Maurice Velandia from Folsom took second, also in a '16 Miata, with Jeff Bandes of Phoenix, Ariz., coming in third, also in a '16 Miata. Deana Kelley, from Sierra Vista, Ariz., took first

place in C Street Ladies in a '16 Miata. Jodi Fordahl came in second, also in a '16 Miata.

Mark Scroggs came in first place in D Street in a '16 Camaro turbo. He was followed by Kit Gauthier, from Kirkland, Wash., in a Multi. Former local Des Toups, now from Portland, Oregon, finished third in the Multi. Eileen Blando took home first place in D Street Ladies in a '13 Scion FRS. Kirkland, Wash., resident Jessica Gauthier came in second in a '15 Multi, with Danielle Whitehead, of Costa Mesa, finishing in third in a '13 Subaru BRZ.

E Street was lead by Zach Heidepriem in a '94 Miata. Edison Tran took second in a '01 Toyota MR2 over co-driver Ryan Cirillo, who finished third. Redding resident Cat Rice took home first in E Street Ladies a '94 Miata. Pamela Kannan, of Orangevale, finished second in a '03 Miata. Eureka resident Jenna Taylor finished in third in a '00 Miata.

Sean O'Boyle, in a '11 BMW M3, took first place in F Street over co-driver Richard Jones in second. William Lin rounded out the top three in a '15 Camaro.

Phoenix, Ariz., resident Doug Rowse took home first in G Street in a '16 Focus ST. He was followed by co-driver David Howdyshell in second, with Darrell McVey of Boise, Idaho, taking third in a '13 Focus ST.

Zachary Morgan, from Gresham, Oregon, fin-



Marielle Cortez lifts the inside rear wheel in SMF-L.



Eileen Blando takes first place in DSL in a 2013 FRS.



Justin Tang ran uncontested in FSP in a 1986 Corolla.

ished in first place in H Street in a '07 Civic SI. Morgan's co-driver, Josh McCall, came in second, and Scott McHugh of Canyon Country, Calif., coming in third in a '13 Accord.

Patterson local Alan Miller ran uncontested in Super Street R in a '08 Corvette Z06.

Street Touring Ultra was led by Bill Zerr, of Tacoma, Wash., in a '06 Subaru WRX. Jimmy Au-Yeung, in a '06 Lancer Evo, came in second. Brent Vitols, of Bothell, Wash., rounded out third in a '06 Lancer Evo.

Ron Bauer, of Seatac, Wash., took first place in Street Touring Roadster in a '16 Miata. He was followed by James Yom of Los Angeles in a '08 S2000. Praneil Prasad took third in a '08 S2000.

Jonathan Lugod, from Gardena, led in Street Touring Xtreme in his '16 Subaru. Lugod was followed by Jeff Wong of Moorpark in a '14 FRS. Steve Oblenes of Garden Grove rounded out the

top three in a '05 Mazda RX8. Fountain Valley resident Catherine Tran took home first place in Street Touring Xtreme Ladies. She was followed by Jessica Pao of Alhambra in a '16 BRZ. Mindi Cross of Phoenix, Ariz., finished in third in a Scion FRS.

Long Beach resident Craig Naylor took home first place in Street Touring Sport in his '95 Miata. Ralph Elder of Folsom finished second in his '89 Civic.

Street Touring FWD was led by Joseph Austin of Newburg, N.Y., in a '07 Mini Cooper, with Allen Stauffer coming in second in a '12 Fiesta SE.

Tracy Pitkin of Sandy, Utah, finished in first place in Street Touring Pony Car in a '14 Mustang GT. Scott Mullens of Lancaster took home second in a '12 Boss 302, with Leon Weinroth of Coarsegold rounding out third in a '14 Mustang V6. Colleen Echter ran

uncontested in a '16 Mustang GT in Street Touring Pony Car Ladies.

Steve Lau finished first in Super Street Prepared in his '11 Porsche GT3RS. He was followed by Alex Muresan in second, also in a '11 GT3RS. Bfrandon Davis, of Draper, Utah, finished third in a '00 Corvette.

Yorba Linda resident Anthony Porta led in B Street Prepared in a '05 Miata over co-driver Lauren Kane Porta. Kein Pao, of Alhambra, finished third in a '05 S2000.

Darrell Moskowitz ran uncontested in D Street Prepared in a '94 Prelude.

Justin Tang also ran uncontested, in F Street Prepared, in a '86 Corolla.

Street Modified was led by Jeff Stuart, of Santa Barbara, in a '13 FRS. Greg McCance finished in second in his '02 WRX, with Stuart's co-driver Mark DeShon finishing in third in the '13 FRS.



Ron Babb pilots his 1967 Lotus Elan to first place in DM.



Jodi Fordahl lifts the inside front wheel on her way to second place in CSL in a 2016 MX-5.

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E

STANDING

Bret Norgaard of Ramona took first place in Street Modified FWD in a '05 Acura TL. He was followed by Adrian Cardenas of San Gabriel in a '16 Focus ST. Cliff Fong rounded out the top three in a '93 Civic. Marielle Cortez ran uncontested in Street Modified FWD Ladies in a '93 Civic.

Andy McKee finished in first place in X Prepared over co-driver Teresa Neidel-McKee in their '93 RX7. Justin Moore took home third in his '05 WRX STI.

Litchfield Park, Ariz., resident Brian Peters led C Prepared in his '11 Mustang. He was followed by John Hogan, of Blythe, for second place in a '11 Mustang. Tim Bergstrom of Scottsdale, Ariz., rounded out third in a '06 Mustang.

D Prepared was led by Ron Baker of Carson City, Nev., in a '96 Miata. Sean Green of Renton, Wash., came in second in a '90 Miata, with Paula Baker, of Carson City, Nev., rounding out third in

'96 Miata. Deanne Caraballo ran uncontested in D Prepared Ladies in a '82 Starlet.

John Haftner ran uncontested in A Modified in a '73 Volkswagen.

Matt Ellam took first place in B Modified over co-driver Steve Goldine, in second place, in their '98 Omnifab Cheetah. Justin Scott of Magna, Utah, took third in a '01 OMS Batmobile.

Pasadena resident Eric Clements took home first place in C Modified in a '94 Honda Van Diemen. Ben Martinez came in second in a '84 Van Diemen, with Phil Leavens, of Chehalis, Wash., rounding out third in a '98 Van Diemen.

D Modified was led by Ron Babb of Renton, Wash., in a '67 Lotus Elan over co-driver Karen Babb.

Jesus Villarreal took home first in E Modified in a '73 Lotus Europa. Bill Charron, driving a '72 Porsche 914-4, took home second, with Larry Nelson of Grants Pass, Oregon, taking third in a '10 Bruton Stalke.

Robert Ekstrand of Pasadena finished in first place in Formula Junior A Kart in a '13 Kosmic Mercury. Erika McKee came in second in a '03 Emmick Kart. Alana McKee ran uncontested in Formula Junior B in a '03 Emmick Kart.

Classic American Muscle Sport was led by Kenneth Mitchell of Plumas Lake in a '89 Corvette. He was followed by Bryan Stewart in a '04 Z06, with Shelly Monfort finishing third in a '07 Corvette.

Dennis Healy, from Lake Oswego, Oregon, driving a '15 Mustang, took home first place in Classic American Muscle Contemporary. Chris Cox, driving a '15 GT350R, came in second, with Steve Wynne, of Redmond, Oregon, rounding out third in a '15 Mustang.

Brian Hobaugh, in a '73 Camaro, took first place in Classic American Muscle Traditional over Mary Pozzi, who finished in second place, also driving a '73 Camaro. Todd Lilly rounded out the top three in a '66 Chevelle.

