



The wheel®

VOL. 57 | NOVEMBER 2016

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

SACRAMENTO SOLO 12

p. 24

**WHY I BOUGHT
A SPEC RACER FORD**

p. 26

**DOUBLE REGIONAL
11 & 12**

p. 18



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November 2016

Cover Photo & Photo above by Chuck Koehler

FEATURES

- | | | |
|--|---|---|
| 6 Driver and Worker of the Weekend | 12 A Corner Worker's Terminology | 18 Double Regionals 11 & 12
September 24-25,
Thunderhill Raceway Park |
| 7 San Francisco Region Road Racing
Champions and Trophy Winners | 14 Wheelworks | 24 Sacramento Solo Round 12 |
| 8 Notes from the Archive | 16 Mazda Road to Indy
September 9-11,
Mazda Raceway Laguna Seca | 26 Why I Bought a Spec Racer Ford |
| 10 Danville Concours d'Elegance 2016 | | 28 Thunderhill Report |

IN EVERY ISSUE

- | | | | |
|------------|---------------|------------------------|-------------------------------|
| 4 Calendar | 5 Travel Tech | 29 List of Advertisers | 30 The Garage: Classified Ads |
|------------|---------------|------------------------|-------------------------------|

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

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2016 CALENDAR

SOLO SLUSH SERIES

Round 1: October 29, Marina
 Round 2: November 19, Marina
 Round 3: December 3, Marina

Schedule for November 19 - Marina

Preregistration on Motorsportsreg.com
 SCCA Members Only - Temporary Memberships available on Motorsportreg and on-site for additional \$15
 \$50 prereg, \$60 on-site Event subject to change. Run group changes can be made to better fit the amount of registrants.
 Will almost never move from afternoon to morning and vice versa.
 Registration ends at 12pm.
 Tech Inspection for all run groups is on grid
 Course Walk (7:30AM - 8:30AM)
 Mandatory Driver's Meetings (8:45AM)

Group 1 (work 2) CS, OSP, T2-, ESP, FSP
 Group 2 (work 1) AS, BS, ES, GS, HS, SFT, ASP, CSP, SM, BSPV
 Kids Karts will run at the beginning of RG3
 First car out in Group 4 no earlier than 12:30pm.
 Course Walk Mandatory Driver's Meeting
 Group 3 (work 4) SS, KM, PREPS, CAM-C, CAM-S, CAM-T, STP, STX, SSM, SSP, SSR, STR, N-, NS-
 Group 4 (work 3) MODS, STU, DS, DSP, SMF, X-, STS, BSP

Google Maps: <http://goo.gl/maps/JoEMX>

SFR ANNUAL MEMBERSHIP MEETING

SATURDAY, NOVEMBER 19 AT 1 PM

COME JOIN YOUR FELLOW MEMBERS FOR ONE LAST 2016 GET-TOGETHER IN PLEASANTON SAME LOCATION AT LAST YEAR.

LEARN ABOUT WHAT'S IN STORE FOR 2017 AND ASK QUESTIONS OF YOUR BOARD OF DIRECTORS.

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FRESNO SCHEDULE

Event 9 - November 19,
 Fresno Fairgrounds
 Event 10 Enduro - November 20,
 Fresno Fairgrounds

