



VOL. 57 | MAY 2016

The wheel®

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

A photograph of John Kelly, a man with glasses and a dark cap, wearing a dark trench coat. He is smiling and looking towards the camera. The background is a blurred outdoor setting with trees and a fence.

JOHN KELLY

p. 26

DOUBLE REGIONAL 1&2 LAGUNA SECA

p. 10

THE ULTIMATE CHALLENGE THUNDERHILL MAJOR

p. 18

— JUNE 2-5 —
MAZDA RACEWAY AT LAGUNA SECA

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May 2016

Cover photo, John Kelly at a Pleasanton Autocross, photo by Larry Trice
and photo above by Laura Stich

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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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The Wheel is the Official publication of the San Francisco region of the Sports Car Club of America located at 5250 Hwy 162, Willows, California 95988. It is published monthly by Wheel Publications, 6185 Riverbank Circle, Stockton, California 95219. Opinions expressed herein are those of the author and not necessarily those of the San Francisco Region, Wheel Publications, The Wheel, it's staff or advertisers. Material submitted to The Wheel that is slanderous, libelous, profane, pure inflammatory criticism offering no constructive alternatives, sexually explicit or material as directed by The Board, such as competitive series schedules, ads, etc. shall not be published.

Permission to reprint materials from The Wheel is hereby granted to all SCCA regional publications with the agreement that full credit be given to the author and The Wheel.

The Wheel • ISSN 0888-1103 • USPS 0625-160 • is published monthly for \$15 per year for the San Francisco Region of the Sports Car Club of America, 5250 Hwy 162, Willows, California 95988. Periodicals Postage paid at Willows, CA and at additional mailing offices.

The
wheel
SCCA

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Willows, CA 95988

2016

JOHN KELLY CELEBRATION OF LIFE

SATURDAY, MAY 28
11:00 AM TO 2:00 PM

Pleasanton Hotel
855 Main Street, Pleasanton, CA 94566
Contact: lolipop487@comcast.net

FRESNO SCHEDULE

Event 4 – May 29
Event 5 – June 19
Event 6 – July 9
Event 7 – August 6
Event 8 – November 19
Event 9 Enduro – November 20

*All events at Fresno Fairgrounds.
Hope to see you there!*

2016 SFR ROAD RACING SCHEDULE Any changes will be shown on www.sfrscca.org

MAY

Double Regional 3 & 4
May 14-15 | Thunderhill

JUNE

Double Regional 5 & 6
featuring the Spec Racer Ford Festival
THURSDAY TEST DAY
June 2-5 | Laguna Seca

JULY

Double Regional 7 & 8
featuring Spec Miata Festival
July 1-3 | Sonoma Raceway

Double Regional 9 & 10
July 22-24 | Laguna Seca

AUGUST

Pre-Reunion
PRO SUPPORT
August 13 - 14 | Laguna Seca

Reunion

PRO SUPPORT
August 18 - 21 | Laguna Seca

SEPTEMBER

"Mazda Road to Indy"
PRO SUPPORT
Sept 9-11 | Laguna Seca

Double Regional 11 & 12
Sept 24-25 | Thunderhill

OCTOBER

Pirelli World Challenge
PRO SUPPORT
October 6-9 | Laguna Seca

Season Finale
Double Regional 13 & 14
October 21-22 | Thunderhill

Annual Awards Banquet
October 22 | Willows

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CALENDAR

SOLO SCHEDULE

2016 Bay Area Autocross Schedule
Tentative as of Jan. 14, 2016
<http://www.sfrautox.com/>

Round 5

June 5 | Marina

Round 6

June 11 | Crows Landing

Round 7

June 12 | Crows Landing

Round 8

June 25 | Marina

Round 9

July 24 | Marina

Test N Tune

August 6 | Crows Landing

Round 10

August 7 | Crows Landing

Check www.sfrautox.com for dates.
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SCHEDULE FOR ALL DATES

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

SACRAMENTO 2016 AUTOCROSS SCHEDULE

Round #3 SCCA Sac. Cup /PAL Event
May 21 | Mather Airport

Round #4
SCCA Sacramento Cup
May 22 | Mather Airport

Round #5
SCCA Sacramento Cup
May 28 | San Joaquin Fairgrounds

Round #6
SCCA Sacramento Cup
May 29 | San Joaquin Fairgrounds

Round #7
SCCA Sacramento Cup
July 30 | San Joaquin Fairgrounds

Round #8
SCCA Sacramento Cup
July 31 | San Joaquin Fairgrounds

Round #9
SCCA Sacramento Cup
August 27 | San Joaquin Fairgrounds

Round #10
SCCA Sacramento Cup
August 28 | San Joaquin Fairgrounds

Round #11
SCCA Sacramento Cup
September 10 | San Joaquin Fairgrounds

Round #12
SCCA Sacramento Cup
September 11 | San Joaquin Fairgrounds

The "Bill Fleig Memorial" Enduro Day 1
October 15 | San Joaquin Fairgrounds

The "Bill Fleig Memorial" Enduro Day 2
October 16 | San Joaquin Fairgrounds

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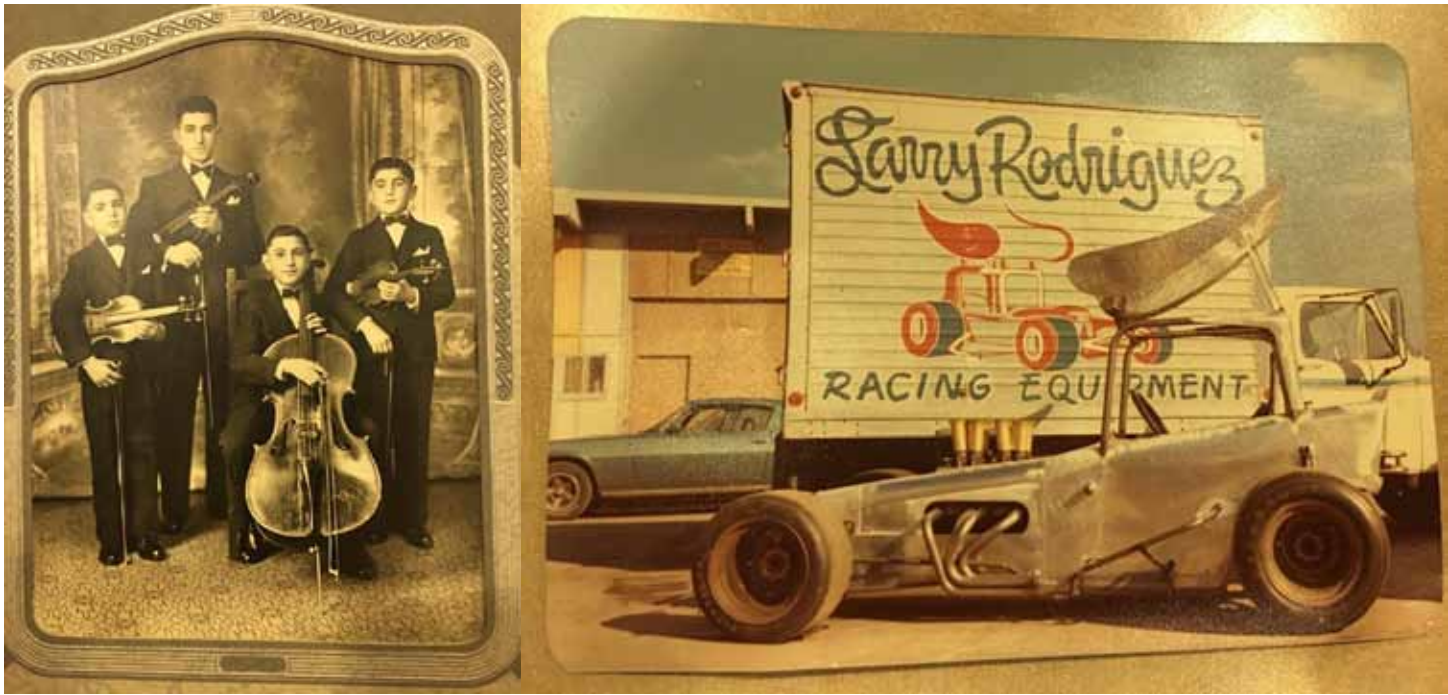


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WHEELWORKS

BY **BLAKE TATUM**

I was talking to a friend of mine the other day and I asked him how his business was going. He told me it was going very well. I asked him why and he told me that it comes down to the people. The people you have working for you.

Putting the magazine together I look at thousands of pictures of racecars. After a while they all start to run together, but when I see the pictures of the people involved it brings smiles to my face.

Most people think of quto racing as an equipment-based sport. But the way I look at, it is the people that make it fun, it is the people you see at the track that make the effort worthwhile.

One of these people was Larry Rodriguez. Larry was the Hoosier Tire vendor



that serviced the competitors of SCCA for over thirty years. Unfortunately Larry passed away recently at the age of 90.

My first memories of Larry include buying my first set of tires. Larry was always the guy asking how everything was going. He would stop by your pit area and talk. He would be the guy that was always encouraging you to work hard and to never give up.

When I first started auto racing I was clueless. Auto racing has a habit of taking these clueless people and devouring them. If you are not determined, pretty soon you find yourself taking on a new hobby like bowling. Larry was one of the people who was there full of reassurance. He understood the heart-ache and pain one goes through as they learn about the sport. Larry was the guy that would offer advice along with a large helping of encouragement.

Larry reminded me a lot of my father. They both had that olive complexion, hair combed back, and that never ending entrepreneurial spirit.

The fact that both of them cut their teeth on the oval tracks of northern California probably had a lot to do with it also. As my father and Larry got to know each other, they shared war stories of their days running the Northern California racing circuit.

Names like Lemoine Fry, Dave Duncan, and Johnny Brazil, were often part of their conversation. The two of them enjoyed hours of bench racing as I toiled over my racecar.

Larry was also a very happy guy and whenever you were around him you could not help but be in a good mood, except for one time.

I had stopped by Larry’s tire area on my way to get some fuel from the gas pumps. He asked me where I was going and he asked why didn’t I buy some fuel from him. This was right after SCCA implemented fuel testing standards so my first question to him was whether the fuel was legal. He answered immediately in the affirmative and then went to the back of his van and pulled out a five-gallon container of ERC Racing fuel.

I put the stuff in my car, won the race, and gave a sample in impound. Much to my dismay the fuel did not pass and I was disqualified from the race. Upon hearing of my disqualification I pushed my car away and threw the checkered flag hitting the car of the new winner, Pete Law.

As I pushed my cheating vehicle down the pad-dock straight towards my pit I stopped at Larry’s tire stand. I then started screaming at him and told him he sold me some illegal fuel.

Larry was completely caught off guard and did not know what to say. After an hour or two he came over to apologize to me. He thought the fuel was legal and did not purposely sell me anything illegal. Today I laugh about it and realize that it is one of those events that make for good bench racing.

Larry was a WWII vet and spent his military career in the European theater serving under the command of General George Patton. When Larry and my dad were done talking about racing they would switch to talking about the war.

I know if they lived within close proxim-ity to each other they would have been best friends.

Larry was born in Hawaii. He moved from the islands to the mainland when he was around 3 years old. His father too was born in Hawaii, but his family was from Portugal and Spain. His mother was born in Spain. The family first moved to Oakland and then Santa Clara.

Growing up Larry was always a hard worker, in-novative and a self starter. He learned at a young age to play the cello from his father. He has two younger brothers Frank and Benny that also played instruments. Earning a living was more important than education so the eighth grade was as far as he got.

On June 19, 1949 he married Theresa Souza and in 1957 had their only child Laurie.

After the war he worked as a taxi driver and cabinet maker. Working for someone else did not appeal to Larry so he started his own cabinet shop.