SPECIAL THANKS TO COURT CARDINAL AND CASINO FANDANGO FOR SPONSORING THE REGIONAL 3 & 4 AT THUNDERHILL

Casino Fandango Saluted Our Community of Volunteers and Racers at the May 6-7 Double Regional at Thunderhill

Through this sponsorship by Court Cardinal, SRF3 driver #88, volunteers and racers received generous weekend packages at his Carson City, Nevada resort just for participating in the race weekend.

Court says, "We have five restaurants and quality facilities at Casino Fandango that I hope to share with as many SCCA volunteers and racers as possible as a result of this SCCA sponsorship."

Drivers who won and placed on the podium for their Saturday race received Casino packages valued at up to \$300. All Volunteers received Volunteer Night Out packages valued at \$175: 1 night stay in a standard king room at the Marriott Courtyard Casino Fandango, \$10 in Free Play, \$30 Food Voucher.

As if that wasn't enough, Court and crew handed out Casino Fandango "Swag" items to every single person in attendance at the Saturday social. Finally, Casino Fandango provided some of their premier menu items from their five-award winning restaurants for the crowd.

These are the Awards presented to podium finishers for the Saturday races:

- 1st place packages valued at over \$300. 1 night stay in a player suite at the Marriott Courtyard Casino Fandango, \$20 in Free Play and a \$50 Food Voucher.
- 2nd place packages valued at over \$200. 1 night stay in a standard king room at the Marriott Courtyard Casino Fandango, \$15 in Free Play and a \$40 Food Voucher.
- 3rd place packages valued at \$175. 1 night stay in a standard king room at the Marriott Courtyard Casino Fandango, \$10 in Free Play and a \$30 Food Voucher.



Ron Baker takes first place in DP in a 1996 Miata.

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Contact Sherry Grantz at the Region Office for more info: sherry@sfrscca.org or 530-934-4455.

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NOTES

from the *Archive*

EAST MEETS WEST

BY GARY HORSTKORTA



Mr. Honda (L) speaks to Kjell Qvale through the interpreter with Joe Huffaker in background and Gordon Martin on the right

I'm sure many of you will remember the advertising slogan "You meet the nicest people on a Honda" which the company used in 1963 for the first time in the U.S. As a result of that advertising campaign, Honda motorcycle sales took off and they were on their way to establishing a nationwide dealer network and becoming a highly popular brand.

Seven years later in 1970, Honda introduced their first car into the U.S., the small N600 powered by a motorcycle engine and today of course they are one of the most popular car brands world wide. Now lets turn back the calendar to 1962, only two years after Honda established an American Division to sell motorcycles but the brand was relatively unknown. Only motorcycle racing enthusiasts knew the name based on Honda's international racing success yet the company was looking ahead and planning their strategy for the U.S. market.

In the Fall of 1962, Honda's founder and president, Soichiro Honda, paid a visit to San Francisco, his first visit to the U.S. since 1952. One of his stops was to at Kjell Qvale's British Motor Cars Corp. to see his operation and also the BMC Competition Department

headed by Joe Huffaker Sr. What follows is an article written for Competition Press dated December 22, 1962 by Gordon Martin about that visit.

While in the U.S. to help launch the first over-the-counter sale of common stock through U.S. brokerage firms, 56-year old Soichiro Honda, founder and president of the world's largest motorcycle firm, found time to talk about his interest in racing.

speaking through an interpreter in his first news interview in this country. Honda was shown the material printed about his firm's racing activities in John Bond's "Miscellaneous Ramblings" column in the January 1963 Road & Track. He was both amused and impressed, stating, "Honda is very fortunate to have press representatives on this and many other journals all over the world who promote our products, but demand no salary from Honda." (Something may have been added or lost in translation.)

Although it is no secret that Honda is preparing a Formula 1 Grand Prix car as stated in R&T, Mr. Honda, himself would neither admit nor deny that they are working on a W-type, 12-cyl. 1.5 liter engine

for the car. He did state, however, that "the 220-bhp minimum target mentioned in the article as been surpassed in an engine turning a maximum of 13,500 rpm. He would not reveal the new peak horsepower.

The R&T item also mentioned that Honda's GP car is rumored to be superior to English machines on the straights, but that road holding in the corners was still a Honda weak point. When asked about this, Honda made his only concession to the firm's lack of GP experience, stating that they were still working on chassis tuning, and that lack of racing background with 4-wheel vehicles was a decided disadvantage.

Just when will Honda GP cars be seen in action for the first time? Again the vey pleasant, jolly Mr. Honda laughed and answered, "when our cars are ready to race."

In this exclusive interview, Mr. Honda turned the tables and asked some questions related to sports car racing in the U.S. and how U.S. drivers could be obtained for a race set for Japan in 1963. The race will be run on the 3.5-mile Suzuka Circuit near Osaka, 280 miles west of Tokyo. It is regarded as one of the most picturesque circuits in the world, set in a lush valley and winding around several lakes, and it is without equal so far as facilities and course preparation is concerned. The land and the elaborate Suzuka course was paid for by stock wholly owned by Honda employees, officials, and Mr. Honda, himself. It was completed this Fall and one all-Japan Championship Motorcycle Grand Prix was held before winter arrived. Eventually, it is hoped, the circuit will play host of an annual World Championship Grand Prix Formula 1 cars.

The Honda sports car, Mr. Honda revealed, is still not ready for export, although production lives are now being completed to assemble 400 units a week in the Spring of 1963. In addition to a sports car and a utility pick-up truck using a 356cc displacement engine, a



Mr. Honda inspects a Genie chassis with Huffaker on left, Gordon Martin, Honda, the interpreter and Kjell Qvale on right

500cc sports car has also been designated for production. Both engines are 4-cycle (Honda detests 2-cycle engines), twin cam configuration, with the 356cc turning out 40 hp at 9000 rpm and the 500cc version 48 hp at 8000 rpm. The 500cc model is the only one set for export and it will top 80 mph, weights 1300 lbs. and will have a selling price, it is hoped of under \$2000.

But don't hold your breath waiting for one since they plan to sales-test it on the Japanese customers first.

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#5 Aaron Downey jumps the pack going into turn one

THUNDERHILL MAJORS

BY LYNNE HUNTTING PHOTOS BY DOUG BERGER

No Joke! SFR's Thunderhill Major Race was 1-2 April 2017. And surprisingly enough, there were few, if any, April Fools tricks played. After all, Race Admin had decreed they could only

happen in the morning.

And for the second race weekend in a row, the weekend was dry and mostly devoid of major drama, agro or protests. The good news/

bad news is that our SFR drivers have yet to run in the rain at our races so far this season. The weather was warm, sunny and breezy. Not much preparation for the notoriously fickle weather in



#57 Kisel, #166 Newell, #95 Hurley, #5 Vein, racing up the hill in Saturday's T3 race, which was won by Newell.



#01 Wickersham, #5 Bailey, #50 Anderson, #36 Bradfield, #0 White at the beginning of the Saturday race.

Indianapolis for The Runoffs in September. That schedule is out and there will be four (4) days of testing before the Runoffs officially begin.

It was a two-day weekend affair, something new for SFR. The schedule was compact, utilizing the three-mile track, which is actually 2.866 miles long with fifteen turn stations, although not all were used. As with all SCCA Majors, only the 27 National classes were running. Three classes were moved into Group Three: T2, GTL and EP. Group One was moved to between Groups Five and Four. There were 140 entries, give or take, after late additions and withdrawals/no shows. Group Six was the largest, with 34 entries in two classes; while Group Seven was the smallest with eight cars in one class - SM. But they would prove that

it's quality, not quantity, that makes for a great race. Approximately half of the entries were from SFR, while the other half traveled from Arizona, Cal Club, Gulf Coast (FL), Northwest, Oregon, and Reno. Group Two was mostly out of region drivers, with only three of the 20 drivers from SFR. As this was a Majors, there were no Rookies entered.

This year there are two levels of Majors - Super Tour, which has SCCA National staff, and Majors, which is run by the region. While Thunderhill was a SFR-hosted event, we welcomed Stewards from DC and LOL Regions, as well as our 'regulars' from Reno and Oregon.

Both days the schedule called for morning qualifying sessions by groups: 20 minutes on Saturday/18 minutes on Sunday; followed by races

in the afternoon: 25 minutes on Saturday and 35 minutes on Sunday.

RACE ONE MAJOR GROUP SEVEN - SM

The Spec Miata group, the only single marque group, had but eight drivers. But that's not to say there wasn't good racing. There were three leaders. Tim Auger in No.07 1994 Mazda Spec Miata jumped from his third place grid spot to take the lead on the first lap from pole sitter Daniel Langon/No.30 2001 Mazda Miata. Langon regained his position and led for the next eight laps, before being overtaken by Marco Gallaher/No.8 2003 Mazda Miata, who had gridded fourth. Meanwhile behind the front pack there was dicing ongoing among the rest of the drivers. Young Tommy McCarthy/No.23 2001 Mazda Miata wasn't having a good day, mechanically. He had an off near the end of the race, and he pitted before the checkered flag. Steven Powers/No.145 1999 Mazda Miata also pitted before the finish. Gallaher led the last four laps and won the 12-lap race, beating Langon by 0.151 seconds. It had all of Race Control on its feet. Gallaher also turned the fastest race lap of 2:07.720/80.783 mph on Lap Four.

SFR's Membership Crew selected Marco as Driver of the weekend for his run in this race.

Those Mazdas do get around. Often the drivers compete in more than one class with the same car. In this case, Auger, Langon and Gallaher also race their cars in Group Three in STL. The majority of the drivers hail from SFR.

MAJOR GROUP SIX - SRF3, SRF

The SRF, SRF Gen3 group was the largest, with 34 entries, with 25 being the newer Gen 3's, and nine being the older original SRF's, some dating back to the mid-eighties. Half the field was from out of region. They had a split start. Umberto Milletti/No.34 2006 Ford SRF had the overall and



Marco Gallaher #8 leads the small but mighty Spec Miata pack.



Colin Jackson #53 and Taz Harvey #8 battled for the Group 1 lead all through the race.



#41 Wake, #40 Manthe, #4 Bob Posner, running nose to tail.

SRF3 pole, while Cal Club's Mike Miserendino/No.11 1985 SCCA Spec Racer Ford had the SRF pole position, starting twenty-fourth. Thirty-two cars took the Green Flag, but the field didn't get half-way around the 2.866-mile circuit before the full-course yellow flew for Steve Grandin/No.40 Ford SRF Gen 2. He spun off hazardous in Turn Eight, requiring an immediate tow. And this was after Mike Skinner/No.05 SRF3 took a ride on the high side from Turn One to Two. Several cars ran afoul of the Stewards for passing under the Yellow Flag and were penalized three positions each on the official results.

Meanwhile up in the front pack, John Black/No.17 1985 SRF 3 wasted no time taking the lead and led the entire 11-lap race, and set a new track record of 1:58.870/86.797 mph on Lap 10. The Margin of Victory was 4.846 seconds. The top four finishers held their positions the entire race, while the OA pole sitter, Milletti, dropped back to 23rd after the start. He worked his way back up to seventh at the checkered flag, but was one of those penalized for passing under caution. Nei

Ng/No.48 SCCA Enterprises Spec Racer Ford grabbed the SRF lead at the start and held onto it, to take the win and finish 20th overall. SRF Pole sitter Miserendino dropped back four positions at the start, but eventually worked his way back up to finish second in class, right behind Ng in twenty-first place.

In each category, the start and finish positions were mostly the same. In SRF3, Brandon Lewis/No.66 1984 SCCA Enterprises SRF gained six positions, and Jerry Aplant/No.71 1985 SRF gained five plus moving up one due to results changing.

MAJOR GROUP FIVE - FA, FB, FC,



#95 Tim Linerud winner of GTL on Saturday



#95 Tim Linerud winner of GTL on Saturday

FE, FM, P1, P2

The field of 15 had seven classes in the fast formula categories: FA, FB, FC, FE, FM, P1, P2. Jim Devenport/No.23 P1 2016 Norma M20FC had the pole and led flag to flag, turning the fastest lap of 105.635 mph. He won overall and was the top P1 car, and his Margin of Victory was 53.775 seconds. The top four finishers were all P1 cars and finished where they started. The race was quiet, with just a couple of spins, an off and one retirement to break the rhythm. Randy Cook/No.9 12 JDR F1000 had the FB pole and won the class, finishing eighth overall, despite a pit stop. Scott Vreeland/No.51 2001 Van Diemen RF01 was pole sitter for FC, but Robert Armington/No.11 00 Van Diemen 00 won the class coming in fifth. Vreeland finished third in class, behind Scott Huffaker/No.09 02 Van Diemen. Mel Kemper/No.4 98 MSR Formula Mazda won from his FM pole position, tenth overall. Thomas Burt/No.39 SCCA Enterprises Formula Enterprises had the FE pole, and he won the class, finishing twelfth. Edward Lever/No.96 2004 Swift 014a didn't qualify, started from the back, but won the FA class, finishing thirteenth. Robert Iverson/No.87 2006 SR3 came from Florida to run with us. He started last, gained two positions and won the FA class.

MAJOR GROUP ONE-GT1, GT2, GT3, AS, STU

Thumpers, aka GT1, GT2, GT3, AS and STU had 19 entries, but not all raced, and there were no GT1 cars. Two-thirds of the field were from out of region. Colin Jackson/No.53 1994 Nissan 240 SX from British Columbia had the overall pole as well as for the GT3 class. Taz Harvey/No.8 2007 Mazda started on the front row, and pole position for GT2. Harvey got ahead of Jackson at the start, but not for long. Jackson retook his lead on the first lap, and kept it for ten laps before being overtaken again by Harvey who went on to win, overall and in GT2. His Margin of Victory was 1.215 seconds. Jackson turned the fastest lap of 89.183 mph and won GT3. The race had its moments. An early spin by Darren Dilley/No.76 1995 Mazda RX-7 brought out a caution for his tow. He retired. Harvey and Dan Rogers/No.80 2003 BMW from Alaska rubbed, but no harm, no foul. Harvey then took out some delineators in Turn 11, but they were being hit, tossed, moved or taken out all weekend. That kept the Course Marshals busy. Leroy Lacy/No.67 1967 Sunbeam lost his Bumper in Turn Ten which brought out the Safety Car for the tow, which proved to be a difficult hookup. Ian Barberi/No.74 1995 BMW won the STU class from the pole, finishing tenth overall. AS was won by Kevin Smith/No.03 1993 Pontiac Firebird, from his pole position.