In the meantime, he started working on cars. The racing bug did not hit him until he attended a race with Milt “Smitty” Smith. Once it did hit him there was no stopping Larry. The combina-tion of his desire to be his own boss and to be involved in auto racing led to the formation of



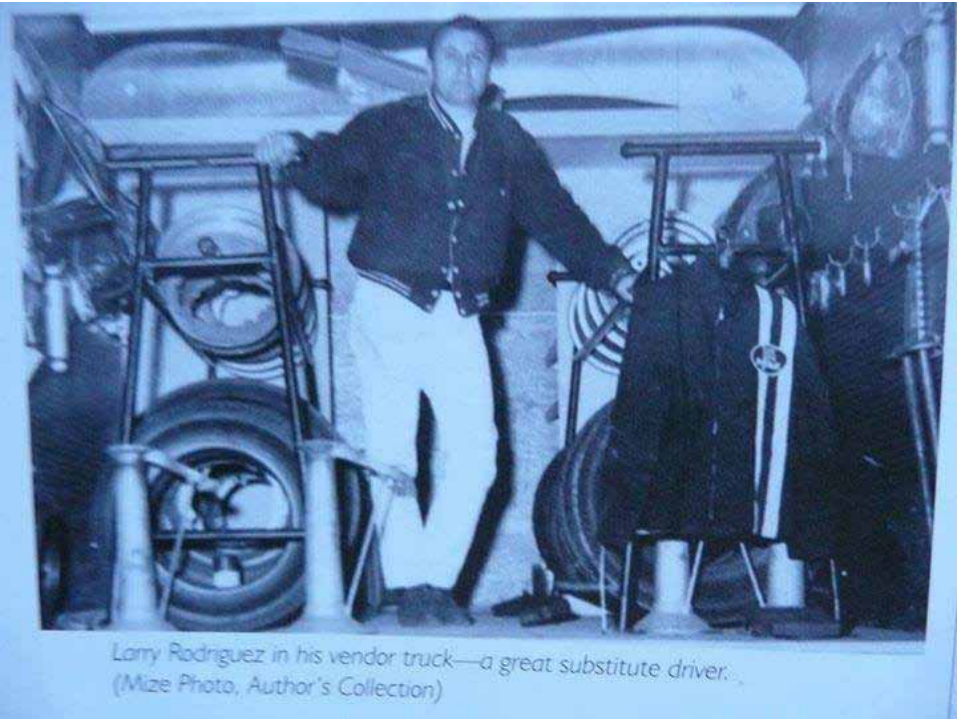
Rodriguez Racing Equipment. The store was located at 2970 Daylight Way in San Jose.

One of the more interesting races Larry had was at Stockton 99 Speedway. It was back in the hardtop days and Larry had a 34 Dodge powered by a six cylinder 292 cubic inch motor. The straight six had a 500 CFM carburetor and com-peted against cars powered by 340 and 350 cu-bic inch motors. Stockton was hosting a 50-lap main and the race was going to be a combination of speed and economy, two words that are not usually found in the same sentence. Larry was able to wheel that little six cylinder around the ¼ mile banked oval beating out several larger displacement cars. Just as Larry took the check-ered flag the little engine sputtered and popped, eventually coasting to a stop completely drained of go juice.

Many racers and people in racing got their start at Larry’s shop. A combination of a love of the sport and a desire to help his fellow racers led to Larry often times allowing his customers to pay for their purchases at a later time. Larry believed in his customers so much that he never asked questions about how the debt was going to be paid back. He expected them to be men of their word and never hunted down people for payments or bad debt.

Larry became a Hoosier tire dealer and as Hoosier started to make more and more tires for sports car racing, Larry naturally migrated to SCCA events. Larry was a hard working individ-ual. He was seen up early breaking down tires and mounting new ones for his customers. The working conditions were taxing and more times than not he accomplished everything without any assistance. The sight of the purple and white folding trailer is certainly missed by all.

Life passes us by. People come and go. A true test of your impression on the world is if others think about you when you are gone. Larry, thanks for the good times, thanks for the laughs, and thanks for the gas. Thinking of you my friend.



NOTES

from the Archive

If you've ever attended the Monterey Historics, the Wine Country Classic, a Classic Sports Racing Group (CSRG) or other West Coast vintage sports car racing events, then you no doubt have seen a familiar sight - a bright red Ferrari 250 Testa Rossa (TR), number nine, circulating quickly around the track - the unmistakable exhaust note of the 3.0 liter V-12 engine rising and falling with each gear shift as the driver negotiated turns and accelerated down the straight-aways. This icon of a by-gone era of sports car racing remains one of the most beautiful looking and glorious sounding cars to ever grace a race track.

The proud owner of this particular Ferrari was David Love who first came in contact with the Testa Rossa ("redhead" in Italian) in 1965 and the two raced together almost continuously for the next forty-eight years. However, this is not simply a story of one man and a Ferrari, but rather about his fifty year relationship with both SCCA and vintage racing, his love of automotive history and classic sports cars, and his participation in the development of two significant vintage racing institutions.



Follmer passes Love - Cotati National 1967

DAVID LOVE

BY GARY HORSTKORTA



Restored and racing - Laguna 1965

Love began sports car racing as a college student in Louisiana first with a borrowed MD-TD then in his own race car, a Porsche 356. Initially he participated in tours, rallies and autocross but eventually obtained his SCCA license and went road racing. After earning his Master Degree from Tulane University, Love moved to California in 1961 and took a job with the Lawrence Berkeley Laboratory. He joined the San Francisco Region/SCCA and began racing a replacement Porsche (the first one had been stolen) in local events but had his eye out for a faster car. He purchased a Porsche 550A in 1963 and continued racing throughout

the season and into the following year. An opportunity to buy a well used Ferrari 250TR was too tempting to resist but the car required a complete rebuild which took over a year to complete.

As it turned out, this well-used Ferrari had very interesting history. The 250TR (SN. 0754) was one of only nineteen such models made for customers and it was originally purchased new from the Ferrari factory by Jaroslov Juhan, painted blue and raced at the 1958 LeMans. Unfortunately, the car was involved in an accident on the seventy-second lap and was unable to finish. It was returned to the factory for repairs, repainted red, at which point Juhan shipped the car to the United States to his old friend Vasek Polak, to be sold on consignment. Ernie McAfee raced the car at Del Mar before it was sold to Seattle resident George Keck in 1959. Keck raced the car for the balance of the year and held the lap record at Westwood in British Columbia before selling it to Jack Graham in Northern California. Graham raced the car extensively in California before he was involved in a crash at Laguna Seca. Graham spun the Ferrari and exited turn four backwards, eventually ending up in a tree. The result was a very battered Ferrari, the remains of which Graham sold to a

prospective racer from San Francisco who then sold it to another local buyer.

Prior to Love acquiring the car, the two previous owners made attempts to repair the Ferrari with mixed results. While the car was drivable, it needed a complete restoration to bring it up to race ready condition. Love found the cams in the engine had been mistimed resulting in bent valves, a cracked crankshaft and worn out pistons. The front suspension had been installed backwards as were the front brakes, barely making the car roadworthy and of course the body needed further attention as well. Over the course of the next year, Love totally rebuilt the car with help of several local experts, which also included an engine transplant. Setting aside the damaged engine that came with the car for future repair, Love purchased a replacement 3.0 Liter, V-12 engine for \$750 which his friend Gordon Mills located at Otto Zipper's shop in Southern California.

Prior to the 1965 season opener at Vaca Valley Raceway, Love and Stephen Griswold took the Ferrari to Cotati Raceway for a test and tune session. The session went well and so did Love's race at Vaca Valley where he finished first overall. He continued placing well for the whole season and finished first in regional points for the D modified class. Love raced the 250TR for the next three years entering events at Cotati, Vaca Valley, Candlestick Park, Sears Point, Riverside, Laguna Seca and Camp Stoneman with many top finishes in class. However, a combination of SCCA rule changes and newer car designs took the enjoyment out of racing his Ferrari and brought about a decision to pull the



Love in Porsche at Corkscrew - Laguna 1963

car out of competition. To keep his driving skills sharp, he formed a partnership with Tupper Robinson and purchased a Lynx Formula Vee which they shared in local SCCA races for the next three years.

Love raced the 250TR for the next three years until it was outclassed by newer, faster cars and changes in SCCA rules. Not wanting to park the car Love looked for places to continue running it but there were no organized events on the west coast for "old" race cars. In 1968, Love contacted his friends Dave Burch and Gordon Mills and between them, they made a list of owners of similar cars and invited several to join them for a day's fun at Vaca Valley Raceway. The small group continued to expand their list of vintage car owners and in 1970, rented Cotati Raceway for a day of hot laps, time trials and handicap races. More Cotati events were held which eventually lead to



One trashed Ferrari - 1963



Restoration underway 1964



Sears RDC Enduro Dec 1968

termission at the Can Am race) in 1970; six times at Cotati and once at Laguna Seca (1971, 1972); then in 1973 they negotiated the regular use of reopened Sears Point Raceway - CSRG was on its way and Love was still racing the 250TR.

A Southern California visitor to the early CSRG events was Steven Earle who struck up a friendship with Love. The friendship lead to a discussion about racing vintage cars around the old Pebble Beach course, an idea that Earle ran with and in 1974 the first Monterey Historics was organized at Laguna Seca. Love and his trusty Ferrari were right there on the front row and he entered every succeeding event until his retirement from racing in 2009. The relationship with the TR250 lasted over forty-five years and through two hundred and fifty races, a remarkable career for both driver and car.

the group deciding they needed a name and after some discussion, it was member Sid Colberg (former SFR Regional Executive and racer) who suggested the Classic Sports Racing Group (CSRG). Activity for the group gradually increased with additional gatherings at Laguna Seca (in-



Group six competitors fight for position on the first lap.

DOUBLE REGIONAL 1 & 2

MARCH 18-20, MAZDA RACEWAY LAGUNA SECA

BY **STEVE JAROCH** PHOTOGRAPHY BY **CHUCK KOHLER**



#38 Jim Mali and #21 Bruno Carneiro racing hard.

RACE 1, GROUP 7, SMT, SSM, SM
Saturday morning saw a late start of the Group 7 race due to dense fog. Forty-one cars started the 14 lap, 25-minute contest. After one lap, T6 had Tim High, #5, spin off and hit Patrick Casey, #95. Patrick would continue to the pit lane, while Tim went off, mechanical, driver's left, at T7, where he was considered "safe" until the end of the session. There were the usual "spun & continued" and "off & ons" but nothing to write home about. In the end, pole-setter, Tim Auger, #07, Augersmiles.com, took the overall victory in his SMT. Margin of victory was 1.365 seconds. Marco Gallaher, #8, who qualified 5th would finish 2nd, and Mason Filippi, #21, would finish where he qualified, 3rd. Joe Rombi, #48, Flying Meatball, was the fastest qualifier in SSM and finished 1st in class, and 8th overall. David Allen, #61, was 2nd in class and 13th overall. Gregory Hoff, #97, who battled with Dave throughout the race

would finish 14th overall and 3rd in class. In SM, Tommy McCarthy, #23, Du-All Safety, would get the full complement of points for his win, finishing 10th overall, while Brent Hatchet, #1, was 2nd, and Ward Rose, #15, 3rd.

RACE 1, GROUP 6, SRF, SRF3

Fog continued to play havoc, as Group 6 had a delayed start. The only "no show" was Ken Woolley, #41. Thirty-four cars would make the field and while after two pace laps the "Black Flag All" was displayed, bringing the cars into the hot pit lane. Once the clock was reset to 18 minutes the pace lap took to the course. Prior to the green flag, Chris Jackson, #8, made a call to the pit lane. The Starter called Lee Douglas, #2, out of position by a full car width. In T2 Bill Booth, #57, would spin off & on which cost him from his 11th place qualifying position to his 23rd finishing position. With five minutes remaining, the #87 of Andre Perra, would have side-to-side contact with Stuart Baumgard, #39. Fault #87. The #87 was also found blocking Brandon Lewis, #5, in T7. This race was a barn burner, not only for the Gen 3 cars, but the Gen 2's also. The last lap had the pole-setter, Umberto Milletti, #34, Bulldog Motorsports & InsideView, take the overall win. The margin of victory was .325 seconds! "Hot Rod" Todd Harris, #21, would finish where he qualified, 2nd, while setting a new track record of 1:39.000! John Black, #17, would do the same, finishing 3rd, where he started. The margin between 2nd and 3rd place was 1 second. In the Gen 2 ranks, Ed Railton, #01, Cook Motorsports, would continue his hot streak, with the win in class, finishing 17th overall. The margin of victory was .2 seconds! New Drivers School graduate, Jeffrey Cook, #32, finished 18th overall and 2nd in class. Michael Boyle, #53, finished 19th overall, and you guessed it, 3rd in class. Again, close finishes were the order of the day as Jeffrey was only ahead of Michael by 2.9 seconds. Great racing throughout the field in this 13 lap contest.