MAJOR GROUP FOUR - FF, F5, FV

The FC, FV, F5 field had 19 entries, half from out of region. Chuck Horn/No.54 1993 Swift/Honda DB6 had the overall pole and for the FF



#54 Horn, #51 Streets, and #75 Payne, raced hard all weekend long. Horn took the Saturday win while Streets won on Sunday.

class, which had ten cars. Besides him was Skip Streets of Cal Club, driving his new Ford, No.51 2009 Piper DF05. Streets is a long-time FV driver with a FV National Championship on his resume. He was very excited about his move up to the stronger, faster FF class, and shared his enthusiasm with Horn and third-place starter, Rick Payne/No.75 1995 Van Diemen. Horn and Streets had a nice race, dicing, swapping the lead, and mixing it up with Payne. They were all smiles afterwards. Horn won the race, with a 1.303 Margin of Victory. Payne ended up with the fastest lap of 89.430 mph. Jeff Jorgenson/No.69 2004 Novakar JW-10 took the win for F5, from the pole. The checkered flag was thrown early for a hazardous car stranded at the top of the Turn Nine-Ten hill. Two cars came together, requiring a caution for the tow, but no one was hurt. R. Lawrence Bangert/No.38 1984 Swift R&A D FF and Lance Spiering/No.28 1994 KBS MK VII

FE weren't classified as their accident was on the first lap. Streets' long-time FV competitor, Dennis Andrade/No.87 2001 Vortech FV was entered but was a no show. **MAJOR GROUP THREE - STL, STU, GTL, EP, FP, HP, T2, GTL** This was the second largest group, for B-Spec, STL, STU, EP, FP, HP, T2 and GTL. For whatever reason, only 27 of the 32 entries qualified, and 30 ran the race. The field was mostly SFR drivers, although the entire West Coast was represented, and one driver came from Atlanta Region. Among the entrants were drivers who were long-time regulars at the Runoffs, including several veteran SFR drivers - Driver School Group Leader Jonathan Becker/No.9 1967 Austin Mini in GTL; Michael Cummings/No.32 1964 Austin Healey Sprite in HP; Lynne Griffiths/No.No.31 2012 Ford Mustang in T2; Joe Huffaker, entered in two classes with the same car - FP and GTL with his No.77 MG Midget; as well as high school student, Jake Pipal, who will be heading to his third Runoffs, this year in a 'new' car, No.6 2014 Mazda 2 in BS Class. Pipal will also be competing in his first professional series this season with this car, in TB class of the Pirelli World Challenge Series.

Aaron Downey/No.5 1976 Mazda RX-3 did the Hat Trick. He had the pole-overall and for the EP Class, won the race and turned the fastest lap of 85.248 mph. But he had to work for that victory. Tom Wickersham/No.01 2012 Ford Mustang took the lead on the second lap and held onto it for six laps before Downey regained and won by a Margin of 2.228 second ahead of Darrell Anderson in his new No.50 2007 Ford Mustang, who won the T2 class. Anderson had run third for every lap but the last when he got by Wickersham when he went off and on in Turn 15. Wickersham was second in T2, the largest class in the group. Albert Correia/No.60 1973 Porsche 914 had the FP pole position and won the class. Bill Okell/No.7 1992 Austin Healey Sprite had the GTL pole, and raced with several other cars, while Tim Linerud/No.95 1983 Volkswagen slowly but steadily worked his way up to nip at Okell's bumper. He passed him on



#30 Langon, #08 Littlehale, #23 McCarthy, and #145 Powers, locked in an intense battle.

Lap Nine and held off Okell to take the class win. Cummings won HP, getting by class pole sitter, Gordon Jones/No.25 1968 BMW 1600 on Lap Nine. B-Spec winner, Pipal didn't qualify, and started three positions behind pole sitter, Cherie Storms/No.16 2011 Mazda 2, but got by her on the second lap and never looked back. It's a good thing Pipal's car is red, so the tapers in T&S could see it as his transponder failed.

Early on Griffiths and Clark Nunes/No.79 2006 Ford Mustang, also in T2, had body contact in Turn Four. Each spun out but continued, though Griffiths later pitted and retired. Despite his loose body work, Nunes continued to finish sixth in class. Tim Auger/No.07 1992 Acura Integra won the STL class



#74 Ian Barberi won STU both days



Formula F lead changed hands several times. #54 Horn, leads Streets, Payne, and Hayes

from the class pole, finishing sixth overall. Marco Gallaher qualified No.8 2016 Mazda MX5 Cup to second in the STL class, but Daniel Langon raced it, finishing third in class behind David Vodden in No.1 1994 Mazda Miata.

Nineteen cars finished on the lead lap, Huffaker was listed in his Midget in FP but only ran the first lap and pitted. Ken Fukuda/No.24 1995 Acura Integra, a late entry in STL, ran afoul of the sound meter and had to pit and retire. He finished eighth in class.

MAJOR GROUP TWO - T1, T3, T4

Nearly half the 28-car field didn't qualify for the Touring Group: T1-T3-T4. Of those who did qualify, only one was from SFR. The rest were out of region, including Alaska, British Columbia, Florida and New York. Among those that didn't qualify were Marco Gallaher, who entered two cars in Group Two and also in Groups Seven and Three. Other multi-taskers include Tim Auger, Daniel Langon, and Terry McCarthy, who were all entered in Group Seven and/or Group Three. Busy guys.

Marc Hoover/No.98 1994 Mazda MX Miata had the pole-overall and in



Michael Thompson #16 AS leads Kevin Smith #03 AS

the T1 class and led every lap until Lap 11 of the 13-lap race, when he pitted with mechanical problems. Small comfort that he turned the fastest lap of 87.791 mph. and was credited with being the class winner, as the sole T1 entrant. Andrew Newell/No.166 2002 BMW 330CI in the T3 class had been on his heels during the entire race and took over the lead, with a 3.696 seconds Margin of Victory ahead of Charles Hurlley/No.95 2-2 BMW 300CI, also in T3. The top seven finishers were all in T3. T4 pole sitter Oscar Jackson/No.46 2013 Scion FR-S led every lap and took the class victory, starting tenth overall and finishing in eighth place. T3 driver, Dan Rogers/No.82 01 BMW300 was kept busy. He had three body contacts, twice with Cameron Evans/No.76 2002 BMWci Spec E46; and once with another car. They were the only action in the race.

RACE TWO

MAJOR GROUP SEVEN - SM

Pole sitter Marco Gallaher led almost every lap of the 17-lap race and won. Behind him, Saturday's pole sitter, Daniel Langon/No.30 2001 Mazda Miata, Tristan Littlehale/No.08 2001 Mazda Miata, and Tommy McCarthy/



Robert Iverson #87 the only competitor in P2

No.23 2001 Mazda Miata were slicing and dicing, swapping second, third and fourth place. In the process, Littlehale ran second for four laps, and led for a lap, turning the race's fastest lap of 2:08.098/80.545 mph in the process. They ended up where they started: Langon, Littlehale, and McCarthy second through fourth. Dean Busk/No.7 2000 Mazda Spec Miata and Tim Auger/No.07 1994 Mazda Spec Miata finished fifth and sixth. Steven Powers/No.145 1999 Mazda Miata and Justin Hall/No.11 Mazda Miata retired.

MAJOR GROUP SIX - SRF3, SRF

John Black/No.17 SRF3 led flag to flag and set yet another new track record, this time, 1:58.840/86.819 mph. Umberto Milletti/No.34 SRF3 started and finished second. Jack Willles of Cal Club raced his No.90 SRF3 with Robert Breton/No.51 SRF3 and they ended up where they started, third and fourth. Behind them Bill Booth/No.57 SRF3 and Lee Douglas/No.2 had their own little duel for awhile, for fifth place. Douglas prevailed and Booth slotted in sixth. The 25 SRF3 cars had a split start from the 10 SRF cars. SRF Pole Sitter Mike Miserendino/No.11 started 26th and immediately started working his way through the SRF3 field, and continued forward to finish 16th overall. Nei Ng/No.48 SRF started second in SRF's, and he followed Miserendino through the field. Ng fell back a position once, but only for a lap, before he continued ahead.