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

Only 11 cars would qualify for the Group 4 race. Only 8 would finish the 16 lap, 25-minute contest.

In the opening lap, Richard McClosky, #6, would retire after being slow through T6, stopped at T7, driver's right, "hazardous", bringing out the double yellow flags and the Safety Car. He would be taken back paddock. Alex Kirby, #81, L.A. Prep Inc./Fast Forward Racing Components, and Scott Vreeland, #51, would battle the entire race but Alex would find himself with the checkered flag by a mere .5 seconds! A full complements of FC points in his pocket. The FF battle between Chuck Horn, #54, and Denny Renfrow, #11, would go on all race until the #11 had a spin & continue at T6 on lap 13 which dashed his hopes for a win in class. The California Hotel/Porter Racing #54 would go on to victory once again. The #11 would finish 5th overall and 2nd in class. Ben Beames, #2, Beames Farms, F5, would be the only car in class but the "Weed Wacker" stated on Facebook that he had a lot of fun running with us.

RACE 1, GROUP 3, GT1, 2, 3, GTA, SP, EP, ITE, N3, NL, T1, 2, 4, SS, PC, SE46

What do you get when three "pro" drivers show up in "purpose" built cars to battle two extremely fast Porsches out of the Northwest Region with



#11 Denny Renfrow has #81 Alex Kirby stalking him out of turn 11.



#24 Jonathan Sugianto has #23 Jim Devenport breathing down his tailpipe.



#01 Ed Railton and #86 David Kay lead a pack of Spec Racer Fords.

equally talented drivers? One hell of an entertaining race! The remainder of the 17 car Group 3 field were also up to the challenge, as evident by the results. The three drivers from France made it a point to join us at the Friday evening Social and were very friendly and open to any and all questions from the workers. EXR Series co-founder, Romain Thievin, #99, Hexis sponsored EXR LV03, is a Mitjet V6 ST which laid down a blistering 1:29.997 during qualifying. He battled the entire 16 lap event with Wade Carter's #74, Porsche,



Group four heading into turn two.

and the #44 Porsche of Ernie Spada. In the end Thievin would prevail overall and in SP by 6.3 seconds. Carter ended up 2nd overall and 1st in GT1. Spada would have to settle for 3rd overall and 2nd in class. Marc Kibort's #19, took top honors in ITE, while finishing 5th overall, just .7 seconds behind 4th place finisher, Robert Davis, #81, who was a lap down from the leader. GT2



Group three roaring into turn two!



Large contingent of Formula Mazdas. #8 Randy Sturgeon is followed by #84 Woody Yerxa. #28 Tabak and #77 Derry O'Donovan go side by side.



#79 Clark Nunes and #77 Wilson Powell.



#61 David Allen, #97 Gregory Hoff, and #99 Frank Rombi in a very tight battle.

spoils went to Bob Corliss, #17, Robert Talbott Motorsports, finishing 6th overall after starting at the back of the 17 car field due to sound issues during qualifying. Tristan Vautier, #98, EXR Series Sporting Advisor, in his Mitjet 2.0L, would finish 2nd in SP & 7th overall, while the sister car, #97, of EXR Team Manager, Alexandre Premat, was 3rd in SP & 8th overall. The only GTA was

Rudy Peters, #64, AARDSOLUTIONS.COM. The only GT3 was David Witkowski, #77, while the only EP was the #56 of Matthew Insley, Pasillas Tire Service. All would accept their checkered flags and take their well-deserved victory laps. After 10 laps, Mitch Marvosh, #29, would be the only car to retire early. Brian Anderson, #30, took T2 wide while being overtaken by the two EXR LV02 cars and suffered a flat tire, but once repaired, he would finish the race. For additional information on the EXR Series their website is www.exrseries.com

RACE 1, GROUP 2, FA FB, FS, P1, P2, FE, FM, S2, DSR

Last race of the morning saw a split start. First wave consisted of seven P1 cars, two DSRs, and one FE, Greg Paul, #7, Bulldog Motorsports, Greg Paul Produce Sales. The 19 cars behind the Pace Car had 9 FAs and 10 FMs. Brad Drew, #78, & Stew Tabak, #28, had to start at the back of the field due to sound issues during qualifying. Scott McPherson, #57, who was scheduled to start outside the 3rd row of the first wave, stalled on grid and retired prior to the green flag. On the

opening lap, Charles Chi, #98, was found not leaving racing room in T2, forcing Bruce Brown, #62, to go off & on. Howard Sklar, #16, had his share of problems, as he was slow in T7 on lap 1, made a pit stop, went back on course, only to be slow in T5 & T7, made another call to the pit lane, and was forced to retire after only completing 1 lap. The #62 would become high-centered at T5, bringing out the double yellows and the Safety Car. Upon the restart in T2, issues developed between Derry O'Donovan, #77, Brad Drew, #78, and the #22, P1, of James Paul. The #77 & #78 would retire after completing only 7 laps. The #62 went back paddock after 8 laps, as well as the #22 which was done for the weekend, suffering major damage. Pole setter, James Devenport, #23, Cranbrook Group Inc., P1, would go on to win the 13 lap contest over John Manfroy, #18, by 8.895 seconds. Jim Mali, #38, would bring home the bacon in FA, finishing 4th overall, 1 second ahead of fellow FA driver, Edd Ozard, #32. DSR winner, Robert Christensen, #66, Christensen Collision Center, finished 9th overall, while William Weaver, #67, James Parker Insurance Associates, was victorious in FM and finished 13th overall. The #81 of Asher Kaiser was caught committing multiple passes under the double yellows and paid the price in the end.

RACE 1, GROUP 5, AS, ITS, ITA, ITB, ITC, ITX, ITR, STL, STU, SE30, SMG, FP, HP, T3, B-SPEC, GTL

Saturday afternoon saw our last race before going back to qualifying. Group 5 NEVER disappoints and this race was no different! Forty cars set qualifying times on Friday. After completing only one lap, Steven Hussey, #37, the only HP, took his Lotus back paddock, while the only FP of Albert Correia, #60, pulled off driver's left, T2 exit, in his Porsche 914. On lap 9, Zack Anderson, #96, went off, driver's left, T6, and made a call to the pit lane. At the same time, T5 had Bruce Trenery, #2, pull off driver's right, "safe", which would require a pull tow at end of session. On the same lap, the #07 of Tim Auger would make a pit stop and retire his car with mechanical issues. We had the #53 pull way off driver's right in T1 where Terry Gibson would remain until the 15 lap event was competed. T5 reported that Gregory Hoff, #97, was blocking the #06 of Sean Wheeler during lap 11. In T2 David Ray, #30, did not provide "racing room" to the #06, both had body contact which sent the #06 to the back paddock with a right rear flat tire and the #30 would be off "mechanical" at T5, turning the race lead over to the ultimate winner, Tom Wickersham, #01. Tom, the only T3, set a new track record of 1:41.308 in his Maine Straight Racing, Competition Autowerks, BF Goodrich, Mustang. He would finish 28.611 ahead of his nearest competitor, Bob Bradfield, #36, who took top honors in STU, sponsored by

Bobcat Bicycles & Rusty's Repair. Terry McHenry, #49, pulled off driver's right at T11 exit. He completed more than half the laps of the race so he will take the full AS points. On the last lap car #05, Albert Goncalves, went off in T2, "safe". With the top SMG contenders out of the race, NOVICE driver, Clark Nunes, #79, found his 1st victory & 3rd overall. (Drivers School was just two weeks ago folks.) Wilson Powell, #77, finished 4th overall & 1st in STL. Top ITA, finishing 5th overall was the #42 of Michael Niemann, Team MiataKa Racing, while the top ITS was Tao Takaoka, #72, Toro Racing/Red Line Oil, coming in 9th. ITX full points went to David Allen, #61, cook motorsports, placing 11th. The only GTL was the #95 of Patrick Casey, Larry Oka Racing, & the sole ITC was Todd Rueppel, #3, also an Oka sponsored car.

RACE 2, GROUP 7B, SMT, SSM, SM

First race Sunday morning had Marco Gallaher, #8, and Tupper Hull, #50, go out on first lap incidents. Brian Cross, #54, had body contact which sent the #50 to the back paddock. In T2, the #8 went off in the gravel, "safe", and got back



#03 Leeson Grant and #94 Lawrence Murdter.



#92 Brandon Miller and ##86 Jeff Page work on the rear bumper of #63 Helmuth Jones.



#63 Helmuth Jones and #64 Dean Hadley.

on course, only to be involved in another incident. Daniel Langon, #51, spun & continued, (S/C), Michael Niemann, #42, S/C, evasive, #8 went off & on evasive, having door damage. The #8 retired and after one complete lap, so did the #51. After 9 laps, the #53 of Cole Gibson would also retire. Numerous S/C & off & ons where noted throughout the 17 lap contest.

Lap 15 would see the retirement of Bradley Oneto, #71. Pole-setter, Mason Filippi, #21, Motorizedshade.com, East Street Racing, Greg Garneau, Epic Insurance, TFB, would lead from flag to flag and have a 9.182 second margin of victory over Robert Rodriguez Jr., #6. Tommy McCarthy, #23, Du-All Safety, would win in SM, finishing 3rd overall, 4.9 seconds behind the #6. Joe Rombi, #48, Flying Meatball, took the SSM win, 20.5 seconds ahead of his nearest competitor, brother, Frank.

RACE 2, GROUP 6B, SRF, SRF3

Thirty-three cars set qualifying times and all 33 made the grid. Gen3 car count was 21, Gen2, 12. This 15 lap shootout would see pole-setter, "Hot Rod" Todd Harris, #21, get beat out by the #17 of John Black, CSR Performance, for the win in SRF3 by .593 seconds, but under the yellows. The #34 of Umberto Milletti would finish 3rd, only 2 seconds behind the #21. The green fell at 9:36 and on the opening lap both the #7 of Bill Jordon & the #9 of Joe Briggs S/C in T2. At 9:38 Ken Woolley, #41, found himself stuck in the gravel at T11, which required a tow under a local yellow from the back side of T11. (Seems he had help from Scott Yarbrough, #40.) T7 noted nose damage on the #40. Scott would retire his car after only 2 laps. Lap 2 also saw the #51 of Robert Breton, S/C in T8. In T2 the #86 of David Kay had contact with Court Cardinal, #88. After completing 3 laps, T3 had the #54 of Scott Peterson off driver's right, "safe". The #41 went back on course out of T11. Lap 10 had Driver School

graduate, Andrew Cook, #03, S/C, in T10, while Bob Hall, #49, did the same in T2. T5 reported the #88 hit the sandbags and went airborne but continued. T6 had Bruce Richardson, #32, & "Geno" Barbera, #24, S/C, while the #21 had to make an evasive move. Lap 12 had the #49 again have a S/C in T6 and the #88 would go off "safe" at T9.



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The Safety Car was dispatched when the #51 and Jerry Aplass, #71, had body contact. The cleanup would take some time so the checkered flag was given to the Safety Car. Ed Railton, #01, Cook Motorsports, had it all go his way, as he took the top honors in Gen2, finishing amongst the Gen3 cars in 12th place. His nearest competitor was back in 15th.

**RACE 2, GROUP 5B,
ITS, ITA, ITB, ITC, ITX, ITR, FP. HP. STL, STU, SMG,
SE30, B-SPEC, AS, T3, GTL**

I had to laugh when I saw the boo boo on the #06 of Sean Wheeler was covered up with Hooked on Drive decals from the #30 of David Ray, applied like Band-Aids. Well only 36 cars qualified but 37 made the grid. On the pace lap, David Allen, #61, required a tow up at T6. On lap 1, Frank Rombi, #99, made an unsafe pass and had body contact with Dean Hadley, #64, in T8. The #61 went back on course. Lap 4 had Alberto Goncalves, #05, S/C in T2 and proceed to the back paddock. Todd Rueppel, #3, was caught passing Mark Gordon, #88, under a standing yellow at T2. T6 had Tim Sullivan, #56, S/C, while Steven Hussey, #37, the only HP, would retire after 6 laps due to smoking, possible oil on the headers. The #30 had an off & on at T6. At T2 the same fate was had by Lawrence Murdter, #94, and Brandon Miller, #92. T2 continued to see #3, #94, #7 of novice, Nathaniel Ng, and the #3 yet again suffer from off & ons. With 5 minutes remaining, novice, Clark Nunes had a S/C at T2. (Surface conditions were never mentioned although there seemed to be a pattern developing.)