He finished second in class, 17th overall. Third and fourth starters finished in the same position: Michael Boyle/No.53 SRF third, 19th overall, and James Chartres/No.77 SRF fourth, 22nd overall. Finishing fifth in class after starting sixth was Bruce Richardson/No.3 SRF. A couple of drivers got the attention of the Stewards, for "On Course Conduct"-John Arscott/No.87 SRF3 from Oregon; and Alexander Burmudez/No.5 SRF3 for multiple passes under yellow.

MAJOR GROUP FIVE - FA, FB, FC, FE, FM, P1, P2

Seven classes made up the fifteen-car Fast Formula field. It was another quiet race with the cars stringing out. The FC class had five entries, P1 had four; FE had two; and the others had one each: P2, FA, FB and FM. Pole sitter Jim Devenport/No.23 2016 Norma M20F in the P1 class got caught out by second position starter, Jeff Lederman/No.55 2004 Stohr WF1 P1, who led the first lap. Devenport recovered and went on to lead the rest of the race and set the fastest lap of 1:38.222/103.985 mph. He wasted no time in separating himself from the rest of the pack, and his Margin of Victory was 17.317 seconds. Todd Slusher/No.62 2014 Elan DPO2 P1 gridded third but ended up twelfth place on the first lap. He quickly recovered and worked his way to sixth by the end of the first lap. He picked off three more places for third, where he ran for five laps. By Lap Seven he was second,

where he remained until the checkered flag. Lederman finished third in P1 after a spin put him behind. All four of the P1's finished, running the full 21 laps. Randy Cook/No.9 2012 JDR F1000 won FB, finishing fifth overall, one lap down. Young Scott Huffaker had the FC pole and won the class, finishing sixth overall, two laps down. Paul Rodler/No.68 2000 Van Diemen and Scott Vreeland/No.51 2001 Van Diemen



#32 Michael Cummings HP winner in the Saturday group three race.



Ken Rozeboom, #81 FC

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were second and third in FC Class. Thomas Burt/No.39 SCCA Enterprises was a late entry from Northwest Region in his FE. Second in the FE class, and seven laps down, was Jeff Reed/No.18 2004 Van Diemen. He won the class, despite pitting twice and retiring. Ed Lever/No.96 won FA class, eleventh overall, two laps down. Mel Kemper/No.4 1998 MSR Formula Mazda from Northwest Region won the FM Class, twelfth overall, two laps down. Robert Iverson/No.87 2006 SR3 was the only P2 car, and he retired after 13 laps,

but was credited with the class win.

MAJOR GROUP ONE - GT1, GT2, GT3, AS, STU

The Big Bore Group had 17 entries and 15 starters. Again, no GT1 entries, just GT2, GT3, STU and AS. Thirteen cars qualified, 15 ran the race, and two entries didn't run. Seven finished on the lead lap. Colin Jackson again had the pole overall and in GT3, driving No.53 1994 Nissan 240S. He led every lap and turned the fastest race lap of 1:54.914/89.785 mph. His Margin of Victory

was 1.719 seconds. He's from British Columbia in Canada, but races with SFR. Larry Hansen/No.99 2004 Nissan 350Z came in second in GT3, fifth overall. He runs from Oregon Region.

Taz Harvey/No.8 2007 Mazda won GT2, finishing second overall. He ran fourth, fifth and sixth before passing Dan Rogers, another Northerner, from Anchorage Alaska in his GT2 No.80 2003 BMW E46 M3. Harvey finished ahead of Michael McAleenan/No.12 BMW e36 GTR. McAleenan hails from Tacoma in the Northwest Region. Rog-



#8 Day leads #09 Scott Huffaker and #11 Armington who traded wins during the weekend. Armington took Saturday honors while Huffaker took the Sunday honors.



Classic picture #7 Bill Okell shows where we have been in his Sprite and #8 Daniel Langon shows where we are going in his Mazda MX5 cup car.

ers, from Arctic Alaska Region, finished third in GT2, fourth overall. Ian Barberi/No.74 1995 BMW won STU Class, seventh overall.


Kevin Smith from Oregon Region won AS class in No.03 1993 Pontiac Firebird, finishing eighth after starting eleventh.

MAJOR GROUP FOUR - FF, F5, FV

Another exciting race for this group - FF-F5-FV. The top five cars mixed it up - Pole Sitter Jeff Jorgenson/No.69 F5 and four FF's - Chuck Horn/No 54 1993 Swift Honda DF5 FF; Skip Streets/No.51 2009 Piper DF05 FF; Rick Payne/No.75 1999 Van Diemen/Honda FF, from Northwest Region; and Brad Hayes/No.74 2014 Piper DL7 FF. It's not often you see a F5 on pole in the Formula race. The lead changed four times. Horn took the lead on Lap Two and held it for four laps. Payne set a fast lap record when he took the lead on Lap Five. Then Hayes set a fast lap of 1:56.249. The lead pack went into Turn Two and learned that three into two won't go. Hayes and Horn had contact and went off. Hayes lost a wheel and was



Pole Sitter Jeff Jorgenson #69 shoots away from the field in his F5.



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towed in. Horn and Streets also had contact. Horne retired and Streets continued, minus a shock cover. Payne took the lead with Jorgenson on his tail, and Streets tucked in behind. The Caution took three laps to clear. Jorgenson retook the lead on Lap 10 with Streets close behind. Meanwhile, there was some action further back. Ron Wake/No.41 2002 Mysterian M4 FV spun and stalled. He sat out the rest of the race in Turn Two. R. Lawrence Bangert/No.38 1984 Swift R&A DB1 FF, from Northwest Region, spun and Michael Bernstein/No.12 1990 Swift DB6 drove off evasive. Both continued. Streets took the overall lead on Lap 15 of the 17-lap race and went on to win. His Margin of Victory was 0.244 seconds ahead of Jorgenson's F5. Payne was third overall and second in FF, and turned the final fastest lap of 1:55.020/89.703 mph. He was followed by Jeff Branstad/No.44 1991 Swift Formula Ford who finished third in class. Jorgenson and Lance Spiering/No.28 1994 KBS MK VII were first and second in F5 Class. Quinn Posner/No.4 2003 Protoform P2 from Northwest Region won the FV Class. Second and third were Donald Manthe of Cal Club in No.30 1971 Volkswagen FV, and Ron Bonham of Oregon Region in No.63 1992 Protoform p-2.



#46 Oscar Jackson 2013 Scion FR-S, Saturday and Sunday T4 winner.



#8 Taz Harvey overall winner on Saturday second overall and first in GT2 on Sunday.

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MAJORS GROUP THREE - T2, STL, GTL, STU, EP, FP, HP, BS

Again, only 25 of the field of 32 qualified, and 27 ran. The top runners pretty much finished where they started, with some racing intertwined.

Pole sitter, Tom Wickersham put his No.01 T2 2012 Ford Mustang in first place and kept it there for all 18 laps. He also turned the fastest race lap of 86.839 mph. And he set a New Track Record of 1:58.813.

Darrell Anderson/No.50 2007 Ford Mustang finished second in T2 class and second overall, after passing the EP Pole Sitter half way through the race. Third in T2 was Clark Nunes/No.79 2006 Ford Mustang, fourth overall.

EP Pole sitter, Aaron Downey/No.5 1976 Mazda RX-3 led the class, starting second overall and finishing third, still EP winner. Second and third in EP were Glen McCready/No.4 2006 Mazda MX-5 and Bob Bradfield/No.1979 Mazda RX-7, finishing sixth and seventh overall.