Pole setter, David Ray, #30, would be beat for the overall win and 1st in SMG by Sean Wheeler, #06, by 2.948 seconds. Mitch Marvosh, #29, would bring his SMG in 3rd. Fourth place went to the fastest STU, Bob Bradfield, #36, Bobcat Bicycles & Rusty’s Repair. Wilson Powell, #77, received his second checkered flag of the weekend in STL, while Andrew Holifield, #44, Motion Sickness Racing, took the win in ITA, finishing 10th. ITS spoils went to Tao Takaoka, #72, Toro Racing/Red Line Oil, and your ITX winner was the #97 of Gregory Hoff, Larry Oka Racing. The lone drivers in their respective classes were: Terry McHenry, #49, AS, Patrick Casey, #95, Larry Oka Racing, in GTL, & Todd Rueppel, #3, yet another driver out of the Oka stable, in ITC.

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

Only nine cars made up the grid for this 20 lap event. The green flag was given at 11:05. Lap 1 had Chuck Horn, #54, S/C in T11. By 11:16, pole-setter, Scott Vreeland was passed by the ultimate race winner, Alex Kirby, #81, FC, L.A. Prep Inc./Fast Forward Racing Components. Margin of victory was 2.286 seconds. Lap 11, T11, had William

Kincaid, #44, have an off & on, and on the next lap, Manuel Leonardo, #52, suffered the same fate in T6. That was all the action we could muster for this group. FF winner, Denny Renfrow, #11, had no one to play with after the #54 had his spin so full points went to the bumble bee team. Denny’s sponsor for the weekend was (r)Wheely (h)Open Racing. (?????????) Denny, please



#98 Tristan Vautier and #97 Alexandre Premat go side by side while #29 Mitch Marvosh looks for an opening.



P1 competitor #18 John Manfroy and FA Competitor #32 Edd Ozard show off different turn in points.



#28 Stew Tabak and #7 Greg Paul negotiate turn two.



#81 Alex Kirby and #51 Scott Vreeland slip through as #54 Chuck Horn lets them through.

send a member of the team up to Announce to explain, please?

RACE 2, GROUP 3,

GT1, 2, 3, GTA, SP, EP, ITE, N3, NL, T1, 2, 4, SS, PC, SE46
While 16 competitors set qualifying times, 14 cars made it to the grid for this 20 lap event. First lap had Robert Davis, #81, have body contact with Ernie Spada, #44, causing the #44 to S/C. Bob Corliss, #17, went off evasive. Lap 5 had the #81 make an unscheduled call to the pit lane. On lap 17, car #17, had a S/C in T5. Lap 18 had Mitch Marvosh, #29, slow in T7, while in T8, the #44 had a S/C. On the last lap, Brian Anderson, #30, went off, driver’s right, T2 exit with an apparent mechanical issue. (Come to find out.....he ran out of.....)

In the end, pole-setter, Romain Thievin, #99, SP, Hexis sponsored, EXR LV03, again blew away the field by 45 seconds! Wade Carter, #74, GT1, finished 2nd overall & 1st in class. Bob Corliss, #17, Robert Talbott Motorsports, was the top GT2 & finished 5th. Bob Murillo, #82, Rothsport, finished 6th, but 1st in ITE, while 7th place finisher, Rudy Peters, #64, AARDSOLUTIONS.COM, gained those GTA points. The lone GT3 was David Witkowski, #77, and the only EP was Matthew Insley, #56, Pasillas Tire Service.

RACE 2, GROUP 2B,

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

For the second time this weekend, Group 2 had a split start. James Devenport, #23, Cranbrook Group, Inc., would take his car from the pole position to the winner’s circle in P1, in the first wave. Margin of victory over John Manfroy, #18, was

27.151 seconds! Pole-setter in the second wave was Edd Ozard, #32, but he would fall into the clutches of FA winner, Jim Mali, #38, who came out on top after the 18 lap event. Bruce Brown, #62 would pull off at start/finish and go back pad-dock at the green. Asher Kaiser, #81, would make a pit stop and do the same at lap 2. On lap 3 in T7, Woody Yerxa, #84, would have an off & on, while T8 had the #16 of Howard Sklar have a S/C on lap 4. Bruce Carpenter, #92, had body contact with Derry O’Donovan, #77, at T8, but both continued. On lap 6, Robert Christensen, #66, S/C in T2. Also on that lap, in T7, Jonathan Sugianto, #24, went off driver’s right with a mechanical issue which brought out the double yellows and the Safety Car. The #78 of Brad Drew made a pit stop for broken left suspension. The #77 would go back paddock. Lap 9 saw the #7, FE, of Greg Paul retire due to a flat tire. On lap 13, Carter Williams, #55, would make a pit stop. T9 reported heavy smoke coming from the #66. The car proceeded down the T10 ramp where an alert was called due to an on board fire. The #55 went back on course. Lap 16 had the #32 S/C in T9 and T9 also had the #43 of Steve Burns driver’s right stuck in the gravel a lap later. For the second time this weekend, William Weaver, #67, was victorious in the James Parker Insurance Associates sponsored FM. The



Seeing double, Wade Carter and Ernie Spada in GT1 action.



#11 Denny Renfrow followed by #52 Manuel Leonardo. #5 Ben Beames yields to the faster class.



#64 Rudy Peters and #77 David Witkowski.

winner in DSR was Andy Juner, #88, who finished 11th, and is sponsored by Bob’s Better Boxes. (There IS a story behind that.) Greg Paul only completed 8 of the 18 laps so no FE points were awarded, sorry.

**RACE 3, GROUP 5C,
ITS, ITA, ITB, ITC, ITX, ITR, FP. HP. STL, STU, SMG, SE30, B-SPEC,
AS, T3, GTL**

The last race of the weekend had 31 cars from the scheduled 47. The grid order was based on the fastest lap in their second race. The #07 of Tim Auger started last due to the fact he was out of his Acura and in his Miata. He would go on to finish 12th overall but 2nd in STL, good enough for some much needed points. Opening lap saw the #29 of Mitch Marvosh have an off & on in T2. The #05 of Alberto Goncalves retired after 3 laps. George Mavromatis, # 17, would do the same after 6. Andrew Holifield, S/C in T3 after hitting the tires. The #44 had an off & on in T11 on lap 14 of 18, and another in T2. He went back paddock. On the last lap, Frank Rombi, #99, S/C, while Tupper Hull, #50, went off & on, evasive. T9 had Lynne Griffiths, #31, spin off & on during that final lap.

Sean Wheeler took the checkered flag and 1st in SMG in the #06, 11.958 seconds ahead of David

Ray, #30. STU winner was Bob Bradfield, #36, Bobcat Bicycles & Rusty’s Repair, finished 3rd overall. STL full points went to 8th place finisher, Wilson Powell, #77, while 9th place finisher, Bruce Trenery, #2, Fan-tasy Junction, Import Automotive Repair, took the win in STU. Tenth place went to the winner in ITS, Tao Takaoka, #72, Toro Racing/Red Line Oil, and the ITA winner was right behind him as the #03 of Leeson Grant was only 6.3 seconds in arrears in her Competition Autowerks sponsored Miata. ITX winner was David Allen, #61, cook motorsports, finishing 15th. Winning as sole class entrants were Terry McHenry, #49, in AS, Patrick Casey, #95, Larry Oka Racing, in GTL, and fellow Oka Racing, Todd Rueppel, #3, in ITC.

I want to thank all the drivers, crew members, and family that come over to the evening socials to mingle with the San Francisco Region volunteer workers each night after checkered flag. It means a lot after a long day doing our individual specialties. I would also like to remind our guest that the dinner that is put on is for the SCCA workers. On the other hand, the appetizers & liquid refreshments are ALWAYS open to ALL.

In closing, the Tech Crew always has a way to make an event fun by adding their special brand of humor. This event was no different, as they bestowed the “Jonnycat Crew of the Weekend” award to the #6 SMT of Robert Rodriguez Jr. for using TWO buckets of oil dry sweep during his massive fluid leak in impound. This honor goes to Robbie and his crew chief/father, Rob. Congratulations!

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THE FACES OF THE ULTIMATE CHALLENGE THUNDERHILL MAJOR: APRIL 8-10, 2016

PHOTOGRAPHY BY LAURA STICH





#5 Downey and #38 Troy Emirsh.

THUNDERHILL MAJOR ULTIMATE CHALLENGE

APRIL 8-10, THUNDERHILL RACEWAY

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

One hundred and forty-four cars were pre-registered for the opportunity to experience the first “Ultimate Challenge”, which included races on Saturday using the 3-mile, East course, as well as Sunday’s races, using the additional 2-mile, West course.

Congratulations to Group 6 driver Tom Burt, #45, SRF3, for winning the free registration fee for the event.

The Emergency Crew conducted mock extraction training after the last checkered flag Friday evening. They wanted me to acknowledge and thank the two drivers that volunteered to participate. They were Brent Hatchet, #1, SM, and Tommy McCarthy, #23, SM.

RACE 1, GROUP 1

EP, FP, HP, GTL, STL, T4, B-Spec

Saturday morning saw 32 cars start the 25-minute race. After only one lap, the Safety Car would be called upon, as Joe Huffaker, FP, #77, MG Midget, would require a tow out of T2. (He had help getting there.) On the same lap, Gordon Jones, HP, #25, BMW 1600, would retire. Steven Hussey, #37, HP, had sound issues in his Lotus 7, and retired after 9 laps. The pole-setter, based on the fastest lap during either practice sessions or qualifying sessions was Aaron Downey, #5, EP, Mazda RX-3, who would take the overall win. Margin of victory was 4.881 seconds over fellow EP driver, Bob Bradfield, #36, RX7, in the 13 lap contest. Troy Ermish, #38, Datsun 510,

would take top honors in GTL, finishing 4th overall. Tory had quite a start to the weekend, as he was still working on his Tracy based machine at 12:30 am Friday morning. Having left home at 3:00 am for an 8:00 am practice session he got absolutely no sleep. On lap 1 in practice he had transmission issues and swapped out the unit with 5 minutes to spare prior to qualifying. He ended up with the pole in class by 1.7 seconds. In STL, Tim Auger, #07, Acura Integra, would be victorious, finishing 5th overall. He suffered splitter damage on lap 7 but managed to finish the race. Ian Green, #59, FP, received full points in his Honda CRX Si, while Tom Wickersham, #01, Mazda RX-8, would take the win in T4. HP winner was the #32, Austin Healey Sprite, of Michael Cummings. The B-Spec top honors went to Kyle Keenan, behind the wheel of his #44, Kia Rio 5.

RACE 1, GROUP 2

F5, FF, FV

Seventeen cars made up the grid for the second race Saturday morning. On lap 2, Denny Renfrow, #11, Piper/Honda DL7, took T2 wide and slid into the #54 of Chuck Horn, Swift/Honda DB6. Both continued but the #11 was done for the session. The #54 would limp along, completing 10 of the 13

lap event. When the checkered flag flew after the 25-minute contest, Stephen Temple-Ryder, #15, Van Diemen 1600, would cross the stripe first, and take the full FF points. Margin of victory was 2.118 seconds over Steve Meyer, #48, Swift DB-6/Honda. Finishing 6th overall and claiming a hard fought win in FV was Aaron Meyer, #17, Proto-form P2, 9.4 seconds ahead of Brian McCarthy, #05, FV Anduril. There were no Formula 500 cars in the race.