Tim Auger/No.07 1992 Acura Integra had the STL pole position and had a nice race with Lynne Griffiths/No.31 2012 Ford Mustang in T2 and

Dave Vodden/No.1 1994 Mazda Miata. Griffiths ran well until Lap 14 when she retired with mechanical problems. Vodden hung in there and finished second in class. Tom Lepper/No.21 1997 Honda Civic was third in STL.

After his race, Auger stopped at Turn Five to present his checkered flag to Joe Briggs, who



#9 Randy Cook FB

was flagging. SRF driver Briggs had signed up for the DRAFT program, which is for Drivers who have the time and/or inclination to work SFR events. The DRAFT cards are good for race entries or test days. Sounds like win-win to me.

GTL Pole sitter, Joe Huffaker had entered his No.77 MG Midget in both GTL and FP, but chose GTL to race. He's trying to get enough starts and seat time to run both classes in the Runoffs. He won GTL, charging from 23rd in the pack to finish 11th overall. Second in class was Bill Okell/No.71992 Austin Healey Sprite, and Tim Linerude/No.95 1983 Volkswagen was third.

FP pole sitter, Albert Correia/No.60 1973 Porsche 914 started thirteenth, and had a busy race. He led his class all the way, but diced with other class cars, including Huffaker, Carl Young/No.23 STL 1995 Honda Prelude and T2's Robert Griggs/No.99 2007 Ford Mustang. Tom Tuttle finished second in FP, driving No.11 1975 MG Midget. Third in class was Ray Meister/No.66 1972 MG Midget.

Gordon Jones/No.25 1968 BMW 1600 started and finished nineteenth in HP, but had a lot of racing to get there. He raced with Huffaker, Meister, and Okell, none of them in his class. Michael Cummings/No.32 1964 Austin Healey Sprite was credited with second place, although he retired early with mechanical problems.

Jake Pipal/No.6 2014 Mazda 2 in BS Class had the class pole, starting 26th overall, and won his race, finishing in 20th place. The young driver has moved to the BS Class, from SRF, and looks to be on his way to another SCCA National Runoffs. He is also running in the Pirelli World Challenge Series in the TCB class, and has had several poles and good finishes. He is currently leading both the Driver and Team Championship TCB Points. Way to go, Jake!

Cherie Storms/No.16 2011 Mazda 2 finished second in BS class. She hails from Northwest Region, the only out of region driver in the race.

MAJORS GROUP TWO - T1-T3-T4

Eighteen of the 28 entries ran the last race of the day. Pole Sitter Marc Hoover/No.98 1994 Mazda MX5 Miata, from AZ Region led the whole race, and turned the fastest race lap of 87.829 mph. Reno Region's Pratt Cole/No.3 2005 Ford didn't qualify for Sunday's race, and worked his way from last to thirteenth, to finish second in T1.

Northwest Region had T3 all sewed up. Andrew Newell/No.166 2002 BMW 330 ci won T3, but not without a battle from Charles Hurley/No.95 2992 BMW 330 ci f, who finished second in class and third overall. Scotty White/No.0 2012 Ford Mustang was third in class, fourth overall.

T4 pole sitter Oscar Jackson/No.46 2013 Scion from Cal Club started thirteenth, and worked his way up to tenth overall, first in class. Oregon Region's Derrick Ambrose/No.70 2015 Mazda 3 didn't qualify but finished second in class, fifteenth overall.

The exuberant group put on a good show. The mid-pack of the field went four-wide through Turn Three. They took down the delineators in Turn 11. They over-reached some of the boundaries, and there was some body contacts. Andrew Keisel/No.57 2001 BMW 330 Ci had a busy day, testing his limits in several corners and with another car. Only one driver, Cameron Evans/No.76 2002 BMW 330 ci, was from SFR. He finished fourth in T3, fifth overall.

INSTALLING A HELMET RADIO

BY JAMES CHARTRES

In Endurance racing it is important to have radio contact with the driver. The driver can let the pit crew know about issues with the car and if they are coming in unexpectedly. The crew can let the driver know of track conditions, fuel usage and any incidents ahead. Installing a radio into a helmet takes a little care but can be done with a few simple tools.

QUESTIONS TO ANSWER BEFORE INSTALL:



WHICH TYPE OF PLUG? IMSA, NASCAR OR OTHER?

There are two main types of plugs (IMSA and NASCAR) and a few other specialty ones. Depending on which car you drive most often will determine which of these plugs you want. You can always buy adapters for the other type of plugs but will have to remember to carry them with you. A good tip for adapters before a race if you know you need an adapter slide a bit of heat shrink tubing over the adapter and then plug it in. Use a heat gun and seal the connection with the heat shrink that should provide a good tight and water resistant fit. This should mean you won't lose the adapter during a pit stop. You can then cut away the heat shrink after the race and remove the adapter.

WHICH SIDE TO INSTALL? LEFT OR RIGHT?

Which side you install will depend on where you are in the world (left hand vs right hand drive) and the type of car you are in. It won't matter much as most cars will have a cable long enough so that you can connect on either side. If you are doing endurance races check with your co-drivers and see which side they use. It might be easier if you are consistent with the team.

SPIRAL OR STRAIGHT CABLE?

The straight cable can be great if you know the car well, know your length and you are use plugging it in. The spiral cable provides some spring and gathers up the cable. Most drivers I see prefer the coiled spiral cable as it is less likely to get tangled up in the cockpit.

EAR BUDS OR SPEAKERS?

There are some helmets on the market that provide excellent ear cups with noise attenuation and fit snugly over the ears. The cups can also have added small speakers. Unless you have one of those helmets you are going to need ear buds. There are a few different types including basic foam tips, transducers with foam tips, semi-custom and full custom ear buds. If you are on a budget you can get basic foam tips but at a minimum I would recommend those with transducers you will hear better and clearer. The custom and semi-custom also use the high performance transducers. The semi-custom have more of a shape than foam buds allowing them to contours to your ear. The full custom allows you to take a mold of you ear and send it in to the manufacturer to make custom ear pieces for

types of Microphones available typically the more expensive the higher quality. If you are in a quieter enclosed cockpit car you might be able to get away with a cheaper microphone. If you are in an open cockpit or louder car you will want to get a higher quality microphone that cancels out the external noise. As I race in an open cockpit car I spent the extra dollars for a better microphone.



TOOLS AND EQUIPMENT NEEDED

- Helmet
- Helmet radio kit:
 - o Microphone and Sock
 - o Ear Pieces / Plugs
 - o Head Phone / Ear Cup Jack
 - o Radio Connector Cable
 - o P-Clamps
 - o Rivets
 - o Washers
- Large Bowl
- Towel
- Screwdriver
- Masking/Painters Tape
- Sharpie
- Trim Removal Tool
- Exacto Knife
- Drill and 1/8th inch Drill Bit
- Rivet Gun
- Heat Gun
- Zip Ties
- Side Cutters
- Hot Glue Gun

your specific ears. The other good thing is you can take your foam transducers and have them upgraded to custom pieces later if you have some more cash. I chose the foam tipped transducers as a good starting point on a budget.

TYPE OF MICROPHONE?

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Choose which side of the helmet you want the boom microphone.

The most important part of the installation is to position the microphone. You want to make sure it is close to your lips and pointing in the right direction. The microphone I had used a little tab that should be away. Some microphones have a painted symbol to indicate front.

INSTALLING THE HELMET RADIO

Gather together the tools you are going to need. I like to start by removing the visor to prevent any scratches and give yourself a little working room. If you would rather leave it on, you can do that too.



Remove the sock from the microphone to make it easier to put in place.

Use the exacto knife to cut a small hole in the foam or fabric and slide the microphone boom into place.



With the microphone in place you can now line up the boom on the cheek pad and see where some of the padding material needs to be removed.



Use the exacto knife to remove material for the cheek pad. I took it slow, removing small pieces at a time. I worked from the microphone back, positioning the boom as I went to measure the next section and then moving it out of the way to do the cutting. I found a combination of using the exacto knife to cut the slices followed by a thin flat blade screwdriver as a chisel to remove the foam worked best.



When you have the boom placed correctly do a test fit against your face and make sure the microphone is in the right position.



When you are happy with the microphone position and boom placement use a bit of painters tape to hold it all in place.



Secure the microphone and boom in place using the hot glue gun. Less is more here. Just use enough glue to hold it in place without smothering the boom.



Re-install the microphone sock by sliding it all the way over the microphone and then guiding the small o-ring into place.



Now you need to anchor the ear bud jack and radio connect cable. Use some blue painters tape on the side of the helmet and a sharpie to mark the holes. I used extra painters tape to help position the jack and cable making sure they were out of the way of my HANS.

When you are happy with the placement and direction, use the provided P-clamps around the ear bud jack and cable to mark the needed holes for the rivets.



With the holes marked move the p-clamps and cables out of the way. You can see here I marked 3 holes. I only needed two but decided to move the ear bud jack further forward to avoid a kink in the cable.



Use painter tape to help protect the helmet surface and prevent chips when drilling a hole. Drill two holes with an 1/8th inch drill bit.



Remove the painters tape and you should have nice clean holes without any chips or cracks.



Rivet the ear bud jack in place using the provided p-clamp, washers and rivet with your rivet gun. The washer should go on top of the p-clamp. If the kit has extra washers they go at the back against the helmet shell to prevent pull out.



Rivet the radio cable jack into place. Make sure that the cable is out of the way and doesn't interfere with HANS device.



The ear bud jack and radio jack cable are now riveted in place.

Using the helmet strap anchor you can zip tie some of the cables up and out of the way. Make sure there are no kinks or sharp bends in the cables.



Check the cable fit placement with the cheek pad. Again make sure there are no kinks or sharp



bends.

Do a final test fit for the cheek pads, cables and microphone. Put the helmet on and make sure you are happy with all the placements, adjust if necessary.

Use the hot glue gun to install the cheek pad or padding back into place. Glue where you previously separated the padding away from the helmet. Use as little glue as possible. Press down firmly holding in place until the glue hardens.



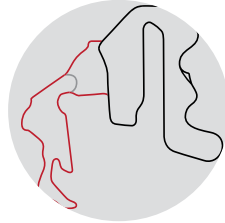
ABOUT THE AUTHOR:

James races a Spec Racer Ford in SCCA on the West Coast. Originally from Australia he moved to the US about 10 years ago for a job as an onsite contractor at NASA. When he is not managing the technical work on Small Spacecraft projects, you can find him brewing beer, tinkering in the garage or racing on the weekends. He operates KangaMotorsports.com, which discusses how to get involved in amateur racing, provides racer tips, maintenance articles for Spec Racer Fords and documents his Datsun 240z project build.

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THUNDERHILL REPORT

BY DAVID VODDEN



With apologies to the 300 ZX that wanted to have this slot in the Wheel, I will report, instead, on my last weekend as an SCCA road racer. Having now experienced said event, it occurs to me how many times a year in the SCCA racing world drivers who have participated in our programs at various levels, simply disappear.

No fanfare, no mention, no big deal. But it is. Clubs with their hand on the steering wheel know when drivers, and others, simply quit and fade into the sunset. They reach out to these people and ask what has changed, what they can do to continue that persons Club participation and, at the very least, ask them why they left and how they felt about their time with the Club. So, simple. So, vital. So not done. We can guess why people leave, but what if we knew? What if we learned how to do what we do better? What if we learned ways to keep more participants engaged, to get some back in the fold and, most important, what if we learned how to attract a huge number of new players into this thing we do? What a concept.

My last weekend as an SCCA racer was terrible. I sold my last race car to a very nice fellow who said I could race it this one last time. He was very generous and kind. Everyone told me not to do it. I did it. On race day #1 I skipped practice to save wear and tear on the car and because I do not need to practice anymore. I know that it is part of the "track-time" that I pay for. I shortened my qualifying session for the same reasons. I did, however, invest in some new Hoosier A-7's. Enough said there. I wanted to win in my last SCCA regional race in a Miata. Bad. Tim Auger was a no-show in my STL class so that meant that winning would be a lot easier. I did not win. Instead I had a right front hub that was brand new, fail entering turn 9. I was leading at the time and enjoying the prospect of two wins for the double-down entry fee made possible by calling one regional weekend a "double regional weekend". The hub failure at the fast and hairy turn 9 apex felt like a flat tire at first. If you race you know that the brain switches from subconscious racing mode to analysis mode to determine what to do with this new information. By the top of turn 9 it could have still been a flat but the noise and vibration was not right. The mystery took a turn [no pun intended] when the car dropped down on the right corner and the all-too familiar sound of bending metal caught my ears. It was another broken wheel my brain told me but that was wrong too. I did not deduce this as the wheel left the front of the car and began a long, straight trajectory toward turn 10 and beyond. It could have still been a broken wheel center, I thought. I had a wheel center pull out last year at a Fontana event with the always benevolent Cal Club. It happened on the first lap of an STL race there. Back to turn 9, I slowed, realized where I was and, somehow, deduced that I could drive the

crippled race car, to a safer stopping spot. I forgot that I did not own the car anymore and discarded the idea that damage might accrue from driving the car after the wheel and the hub and brake rotor and caliper had all left their usual positions. I hurt the fender a lot. In the SCCA tech paddock, I saw that only the center of a now dissected front hub remained. All else was AWOL. The wheel was found later with the rotor and returned.

My last weekend of racing with the SCCA turned into my last day and it was over. All that was left was to load the car on my trailer so I could take it to Marc Hoover for repairs and so that John Anderson would be receive a car as good or better than before the weekend started. To add insult to injury the SCCA folks were reluctant to help me load my car onto my trailer. It got done but it left me with a very personal example of how we [the club through our member interactions with each other] can alienate drivers [and others] who then leave the Club vowing never to come back. Along the way, they make sure to tell everyone how awful the SCCA was, is and will forever be. This happens more than we want to know. It is how we got our reputation that Mike Smith's PERF program was designed to stop. I do not say bad things about the Club. I sell the Club, and have done so for thirty years, so it would not possible for me to do both. I believe in the best things about what the Club is and can be again.

I say that my road racing is over because I do not own a road race car anymore. I have been too busy to race anyway but, I have thought about renting a car for the October season final and calling that the END of my SCCA racing experience. We'll see. Rentals are more expensive than they were when I raced with Larry Oka in Datsun 510's, RX7's, and Miata's. I'll just have to see if the "itch" needs to be scratched and if I forget about the towing incident.

Speaking of the October season final for the Club, plan now to race that weekend. It will be the beginning of the 25th anniversary of Thunderhill Park. It will have great weather, good food and lots of other reasons for you to attend. The dates are October 26-29. The 26th is an Open Test Day. The final points regional will be Friday and Saturday with Sunday left for the return of the RDC 4-Hour Endurance race.

The RDC Enduro stopped because no one came. It will be interesting to see if anyone comes this year. I hope so. I hope that the reincarnation of this event is based on new thinking, new ideas and

new offerings for the racers who participate. I also hope that it has nothing to do with recapturing the "good ole days". It just won't work. Either we have a new, very relevant endurance race that recognizes what racers want in such an event or we don't. I see no middle ground.