RACE 1, GROUP 3

GT1, GT2, GT3, T1, T2, STU, AS

Group 3 would be next to take on the 3-mile East course, (2.866 in actuality). Kip Olson, #49, Honda S2000, who paid a visit to the Announce Crew in the tower, was a late entry, did not qualify, and started at the back of the field. Twenty-five cars would start the 14 lap event. On the opening lap Don Van Nortwick, #75, Ford Mustang GT would make a call to the pit lane then take his car to the back paddock. On the same lap Marc Hoover, #1, Mazda MX5, would be observed smoking through T8. The #53 of Collin Jackson’s Nissan 240SX, was experiencing fluid loss from the right side in T3. T11 saw the #30 of Michele Abbate spin her Scion FR-S and continue. With the #75 back out he was slow in T8 and also in T8 Gary Bockman, #09, Mazda RX-3 put his nose to the tail of Mike Henderson’s #2, Mazda RX-7. On lap 6, T11 reported that the #49 was off, mechanical, under the bridge on the back straightaway. After completing 6 laps the #00 of Derek Kulach, would retire his Nissan 350Z. Plus 6 for sound was the call of the #88, Chevy Monte Carlo SS of Tim Adolphson, ending his race. The #1 retired after 9 laps while in T10 the bumper came off of the #09 but was off course driver’ right. T9 observed an unsafe inside pass by the #09 which had body contact with the #2, yet again. Hard racing by both throughout the race.

The pole-setting Jaguar XKR, #12, GT1, of Michael Lewis, would run away with the 11.926 second overall win his nearest competitor, GT2 winner, William Brinkop, #78, Chevy Corvette. BOTH set new track records. William with a 1:51.016 and Michael with a 1:45.836. GT3 winner, finishing 6th overall was the #53. Finishing 9th was the T1 Chevy Corvette of Kenneth Davis, #64. T2 winner,

in 10th, was the #22 of Darrell Anderson in his Ford Mustang. STU spoils went to the #16, Scion FR-S of Oscar Jackson.

RACE 1, GROUP 4 SM, T3

Split start was the call for the 24 car field in this 13 lap event. T3 pole-setter, Scotty B. White, #0, Mustang, would be pitted against the #01 Mustang of Tom Wickersham during the entire 25-minute contest. Swapping positions until the final time through T13, the #0 took it slightly wide and the #01 drove hard passing him on the left for the final time before the checkered came out. Margin of victory was .456 seconds! When all was said and done Scotty B. Set a new track record by turning a 1:59.743.

On the opening lap the #23 Miata of Tommy McCarthy hit a delineator coming into T15. The only other action prior to the half way mark was an off and on by Brent Hatchet’s #1 Miata in T7. T5 had action on lap 6 when the left front of Andrew Newell, #166, BMW 330CI contacted the right rear of Lansing Stout, Jr’s #54 Nissan 350Z. After completing 7 laps it would be the end of the session for the #26, SM of Jeff Wilcox. On lap 10 Dean Busk, SM, #7, would have an O/O, (off & on), in T2 while the same fate would happen to the #0 in T11. After the checkered flag, in T8, there was nose contact by the #166, to the tail of the #8, SM of Marco Gallaher. Post-race saw flames in the pit lane from the #68 SM of Clement Lee, which were quickly attended to.

In SM, the winner by 1.8 seconds was Steven

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Powers, #145, over the #8. A half a second behind the #8 was new Drivers School graduate, Daniel Langon, #51. Again, great T3 battle between the two Mustangs, the four BMW 330Ci cars, and the three Nissan 350Z machines. Third in T3 was the 350Z, #95 of Charles Hurley, 15 seconds behind Scotty B.

RACE 1, GROUP 5

FA FB, FC, FE, FM, P1, P2

Next up was the 11 lap, 19 car Group 5 race. For starters, Jeff Read, #18, Van Diemen FSCCA, broke a half shaft, 10 minutes into Friday’s practice session, just as crew member, Jeff Palazzo was arriving on the property. Crew had to split the car in half to make the replacement. What a way to start your weekend.

After 1 lap the engine exploded on the #5, Phoenix MV14, FB, of Larry Vollum in T9, bringing out



#30 Abbate, #64 Davis, #09 Bockman.



#29 Marvosh.



#75 John McDermott.



#30 Charles.



#36 Baker, #51 Langon.



#06 Wheeler.

the double yellows, as well as the Safety Car. On lap 3, Kim Wilcox, #62, Van Diemen, stopped on course in T8, requiring a tow. Course Marshals were dispatched for oil in T9. Sound issues for the #40, P2, Mazda Van Diemen, of Rob Conrad, as he registered at plus 4. He completed 8 laps. Back under green, the #40 returned to the race after making adjustments. With under 5 minutes remaining, Gary Hickman, #76, Phoenix F1000, FB, had not only an O/O in T7, but a spin off in T8, got stuck & stalled, requiring a “tow now”. That happened during lap 10. But he managed to set a new track record, turning a 1:40.042!

Checkered flag was given to pole-setter,



#17 Black, #45 Burt

Jim Devenport, #23, in his Norma M20FC, in the P1 class. Second overall but top dog in FC was Robert Armington, #11, Van Diemen RF00. Third overall and 1st in FE was Brandon Aleckson, #83, Van Diemen FE. It was nice to see Randy Cook back with us after a year “plus” away from racing. He was the winner in FB in his #9, JDR F1000. He was only .9 seconds behind the #83! The only FA in the group was the #61 of Steve Baumhoff, in his Elan Star Mazda. Full FM points went to Kevin Rogers, #16, finishing 13th. The only P2 was the #40, who retired early but finished more than half the race so, he too, received the win in class.

RACE 1, GROUP 6 SRF, SRF3

The last race in the morning saw 21 cars take to the course for the 13 lap Group 6 race. Lap 4 in T2 had the nose of Jerry Aplass, #71, Gen3, contact the rear of Brandon Lewis, #15, Gen3. T5 saw body contact between Randy McAyeal, #36, Gen3, and Jake Pipal, #28, SRF. On lap 8 in T14, body contact took place between the nose of the #17 of John Black, Gen3, and the rear of the #34 of Umberto Milletti, Gen3. They would battle amongst themselves the entire race. Paul Goudy, #27, Gen3, spun off and on in T6. In the end, “Hot Rod” Todd Harris, #24, would be victorious overall and in SFR3 by .901 seconds over the #34, with the #17, .3 seconds behind the #34. Those two put on quite a show the entire 25 minutes! In the 2nd generation ranks, it was not the pole-setter, Jake Pipal, #28, who set a new track record of 2:01.493, but a come from behind win by EdRailton, #01, who put a last ditch pass on young Jake. Ed’s margin of victory over Jake was .9 seconds! Third in Gen2 was Mi-

chael Boyle, #53, who had a strong run all race.

RACE 2, GROUP 1 EP, FP, HP, GTL, STL, T4, B-Spec

First race Sunday afternoon was run on the combined East and West courses. Dubbed the 5-mile, it made use of a new configuration using a bypass, shortening the course to an actual distance of 4.1 miles. All the Sunday races would be 35 minutes in duration.

Twenty-nine cars made up the field for this 10 lap event. Anthony Jimerson, #50, A.T. Mechanical, EP, set the fast time but would finish 4th in class and 7th overall. Opening lap had Jonathon Becker, #9, Mini Part, off, mechanical at T6. His day was done. T8 had Steven Hussey, #37, LinnSpeed, Huffaker Engineering, Hoosier Tires, spin & continued, (S/C). Andrew Nelson, #11, Seven Mini Parts, O/O in T12, while in T16, the #7, Huffaker Engineering, Fram, Autolite of Bill Okell, S/C. T14 reported the #07, Augersmiles.com. Baja Cantina of Tim Auger was stopped driver’s right on course and required a “tow now”. He only completed 1 lap. The #50 spun O/O in T16, as did the #11, Tom Tuttle, Huffaker Engineering, Insul-Therm International, in the same turn. Double yellows came out, as did the Safety Car. Back under green, the #7 again S/C in T12 and the #0, BF Goodrich Tires! GOT CDL? Knight Transportation LLC, of Scotty B. White had an O/O in T16, and we had just reached the half way mark! On lap 7, Ian Green, #59, HPD, was off driver’s left, stuck. Also on that lap the Starters reported that Kale Swifts, #96, west coast hot rods, was “blocking”. (Kale would go on to set a new track record of 3:03.551.) Lap 8 had T16 report that the #2, Hoosier Tire, Carbotech, Hussey, LINNSpeed, of Brian Linn was stuck in the mud and was hazardous. Again, the Safety Car and double yellows came out. Ali Naimi, #14, OffLineRacing.com/Hoosier/Mazda, made a pit stop and did not take the checkered flag.

With that all said, Aaron Downey, #5, roundpeg.com/Mazdaspeed Motorsports/G-Loc Brakes/Hoosier Tires, took the overall and EP win, his 2nd of the weekend, 1 second ahead of fellow EP driver, Bob Bradfield, #36, Bobcat Bicycles & Rusty’s Repair. Finishing 3rd overall and 1st in STL was Andrie Hartanto, #99, Supertech/Quick-Jack/Blacktrax. Troy Ermish, #38, Datsun 510

Parts Outlet, REBELLO Racing Engines, took the top honors in GTL, his second of the weekend. He put down a fast lap of 3:04.711, good enough for a new track record. T4 was won, for the 2nd time this weekend, by the #01, Maine Straight Racing, BFG, Competition Autowerks, of Tom Wicker-sham. The #11 won in FP, setting a new track record of 3:03.667, while Kyle Keenan, #44, Team KBR/Hoosier, was victorious in B-Spec. Michael Cummings clinched his second checkered flag of the weekend in HP behind the wheel of his #32, Huffaker Engineering/Red Line Oil/Hoosier Tires sponsored machine, as he too, set a new track record of 3:25.539. Setting new track records were David Vodden, #1, in STL with a 2:51.533, Scotty B. White, #0, in T4, with a 3:26.123, and Scott Lovewell, #19, in B-Spec, with a 3:21.710.

RACE 2, GROUP 2 F5, FF, FV

The second race Sunday afternoon saw 16 cars compete in the 12 lap event. This race would be a split start. The Starters noted that the second group, FV, started racing prior to the green flag. Ron Bonham, #63, FV, In-Vent, had an O/O in T19. T12 had Chuck Horn, #54, FF, Hotel California/Porter Racing, off early exit, possibly stuck. After completing 3 laps, Brian McCarthy, #05, FV, BRM Engineering, S/C in T16, make a pit stop, then retire his car. The #54 would continue but seemed to be under powered. On lap 6, T9 had the #8, Artwork by Eli/Porter Racing, FF, of Edward Erlandson, O/O, while in T18 the #38, FF, R&A Manufacturing, of R. Lawence Bangert, S/C. After completing 6 laps. Dennis Andrade, #87, D&D Racing, FV, would take his car back paddock. The #63 S/C in T2 and may have tagged the #40, Don Manthe’s FV. The #40 had an O/O in T14 and during the last lap so did the #63 in T11, and the #17, FV, Diamond Formula Cars, Aaron Meyer, in T9. After the checkered flag came out action still continued, as T6 had #38 nose into the #40 tail. The #38 had two wheels off the ground and was deemed to be too aggressive. At T8, the #40 would stop, driver’s right in the apex.

The results from all this beating and banging was a very clean race by race winner Denny Renfrow,



#5 Downey, #36 Bradfield, #50 Jimerson.



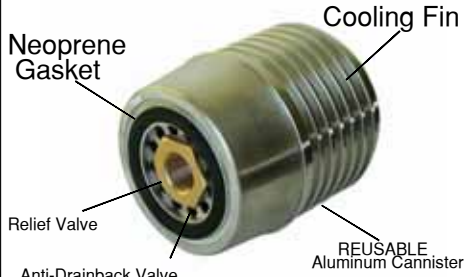
#50 Jimerson, #59 Green, #71 Powell

#11, FF, K8Crew Racing. He finished 25.357 seconds ahead of his nearest competitor, and in the process, set a new track record, as he laid down a 3:05.565. Aaron Meyer, #17, beat out a well-deserved win in FV, while setting a new track record of 3:23.062

**RACE 2, GROUP 3
GT1, GT2, GT3, T1, T2, STU, AS**
Twenty cars made up the grid for the 11 lap race. On the pace lap, Guy Laidig, #52, Mazda/Hoosier Tire/Fuzzball Racing, GT3, stopped on track, T2, driver’s right exit which required a lift tow. Clock was started at the start of the second pace lap. Lap 1 had the #17, Will Clark, STU, Sapphire Racing, have an O/O in T14. After completing that first lap, Derek Kulach, #00, Fiesta Auto Group, BF Goodrich, Nissan Motorsports, T2, take his car back paddock. T11 reported that the #24, GT2, CPR Classic Sales, of Dylan Doherty, had a flat left rear tire. After heavy smoking through T18 he made a pit stop and the crew changed the tire and he was back on course. Michele Abbate,

#30, Edelbrook, GRR Racing, Aggressive Marketing, had an O/O in T10. She also spun, O/O in T6. Oscar Jackson, #16, Jackson Racing/BF Goodrich/Hasport/Church Automotive, had an O/O in T16. Frank Emmett, #45, Red Line Oil, has his in T10. On the last lap, prior to the checkered flag both the #1 of Marc Hoover,

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BMW '80 M1	Lancia '70 Fulvia Fanalone
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Corvette '57 Race car	Lotus'67 Elan S3 racer
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Ferrari 250 TR61 Recreation	MB '57 300SL Roadster
Ferrari '64 GTO Recreation	Porsche '56 356A Super
Ferrari'66 275 GTB	Porsche '61 356B Roadster
Ferrari '66GTC	Porsche '64 356B Super 90
Ferrari '67 330 GTS	Porsche '69 911 E
Ferrari '70 365 GT 2+2	Porsche '87 930 Turbo
Ferrari '71 365 GTB/4C	Sunbeam '67 Tiger Mk II

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Clockwise, Meyer, Sweeney, Temple-Ryder, Clauss, Armington



#2 Linn.



#36 Mcayear



#45 Frank Emmett

Hooverspeed/NRA/Necksgen, and the #14 of Ali Naimi, OffLineRacing.com/Hoosier/Mazda, made pit stops.

Michael Lewis, #12, Goodyear, bagged another overall win and Gt1 honors, while setting a new track record of 2:51.702. Coming in 2nd but first in GT2 was William Brinkop, #78, Synergy Motorsports, Essex Brakes, Red Top Aquafarm, TC Design, Abel Chevrolet, Hoosier Tires, also with a 2:58.090 new track record. Finishing 6th overall but 1st in T1, was the #65 of Kenneth Davis, Davis Stone, Inc., but Kip Olson would be the one in class to set the new track record of 3:08.886. Darrell Anderson, #22, AV8, won in T2, setting a 3:12.784, for yet again, new track record. The same

would be for GT3 winner, Gary Bockman, #09, Bockman & Sons/ The Race Shop, with a 3:12.977, and Oscar Jackson, #16, in STU, with a 3:14.343.

RACE 2, GROUP 4 SM, T3

Twenty-one cars made up the grid for this 11 lap contest. Before the green, Kenneth Davis, SM, #64, Davis Stone Inc., would retire. T3 saw side to side body contact between Steven Powers, SM, #145, Amerifirst Financial, miatacage.com, East Street Racing, and the #23, SM, Du-All Safety, of Tommy McCarthy. T18 had Andrew Newell, T3, #166, Strictly BMW, S/C driver' right, and proceed to the pit lane then to the back paddock. T16 had two O/O, one by John Wymore, T3, #30, Rank Racing/Valley Wine Merchants/Hoosier Tires, and the other was Tim Auger, SM, #07, Augersmiles.com. The #145 had an O/O in T19. T2 had an O/O by Dean Busk, SM, #7, Commercial Brokers, Inc./True North Group. The #75, T3, Loma hair care/GoEnzo.com/Car Tender/ Grip Racing of John McDermott had a S/C in T6. Lap 2 had T16 see an O/O by the #36, T3, Jordan Ramis PC of John Baker, while on lap 4, the same fate was had by the #00, T3, Derek Kulach, Fiesta Auto Group, BF Goodrich, Nissan Motorsports, in T9. Lap 5, T5, had Jeff Wilcox, #26, SM, S/C, as the half way mark was reached. Francis Hu, #25, SM, Performance Composites, had an O/O in T16. The #36, again, had an O/O in T9 on lap 8. T16 observed that the #00 was starting to show smoke.

Checkered flag was shown to Tom Wickersham, for yet another weekend win and top dog in T3, in his #01, Maine Straight Racing, Competition Autowerks, BF Goodrich, Mustang. Margin of victory over the #0 was only .9 seconds! Scotty B. White, #0, T3, BF Goodrich Tires!/GOT

CDL?/Knight Transportation LLC, set a new track record during the race of 3:10.318. In SM, it was the #51, Bigge Crane, Cerini Motorsports, Langon Constuction, of recent Drivers School graduate, Daniel Langon. He also laid down a new track record of 3:21.416. (Tell us again who your DS instructor was.) He finished 8th overall.

RACE 2, GROUP 5 FA FB, FC, FE, FM, P1, P2

The field consisted of 13 starters in the 13 lap event which saw the #3, P1, Clauss Excavation Inc., of Michael Clauss make an early pit stop then go back on course. The only FA, #61, Off Constantly Racing, of Steve Baumhoff, had a S/C in T14. He went on to set a new track record of 2:51.454. T20 reported Robert Armington, FC, #11, 805, Audioengine, Tomasi, Motorsports, backed into the wall, breaking his rear wing but continued. He seemed to run better with it skewed, as he set a new track record of 2:49.431. He went back paddock for repairs on lap 4. He would return to complete 10 laps. Rob Conrad, the only P2, #40, Art4Healing.org, VeracityData.com,Mazda, set a new track record of 3:16.494, but would only complete 6 laps as he developed mechanical problems in T1. Randy Cook, #9, the only FB, Hoosier Tires/ Moons Supercycles, would make a brief stop in the pit lane and return to the action. He to, set a new track record with a fast time of 2:47.393. Jeff Read, #18, FE, Fantasy Junction, Quantum Consulting Services, Top 1 Motors, would S/C in T16.

Pole-setter, P1 driver, Jim Devenport led flag to



#4 Posner, #41 Wake, #63 Bonham

flag, #23, Cranbrook Group, Inc. Jim set a new track record, turning a 2:39.983. Brandon Aleckson, #83, Dan's Upholstery, Hoosier Tires, brought home the top honors in FE and finished 2nd overall. He too, set a new track record of 2:50.282. Finishing 7th overall was the #16 of Kevin Rogers, Cosumnes River College, who won in FM, and also set a new track record of 59.724.

RACE 2, GROUP 6 SRF, SRF3

The last race of the weekend consisted of 19 cars to try to complete 11 laps. On the opening lap, Ed Railton, #01, Cook Motorsports, SRF, had an O/O in T3 and Paul Raby, #7, Gen3, Flatout Racing went O/O, evasive. Paul Goudy, #27, Gen3, Pro Drive Racing/Flat Out, and the #03 SRF of Geri Amani, Please don't black-flag me :), both had O/O in T8. Also in T8, the #71, Gen3, Burrell Consulting Group, Inc., Jerry Aplash, went off requiring a tow so out came the double yellows and the Safety Car. Still on the opening lap. Umberto Milletti, #34, Gen3, Bulldog Motorsports & InsideView, S/C in T17. Starters reported that #7 passed the #03 prior to the start. (And that was just the opening lap!) Once the green came back out on lap 2, O/O were had by the #01 in T11, and the #28 SRF, Special thanks to HSE Racing, Jake Pipal in T16. Also, in T12, #12, SRF of Vince Balch, HSE Racing, had a S/C during lap 7. Lap 9 had an O/O by #36, Gen3, Pro drive/Flat Out, of Randy McAyeal. Michael Boyle, #53, SRF, HSE.com, DonataRealty, S/C in T21, while the same fate was taking place in T16 to the #34. The #28 would only complete 6 laps due to wheel bearing issues, as was reported

post-race at the evening Social.

It was a dog fight throughout the 35-minute race, but in the end, John Black, Gen3, CSR Performance, would be the first to take the checker, 11.6 seconds ahead of the #34. But, Umberto set a new track record of 3:07.727. "Hot Rod" Todd Harris was behind the wheel of the winning SRF, finishing 5th overall. His nearest competitor was back in 11th. Todd also laid down a new track record of 3:12.023.

I want to thank Jim Llewellyn, PR Manager from SCCA National, for setting up the audio feed which was broadcast over the National SCCA web site.



#22 Anderson, #12 Lewis



#01 Wickersham, #95 Hurley

My next event will be the Monterey Grand Prix, which I will try to get some photos and description for our next edition of the Wheel. I look forward to our Double Regional #3/#4 back here at Thunderhill Raceway Park, May 14th & 15th.

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AROUND THE CORNER

BY RHEA DODS

In San Francisco Region Sports Car Club of America the corner working crews are designated as Flagging and Communications.

These web sites provide some useful information about the Crews, the Region and the National organization of SCCA.

SFR F&C Crew:
[HTTPS://SITES.GOOGLE.COM/SITE/SFRCORNERS](https://sites.google.com/site/sfrcorners)

The Region: [HTTP://WWW.SFRSCCA.ORG](http://www.sfrscca.org)

National: [HTTP://WWW.SCCA.COM](http://www.scca.com)

On the Region's web site if you click the VOL-UNTEERS tab, in the second paragraph, you will find a link to the Home of the SFR Flaggging and Communications Crews, which is also the web site listed as the Crew site. This site has a great deal of information about the F&C Crews, and more information is added periodically. The New Recruit Manual is posted and tells you what the crew experience will be like.

There is a graphic of some of the Hand Signals that we use as Corner Crews. Below this is a link to all the Crew Descriptions, which defines all the Crews involved in operating a racing event. So, if F&C is not quite your cup of tea, there are many other options.

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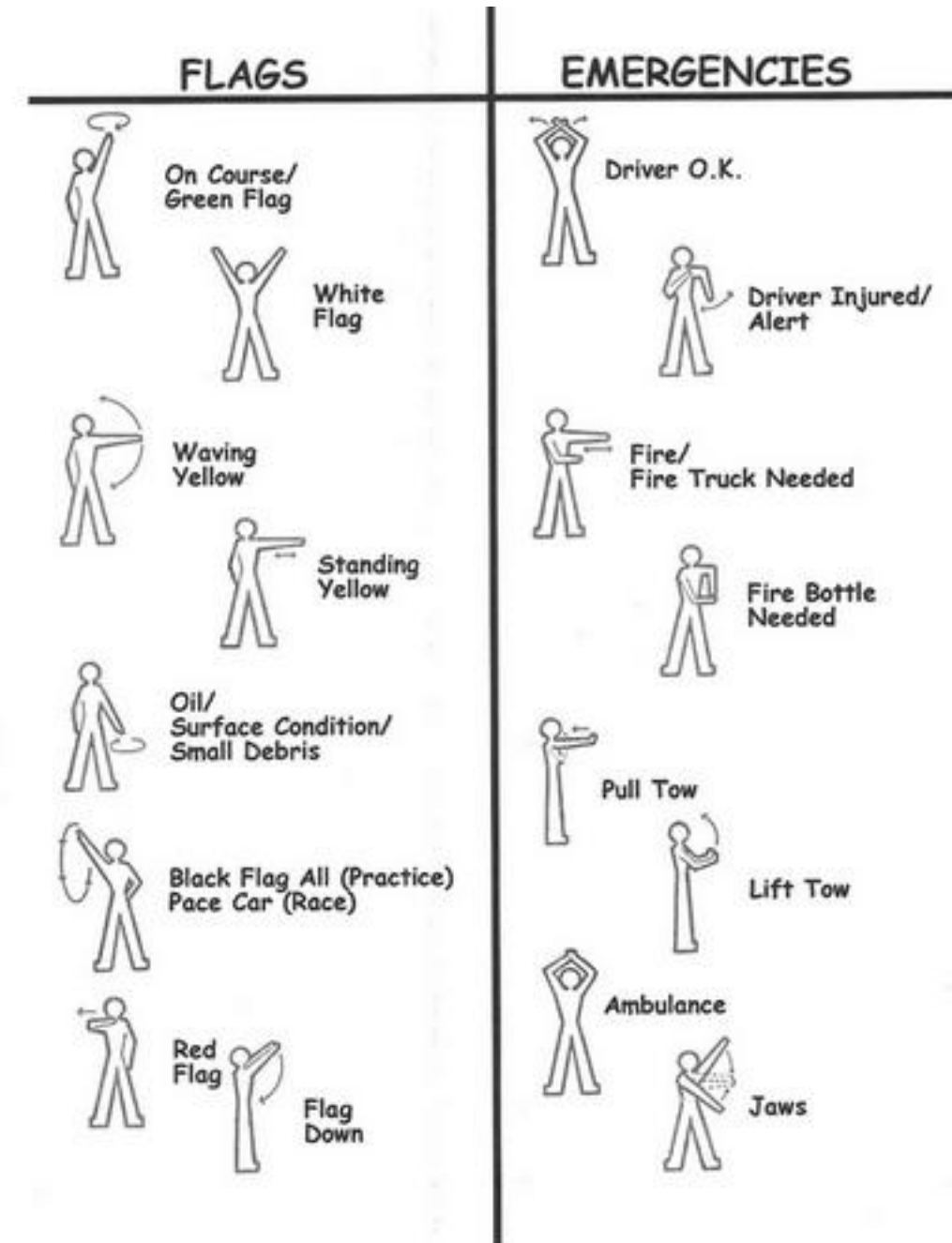
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Thunderhill Park
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PROXES R888 - street / track
PROXES R1R - street / track
PROXES TQ - DOT Drag Tire


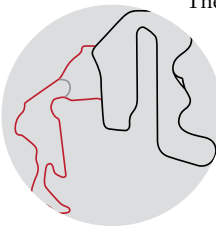
As a member of SCCA, you are part of a National and Regional organization. There are many national discount programs in place. You can find all the National Club information at: <http://www.scca.com/>. Also, as a member, the Region offers many free perks, including VIP points for working events, that may be redeemed for San Francisco Region apparel and gas.