Members who want to have a say in the above and the future of the SFR/SCCA should step up to the plate and get into the decision-making seats that determine our future. You can do this by getting signatures and membership card numbers from fifty [50] current members on a petition. You send that to the Club office by the deadline in September and then begin campaigning. You do this by telling people at races that you are running for the Club board and that you would appreciate their vote. After the votes are counted in November you will take you seat as one of six directors and the game is on. You will be elected because there has not been a contested election for some time. There are three board seats open. You serve for two years and then, if you are a dynamic leader with a vision of the future that is powerful and real, you can run for the top-dog position of Regional Executive and really make a difference in the fate of the SFR/SCCA. The best candidates should have no personal agenda or small-time gripe to address. That is too small of a reason for taking on the fate of the Club. Recapturing the "good Old Days" is also a deal killer. It can't be done and it would not be "good" anyway.

A good candidate would have a sense about what is happening in recreational motorsports. They should be asking what a new crop of men and women might want from their connection to recreational road racing. They would need to be open to the answers. Old boundaries, old ideas, clichés, and old ways of doing things should all be on the cutting block, on an as needed basis. The key to the future of the SFR/SCCA is being relevant to a new body of users in a fun, safe and different way of providing racing opportunities for recreational racers. This process is being done very well right now by any number of track groups. A solid candidate should be on the lookout for successful efforts in play today and use these examples as a launching point for the SFR/SCCA of tomorrow. I should run for the board? Hmmmmm? Stay tuned.

Speaking of running for a Club office, long time Regional Executive, Dr. Robert Gary Pitts will step down after serving three good years. His efforts merit many accolades. He will now run for the position of Nor Pac [really San Francisco and Reno] Director representing us all at the big SCCA office in Topeka. His resume makes him the best candidate by far so I hope that you will all take the time to vote for him in his latest endeavor on all our behalf. The purpose of this whole narrative is to get you to step up and do all that you can to make sure that your kids and grand kids have a place to play [race] with four wheels under them.

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DSR
Ted47dsr@sbcglobal.net

<< Continued from Previous Page

Perhaps the next column will be from the Japanese Nissan 300 ZX that wants so desperately to tell its story. Heck, with a Japanese driver winning the Indy 500, the story might be very timely. See how things change?

One last note.. I enjoyed knowing Larry Albedi. I met him in circle track racing at Calistoga Speedway in the seventies where we shared the microphone for the first time. I got to see his son Lou race sprint cars. I bought a car from him at Albedi Motors. He was the consummate racer and a great asset to our sport. His SCCA membership number was 108. He would have been 86 this month. RIP good friend!

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



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



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



1992 Van Diemen FF. Loyning Runoffs motor. Stack dash, Technomagnesio wheels, Penske shocks. This model FF has almost won the SCCA Runoffs and currently wins races in England. RACE READY. \$10,000 Jerry Pacheco 530-367-3899 1812

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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 1811



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

FENDERED RACE CARS

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



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



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



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 rear end. ECU has been tuned for max. power and torque. Motor and transmission are stock and low mileage. Hawk brake pads, Cobra racing seat,



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



Spitfire Roller For Sale. MUST SELL — Please Make Offer. Ex-Tom McCarthy Car. Tom Ran at Atlanta, Then sat one season, I bought it. I made numerous improvements, used it for my Driver's School at Sears Point, got my two races in. And then divorced. Stored indoors since. Complete EXCEPT NO engines, transmissions. Has very rare Positraction, McCarthy axles, full gauges, three sets of wheels Spare Spring Towers, Used Super Trap Muffler. rhostler@gmail.com 1811



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 1811



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 rear end. ECU has been tuned for max. power and torque. Motor and transmission are stock and low mileage. Hawk brake pads, Cobra racing seat,

FIA six point harness and NRG steering wheel and removable hub. Spares as well. Trailer is nearly new two axle car trailer with 4 wheel electric brakes. Wooden deck and ramps. Asking \$14,000 for the whole package. My phone number is 925-389-0447 1809

2 Austin Healey Sprites For Sale! \$1,000.00 obo. 1 1962 and 1 1965 Sprite projects. To start with I am selling these Sprites for a fellow race partner, John True. He needs to move these cars so he can move. 1 has been seam welded and cleaned and premiered. The other has been cleaned and premiered. There are engines, transmissions, rear ends and suspensions should be enough parts to build 2 cars, too many parts to list. There are several racing parts that are very hard to find and come with them. The Parts were from Butch Gilberts collection of parts. If you only want one that is ok it can be worked out. I do have pictures and can text to you. Great Project for someone to build one for vintage racing and the other for the street. I am not sure if he has the titles for the cars? But I am sure you can get a title. If you contact me I will give all that I know as that I helped with the project but things changed. Paul Gilbert 775-762-4431 paulracer152@sbcglobal.net. 1703



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



AV8 Supercars has two Spec Mustangs for Sale. Both are ready to win and have!



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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 1808



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 1802



T1 2013 Ford Mustang Boss R Fastest T1 Mustang on the West Coast. Ford Factory Built Race Car. New Huffaker 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 1802

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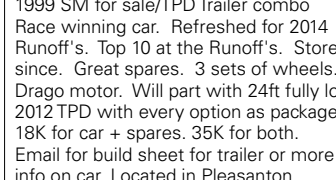
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FOR SALE, 1967 FORD CORTINA, \$1500.00 OBO. In excellent condition 4 door Ford Cortina. I am selling this for my race partner John True. He bought the car from a gentleman on a business trip many years ago and had it shipped here in Reno. I put a better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

SPEC MIATA



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



1999 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 1810



Two BMW E36 IT-prepared rollers for sale, one with some front end damage. Complete race-ready drivetrain for ITA 1.8l available, prepped to IT limits and chipped. Aggressive limited slips for

1991 Spec Miata - 1.6 l 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 1804



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 1803



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, Renne metal ballast weights and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013 Clear CA title with plate n drive it to the track! Extras! Stock wheels w/ new Dunlop 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 1803

"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 1802



Two BMW E36 IT-prepared rollers for sale, one with some front end damage. Complete race-ready drivetrain for ITA 1.8l available, prepped to IT limits and chipped. Aggressive limited slips for

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



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 VW/GPS-OZ wheels - cat drop pipe. Frank Shoemaker (916) 919-5750. \$22,000 OBO 1608

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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 1608



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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. Traqmatic 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 1505



Pro-Built EP/DP Miata. Only the best: Penske, Rebello, TC Design, OS Giken 949Racing, E85, Proven D-Prepared & Index Solo winner. Craig 408-460-1201 cnorthc1400@yahoo.com https://sites.google.com/site/craigsdpmiataforsale/ 1411

STREET CARS



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

TRAILER/TOW

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



2000 Pacific 5th Wheel Aluminum Enclosed Trailer. 3 Axle 8,000# Thorsion Suspension, Hydraulic Exterior/Interior Lift, 6500w Onan Gen. Set Emerald Plus, Tire Rack, Fuel Storage, 12V Inside/Exterior 110 Mercury Vapor Lighting, Interior Counter & Cabinets, Polished S.S.; Sides/Tail, Diamond Plate; Floor, Back Door, Observation Platform, Rear Door 80", Fold-Down Flap Door Ext., Box Incl. Overhang, Ball 2-5/16, Overall Length 38' Inside Ht. 9'4", Polished Alcos, Goodyear Tires, Garaged Kept Always (707) 747-1289 Asking \$35,000.00. 1704

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



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



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

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