If you'd like to join the F&C family, contact
Communications Chief Rhea Dods:
Rheadods4802@comcast.net



THUNDERHILL REPORT

BY DAVID VODDEN



The month of May offers a very rare opportunity for the multitude of Club members who own race cars and love racing them in wheel-to-wheel competition. That golden opportunity will take place on May 13th 14th and 15th at the best road race track in the nation, Thunderhill Park. “Best” is not such a stretch. All across the country and especially since the Majors race here in April, the reputation of Thunderhill Park as a challenging, fun, safe and spectacular race course has burgeoned. There was feedback from the post SCCA Majors event here from drivers that said the Thunderhill Park was the best track in the nation. Randy Pobst said that Thunderhill was the best track built in the 90's building boom.

This is one of the key reasons why I am trying to get the big SCCA to schedule the 2018 SCCA Runoffs here as part of our 25th Anniversary of Thunderhill. Please e-mail, call, and write Lisa Noble and all the members of the big SCCA Board of Directors and ask them to run the next west-coast runoffs at Thunderhill. With the 2018 Runoffs here, all drivers will pay less in entry fees, have fewer walls to hit, save on motel costs and have a fabulous time in Northern California. Between the two nearby casinos, the Sacramento river, the rural lakes and other special places, Thunderhill is ideal and totally in keeping with the family-club nature of the SCCA.

Indianapolis and Daytona are super but we are not about Indianapolis and Daytona. They call that Pro racing and, while Pro racing has its place and can be a great experience, the concept of recreational racing where the drivers pay the entire bill and leave with their accomplishments and friendships, does not really fit into paying for an event at the Circuit of the Americas. Keep in mind that Thunderhill Park is OWNED by an SCCA region. Would you shop at store that you owned or go across the street to another similar store and pay more money and then rationalize your actions as, "It was a bigger and better store"? Would you? This is a bit of a stretch to make the point.

Having the 2018 SCCA Runoffs here as part of the track's big 25th anniversary is just good for everyone, even the big SCCA in Topeka. Tell your friends and let's make this happen. It will be so good for all involved and that includes Thunderhill. Doing good things for Thunderhill is really a good investment for you and all SCCA members who hope to have a race course for their kids and grandkids and on down the line. Really!

Back to this May. Friday, May 13th will be a test day on the three-mile track. Saturday and Sunday will be points races # 3 & 4 on the same course in the thirteen-race, 2016 point-series Championships for all the regional classes. If you want to add a class Championship to your racing resume, you must attend. Two races full of points is a big deal, almost as big of a deal as becoming an SCCA Class Champion in 2016.

If you are not sure about running for a class championship title take a look at your class. Assess the competition. You may find that you could be the champion. It is a BIG DEAL! How you ask? The number one way to become a champion is to run all of the 2016 regional road races. This alone may do it but finishes matter too. You do not have to win if those who do win in your class once in a while miss point races. David Allen is a multi-time SCCA Champion using this formula. Ask him about it and how he feels about being an SCCA race champion after a year of battling for points. It's fun. It's dramatic and the year-end trophies are hot! And you get to walk up on stage in front of everyone AT THE BIG BANQUET and thank your spouse, sponsor, family and the SCCA for making it possible for you to be the 2016 Champion in your class.

And then there is the question, "Why not?" Racing is about winning. It is about doing a better job behind the wheel and in the game than all the others who take the green flag with you. If you don't agree with this then why are you here? Please tell me what makes you race so I will understand. Real racers are real. If you consider your race car operation the same as your boat that you take to the lake three times a year, please explain to me why you race at all. We have open track events for occasional on-track excursions which work just fine for anyone who just cruises around with no intent to improve their risk-taking, decision making and car-control skills. If you really race and are willing to risk the win and the race car to make a low-percentage pass, please tell me as well. I believe that we [the SFR SCCA] need to do a better job of appealing to your wants and needs.

Real racing attracts attention, is appealing to a great many men and women of all ages and can be the fuel for a stronger club. Real racing is the one element that separates us from all the other choices people have to exercise their amygdala on a road course. By separate, I mean from open tracks and marque club events where out-braving and out-driving a competitor is verboten. Please tell me what we need to do to become a race-club in the truest sense of the expression. Would you race more if the racing was [fill in the blank]. Please do not add cheaper. The reality is that no racing is cheap and falling back on this excuse does not help. It is not going to get cheaper.

We may find an opportunity like the Miata craze again which did offer a lower-cost race car for a while, but real racers will always find a way to make the car go faster and turn better by adding money to the formula. Always. Spec racing has its advantages. It makes exceeding the specs a bit harder and it claims to offer an “even playing field”. Maybe at times but maybe not over time. Spec Racing may contribute to a different mentality when it comes to hard-ball wheel-to-wheel on track drama. Again, the Miata craze did have its peak period where drivers were doing whatever it took to win. [Boy was that fun!] So too did the Spec Racer Renaults/Fords. Again I digress.

The goal here is to get you to come to the May two-day double regional event at Thunderhill. I must confess a selfish motive here. I am sick and tired of hearing that other tracks [Laguna and Sears] are the preferred choice of all the SCCA racers and that they just come to Thunderhill because they do not have anything else to do that weekend. Given that the club has dropped down to only three regional race weekends at the track the Club owns maybe I need to wake up and smell the roses. Three? Hmm? After the May-race here at Thunderhill there is one race weekend in September, this after the Club takes from July 23rd to September 24 to allow our workers to participate in a series of professional races at Laguna Seca. The next race at Thunderhill is the GRAND FINALE which I hope is made into a real barn-burner of an event that will attract all the SCCA racers from around the nation whose programs have ended and who want to be a part of a fabulous racing event that we have yet to create – a barn-burner!

In conclusion, you have three chances to race at Thunderhill in what is left of 2016, May September and the end of October. Three! I encourage you not to miss the May event. The weather in May is awesome. The grass may still be green. The Sacramento river will be full and the sprint cars will race nearby on Friday night. But none of this really matters. The truth is that the attraction is the racing. The racing will be good because Thunderhill is not a cookie-cutter track. You can pass and you can get close to the edge and you can win. Come win with us on May 13th for testing and May 14-15 for real racing on the three-miles of adrenalin. We plan to have an event tee shirt with your name on it, but you have to come for that to be true.

See you at Thunderhill!



Driving the Lotus 7 taken around 1970.

JOHN F. KELLY JR.

BY PAT KELLY

John F. Kelly Jr. was a local boy, born in Oakland, CA, June 5, 1935 of parents Eva and John F. Kelly Sr. His second car was a 1955 Austin Healy LeMans, brand new, that he kept for almost the rest of his life. That car transported him through his Army years to Virginia and home again. In fact, one of the officers during his tenure in Virgina was offended that Kelly had a better car than the lieutenant’s MGA.

The car brought him back home to Oakland where he proceeded on a college career, starting at Berkeley and finally graduating from Cal State at Hayward, before it went up the hill.

After graduation, he landed a job with Autoweek (also known as Competition Press) when it was located near Lafayette. Shortly after that, he landed a job with C&H Sugar, producing the company’s magazine, The Cubelet Press. It was during this portion of his life that he met and married Pat Gibson and started his family of two daughters Katie and Maggy.

He competed with the Healey until he drove Pat’s Lotus 7A. He had installed a “locker” rearend in the Healey which made it unpredictable in handling, causing massive spin outs. Pat introduced John to the 7A, and, sadly the Healey was parked for the rest of its life, until finally sold in the winter of 2016.

Not only was John a competitor, but an organizer, first with the Highland Touring Club, then with SCCA, hooked in by the dreams of a possible National Championship, ultimately winning three in D Prepared: 1980, 1981, and 1982.

He fired up a Regional autocross championship series that is still running today, starting out at Golden Gate Fields, the Oakland Coliseum, Marina, and finally Crows Landing in the Central Valley.

Meanwhile, he was handed the production of San Francisco Region’s monthly newspaper, The Wheel and when politics raised its ugly head, started first North American Pylon, about nationwide autocrossing, and then MotoRacing, about racing in the San Francisco area.

There is an end to everything, and the first sign it was coming was when the printing press went out of business, and the second sign was the dropping of paid subscribers, not enough income to pay the printers because of the growth of the web communication links.

John F. Kelly Jr. died April 2 at Kaiser in Redwood City, having achieved far more than he realized.



During his Autoweek days circa 1969.

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ABOUT JOHN KELLY

John Kelly, of Pleasanton, California passed away unexpectedly on Saturday, April 2. He was 80 years old.

John was a member of the SCCA since 1969, and with his wife Pat, was a founder of the San Francisco Region Solo program in the 1970’s. that spawned many National Champions as well as arguably one of the largest and most successful Solo programs in the country. John and Pat were recognized by the Region in 2006 when they were inducted into the SFR Hall of Fame at its inception.

A three-time National Champion in D Prepared (1980, ’81, and ’82), Kelly also served on the Solo Events Board. His largest contribution to the sport may have been through his autocross publication, North American Pylon, and wider ranging racing paper, MotoRacing. Prior to that, Kelly published the San Francisco Region’s monthly magazine, The Wheel.

Plans had already been underway to recognize the Kelly’s contributions during the Tire Rack Match Tour event at Crow’s Landing on April 23. Bryan Nemy explains the Kelly Cup: “[This is] a new award that will be handed out at the National Convention for achievement by a region in their Solo program. A great tribute to both John and Pat for all that they have given to Solo.”

John’s daughter, Katie Sarachelli, described the presentation. “Saturday we all went out to Crows Landing, CA, to watch my mom Pat Kelly be awarded the first annual “Kelly Cup,” named in her and my father’s honor, to go to those who give their life’s blood to SCCA Solo. I’m paraphrasing; it doesn’t say that specifically on the cup. But that is essentially what you need to do. I hope people realize this. The standards are high.”

From Pat: “Thanks to everyone for the special award presented to John Kelly Saturday afternoon at the Crows Landing Tour. Our local leader Bryan Nemy wanted to make sure John and his whole family would be at Crows that afternoon, and we were, John in spirit. The warmth and compassion was spirit-lifting, and filled my soul.”

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WORDS ABOUT JOHN F. KELLY JR.

BARRY GOLDINE

In the summer of 1973 I arrived at an SCCA autocross at the Pleasanton fairgrounds. It was my first event and I was driving my street car, a 1963 Dodge Dart. I put a 340 with a 4 speed and a posi from a 1968 Dart in it and wanted to give it a try. A lot of power, junk tires, stock suspension and brakes just added to the excitement, LOL. John and Pat welcomed me and explained the event format. Needless to say I was hooked.

Over the years John and Pat have been supportive and encouraging to me. John and I had many conversations (debates) about course design and event structure as well as driving techniques. Sometimes we had different viewpoints (which was a part of John’s personality) but our intent was always for the good of the sport. I have a great deal of respect for John and his dedication to the San Francisco Region SCCA. I am glad to have known him and to call him a friend. He will be missed. To Pat, Katie and Maggy, I’m sorry for your loss.

JOHN SANDBURG

I’m so sorry to hear about John’s passing. Seeing you guys at Nationals was always something I looked forward to. I was flattered that you and John recognized me when we met, even though it was only one weekend a year. I miss The Pylon and we’ll all miss John.

STEPHAN ROSEN

RIP John. Heartfelt condolences go out to Pat and girls. It was a privilege to be welcomed to the SCCA back in ’91 by John & Pat shortly after purchasing my Lotus. I loved the sport and miss it and that crazy Lotus-driving crew.

JOSH SIROTA

Just a couple of thoughts and memories of John Kelly out of so many I could share. First, when I joined the SCCA and started autocrossing with the San Francisco Region in the late ’80s, the vision of the club and the sport that John and Pat had built and nurtured was in full swing, and I felt that I had really found my landing place. Their idea of making SFR into the place where National Champions are bred was just music to my ears. It was The Club That The Kellys Built and I am very happy they did so and that I landed in it. And then specifically, in 1996 in Topeka, I was about to start my final run on the 2nd day when John leaned into my car and gave me a tip. He said, “You know ... the first turn is part of the course too.” I attacked that first turn and ended up going faster by 0.7 seconds and won the whole thing. Thanks John! Katie, Maggy, and Pat, I’m so sorry for your loss.

RICK BROWN

John had alot to do with my stint on the SEB. John was often critical of some of the things going on in Solo nationally and in 1995 I wasn’t happy with the evolution of some of the Prepared rules. John filled in a lot of blanks for me on SCCA politics in general and Prepared in particular, and after many conversations with John I threw my hat in the ring and got the position.

LARRY SHARP

I first met John Kelly in 2000 as we competed in A production against his Lotus 7. He was honest, fair, experienced and a great driver. RIP John and share a drink with your heroes now.

MAGGY KELLY

My Dad has moved on to another place to cause a ruckus. In the flavor of Jimmy Fallon’s “thank yous.” May the single piano begin to play.

THANK YOU...

For putting band aids on our wounds, even if it was ketchup.

THANK YOU...

For being pulled over by a cop outside of El Paso, TX, with the Lotus in tow, for speeding, and proving to two little blonde girls that Boss Hogg did exist.

THANK YOU...

For guiding the RV to a smooth stop outside of Elko, NV on Hwy 80. Only to spend three days in a back alley in Elko. The trip concluded with learning Ubba Dubba from Mark Loomans.



ABOVE: John Kelly, the overall winner. BELOW: Wilma Kline in the second ring. John Kelly in his Austin Healey from the late 1950’s.

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78 Lola T540, strong motor, straight chassis, Hewland trans. Currently set up for autocross. Completely restored. Complete with a two wheel trailer A winner at only \$20,000. Call Jim at 702-255-7945 or 702-521-8970 (cell)

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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



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B SPEC



Brand new Mazda2 B-Spec build. Purchased new off the dealership lot in late 2014, stripped, and prepped for B-Spec competition. Only 8 races on the car with just over 1k miles so engine is just broken in and will only get stronger. Roll cage is an S-Box engineering kit professionally installed by Margraff Racing. Car has the best of everything and is one of the nicest B-Specs in the country right now. Cobra Sebring Pro Fit seat. Schroth Profi II belts. 5 pound, 4-nozzle integrated fire system. Quick release Sparco wheel with integrated radio PTT buttons. 3 sets of TRMotorsports C1M wheels, one with brand new unused mounted Hoosier rains. Includes AIM Solo DL data system. From eight races the car has six wins, 8 podiums, two track records (Thunderhill and Pacific Raceways), and it won the 2015 SCCA Western Conference Majors championship. Tied for 2nd in nationwide B-Spec points behind John Heinrich. Car is turn-key and ready to run top five in PWC at Sonoma or the Runoffs at Daytona with the right driver. I'll throw in coaching and car prep assistance for

your first race weekend. Car is currently located in Auburn, CA but will be moving to HSE Racing in the San Francisco Bay Area soon. Contact Eric at eric@boucherracing.com or (408) 391-2310 for additional info. More pics at http://tinyurl.com/onzmbjs Asking \$21k.

GT/PRODUCTION RACER



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



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 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



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1994 Pontiac Body/Hornaday Chassis/Victory Circle Race Cars. Former Darrel Krenz Southwest tour car. All aluminum 358ci 9.5/1, Fresh springs rebuilt Jerico trans/new drive shaft Winters quick change w/ 10 gears sets New Bilstein shocks/springs New Tilton clutch 390/750 cfm carburetors (comp carburetors) 1.5 hours since refurbished. Fast and Fun! Mark 775 771 9120



#40 SMG 2005 Mustang GT, 5 spd, 3:73 gears, Burgundy & White. New build completed April, 2014. 6 SCCA events total...6 wins, 6 2nds with driver's Darrell Anderson, Tony D'Allesandro, and Mark Drennan. Current T-Hill SMG record holder...1:58.2 (Drennan) set May 16th, 2015. New motor Jan, 2015, (3 events), new Koni front struts June, 2015 (never run). 2 sets wheels, AIM, spares. Beautiful, fast, every conceivable option, pristine condition throughout. Pics on request...50K or B/O...contact Dave Mani, 650-867-0010

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

SPEC MIATA

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



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



1999 Spec Miata - Nearly Race Ready. 1.8L / 5 speed /Torsen, Haag motor with only one break-in weekend,Team Dynamics race wheels w/ RA1s, Upgraded roll cage, Evil Genius exhaust, Kirkey 71300 seat, Advanced Autosports splined quick release, Rennenmetal ballast weights and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013 Clear CA title with plate n drive it to the track! Extras! Stock wheels w/ new Dunlop 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 \$17950

1999 Miata. The current engine and setup ran for the 2013 season, primarily in the San Francisco Region of SCCA. We ended up with 5th place seasonal points

for SMT and 1St place for ITS. In addition we won our calass in the four hour RDC Enduro. The car is fast and ready to race. We had 7 first place finishes, 3 second placed finishes and 1 third place finish. Car Includes *SCCA & NASA Log books *Race Engineering head *1 set of 15" Team dynamic wheels *MiataCage.com Roll Cage *Mazda Motorsports SPEC Mi-ata suspension *1.8 Suspension kit (sec-ond gen miata) * Stainless steel braided brake linesValaya Automotive,LLC 447 W. Saint John St, San Jose, CA 95110 Tel: 408-297-1990

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



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KARTS



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

STREET CARS



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

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



For Sale: TPD trailer, 24 ft, bench w/tool box, cabinets, Honda 3000 inverter/ gen, 110 wiring w/ interior lamps & plugs & outdoor spots, elec tongue jack, awning, ramp extensions, \$13,000, Frank 707-769-8608

Featherlite Model 3110 open Alum. Trailer - 17'6" - 2014 - Alum Air Dam - Spare tire - 6 ft. pull out ramps. Removable fenders - two 3500 lb torsion axles, etc. \$7500 OBO Frank Shoemaker (916) 919-5750

1986 Alpha Toyhauler, 5th wheel. Great for small car, 16ft of room X 73". Fit A Toyota racecar and still had room. Large awning, 5000lb axles, safety chains, 2 batteries, 2 lrg propane, 100gal fresh water, 2/40 gal waste tanks. Sleeps 6 or more, 2 tables, Stove, oven, Refrigerator, Microwave, all work very good. Heater needs work. Bathroom just painted, to cover wall paper. Roof resealed again. Tows great. Extras! Can deliver to bay area for fuel charge. \$4,500.obo. Make me a reasonable offer. Paul in Reno. 775-762-4431, paulracer152@sbcglobal.net

MISC FOR SALE



Mill, Clausing #8530 115v @10.8a or 230v @ 5.4a, single phase, 3/4 HP, 7x29 table, 6-speed belt drive, fac-tory stand, 1/2" chuck, collets, hold-down kit, Eron rotary vise, 38" W x 45" D x 72" H, maybe 300-400 lb., ex-

Decker collectable tool. \$2400. Chainsaw Charlie, 415-382-9068, candpbailey@comcast.net



Metal Lathe. Shenwai SW900, 10x36 Belt drive, 1HP single phase, 110v @ 14a or 220v @ 7a, 6 1/2" 3-jaw chuck w/ 1" hole, in/out jaws, Yuasa tool post and holders, 2 faceplates, 3/4" chuck (stuck in tailstock),factory stand and manual. 62" L x 32" D x 51" H, weighs app. 660 lb. Built many DSRs and toy prototypes. \$2700. Chainsaw Charlie, 415-382-9068, Novato, Ca. candpbailey@comcast.net

Willows Executive home for sale. best of the best. 3-car garage with loft. large lot. 3- bedrooms, 2,600 sq-ft. with complete remodel walls out- appliances, fixtures, granite counters and all new floors/ carpet/tile/wood. Large pool with diving board, balcony patio and more. Quiet area next to two green belts. Located on end of cul-de-sac. \$380k. Will lease \$2k per month with stipulations. Contact David Vodden 530-934-5588 Ext. 101.

Engines For Sale: 2.0L Ford mild race engine, built as S2000 for a Pinto. Raced for a couple of races many years ago. No build sheets. Aluminum valve and belt cover. Have a larger pan and other parts. \$500. obo. I also have a 2.0L block and head. A 2300 engine parts, plus a com-plete turbo engine. Plus 1600 parts and

engine and trans for 1st gen. Fiesta. Not sure what all is there but willing to make you a deal. Paul in Reno. 775-762-4431 paulracer152@sbcglobal.net



1997 Crusader Serial # 0197 Frame and Body Kit. Car was completely assembled and never ran on the track. Everything but the

frame and body have been sold off, \$1100. Contact would be Ron at ronco-niglio@gmail.com or cell phone (559) 567-4056



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

Have two trannies for sale one m21 munce fine spline with shifter, one super t10 with out, make offer. also have 5 star fiber glass 4th gen camaro body was run as gt1 make offer. Don at 510 531 6632 disprace1@aol.com

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

1976 Fiat X-1/9 parts: Hood, seats, vinyl top, wheels and misc. engine and body parts. All in good shape. \$650 for all or will piece out. (209) 613-8625

1300cc Cosworth engine block and oil pan \$250. 5-spd Hewland gear sets (20+) in heavy duty wooden case. Some new and used. All in good condition, \$450. Accusump dry sump, new, still in original box. Low profile (non-hydraulic) jack for use on sports/spec racers. Designed and built by Chuck Billington, \$75. Contact Dennis Wilson (209) 613-8625

Do you want to join the exciting world of LEMON car racing?? FOR SALE 1976 BMW 630 CSI sunroof- rusty fend-ers rear trunk etc, has fair running 3.0 engine, with an extremely rare GETRAG ultra close ratio 5 speed, gear splits approx 900 rpm, direct 5th gear. Project was started and stalled, has resurfaced flywheel, new clutch, pressure plate, TO bearing, trans mount and driveshaft, alone worth \$1000+, nice Racing Dynam-ics alloys, crap tires. Not a restoration candidate. Best offer- can send pics. 831-917-5952

SHOP/STORAGE SPACE

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

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

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

RACE CAR STORAGE San Luis Obispo. Shared shop with utilities.\$150 month Near airport. Gary Corsiglia (805)544-0890

STORAGE SPACE: Available for smaller race car, hot rod, vintage. Concord area. Very secure long term deal storage only \$125 per month. John (510) 548-1011

DRIVER COACH

Driver Instructor: Professional racecar driving instructor. Over 17 years experi-ence in all types of race cars & tracks. Also advanced street skills for drivers of all ages. Group rates. Ric McCom-ick(530)646-8838 Resume at www. myspace.com/ricmccormick

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Looking for an open aluminum trailer. It needs to fit a 108" wheelbase car. 74 inches between the wheels and carry 3000lb max weight. I will trade a 20-foot enclosed Hallmark car hauler, electric brakes, 4 new tires. Rear door ramp, etc. Great condition. includes load-car-rying hitch, etc. or will sell trailer. Let's talk. Seth Emerson, San Jose, CA. (408) 247-2237

WANTED: Friendly, racer oriented or at least sympathetic, CHAIN LINK fence Company/installer to put up chain link fence at Thunderhill. [WILL TRADE FOR TRACK TIME?] Five [5] feet high with some gates. The usual stuff. Some top bars too. Please contact D. Vodden @ 530-934-5588 Ext 101 to arrange premise visit and opportunity to bid the job[s]. Could be BIG? Location: 5250 Hwy 162 – Willows, CA. 95988

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