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



Sonoma Raceway
 707-938-9193

Thunderhill Park
 530-934-5588 ext 118

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

2017 CALENDAR

2017 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

SCCA FREE TEST DAY AT THUNDERHILL
 SATURDAY - DECEMBER 31

FEBRUARY

DRIVERS SCHOOL

February 24-26 | Thunderhill

MARCH

REGIONAL 1&2

March 11-12 | Thunderhill

APRIL

MAJOR

April 1&2 | Thunderhill

MAY

REGIONAL 3&4

May 6-7 | Regional 3 & 4 @ Thunderhill

FERRARI CHALLENGE

PRO SUPPORT

May 18-21 | Mazda Raceway Laguna Seca

JUNE

TEST DAY & REGIONAL 5 & 6

SPEC RACER FESTIVAL

June 1-4 | Mazda Raceway Laguna Seca

REGIONAL 7 & 8 SPEC MIATA FESTIVAL

June 30-July 2 | Sonoma Raceway

JULY

REGIONAL 9 & 10

July 28-30 | Mazda Raceway Laguna Seca

AUGUST

PRE-REUNION

PRO SUPPORT

August 12-13 | Mazda Raceway Laguna Seca

REUNION

PRO SUPPORT

August 17-20 | Mazda Raceway Laguna Seca

SEPTEMBER

REGIONAL 11 & 12

September 1-3 | Mazda Raceway Laguna Seca

IMSA

PRO SUPPORT

September 22-24 | Mazda Raceway Laguna Seca

OCTOBER

PIRELLI WORLD CHALLENGE

PRO SUPPORT

October 13-15 | Mazda Raceway Laguna Seca

REGIONAL 13 & 14 SEASON FINALE

October 27-29 | Thunderhill

TRAVEL TECH

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

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

PHIL MUNOZ
 Santa Cruz Area,
 831-297-2457

TOM TURNER
 San Ramon Area,
 925-389-6181

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

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

DRIVER AND WORKER OF THE WEEKEND AWARDS

DOUBLE REGIONAL 11&12 AT THUNDERHILL

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



Will Schrader
DRIVER OF THE WEEKEND

The Starters selected the Driver of the Weekend:

“Down from Happy Valley, Oregon, racing out of the Oregon Region, Group 7 driver of car #97, SM, Will Schrader, was chosen as the Driver of the Weekend. He started on pole in both of his races and went on to win both events, driving a good, clean race against a relentless Ken Sutherland, #91, also down from Oregon. We thank him for coming down to race with us, showing an impressive performance.

All the Great Volunteers WORKERS OF THE WEEKEND

The Tech Crew selected the Worker(s) of the Weekend:

In recognition of this challenging weekend, due to a coinciding event, (The Runoffs), the Tech Crew is going to break tradition by recognizing ALL of the volunteers as Workers of the Weekend. Because our resources have been stretched thin, with many doing double duty, we think that everyone working this weekend should be acknowledged.

SAN FRANCISCO REGION ROAD RACING CHAMPIONS AND TROPHY WINNERS

CLASS	POS	NAME	YR/MAKE	CLASS	POS	NAME	YR/MAKE
AS	1	Terry McHenry	1992 Pontiac Firebird	SMG	1	Sean Wheeler	2007 Ford Spec Mustang
CF	1	Richard McClosky	1978 Crossle 32F		2	Clark Nunes	2006 Ford Mustang
	2	Daniel Wise	1975 Crossle 25F		3	David Ray	2007 Ford Spec Mustang
DSR	1	Andy Juner	1991 AMAC AM-6	SMT	1	Roland Kamber	1990 Mazda Miata
	2	Robert Christensen	2013 Phantom DSR		2	Tupper Hull	1990 Mazda Miata
EP	1	Matthew Insley	1988 Pontiac Fiero		3	Tao Takaoka	1992 Mazda Miata
FA	1	Steve Baumhoff	2004 Elan Star Mazda		4	Brian Cross	1990 Mazda Miata
FC	1	Scott Vreeland	2001 Van Diemen RF01		5	Marco Gallaher	2003 Mazda Miata
	2	Ken Rozeboom	2002 Van Diemen RF02	SP	1	Bruce Trenery	2002 Acura RSX
	3	Jeffrey Pietz	2008 Van Dieman DP 08		2	Joe Montana	2010 Ford Fusion
FE	1	Allan Svela	2004 Van Diemen FE	SRF	1	Michael Boyle	1993 SCCA Enterprises SRF
FF	1	Chuck Horn	1993 Swift/Honda DB6		2	Jeffrey Cook	2006 Enterprises SRF
	2	Steve Meyer	1989 Swift DB-6/Honda		3	Andrew Cook	2016 Spec SRF2
	3	David Jalen	1985 Swift DB1		4	Hank Raymond	1984 Spec Ford Racer
FM	1	Ritchie Hollingsworth	1995 Formula Mazda		5	Ed Railton	2000 Ford SRF
FS	1	Robin Riner	1998 Mazda Formula	SRF3	1	Umberto Milletti	2006 Ford SRF
GT1	1	Rob Davis	1999 Chevrolet Camaro		2	Bill Jordan	1984 Spec Racer SRF
	2	Robert Davis	1992 Pontiac GTA		3	Brandon Lewis	1984 SCCA Enterprises SRF
GT2	1	Mitch Marvosh	2014 Ford Mustang		4	Robert Breton	1992 SCCA Enterprises SRF3
GTA	1	Rudy Peters	1995 Chevrolet GTA	SSM	1	David Allen	1990 Mazda Miata
GTL	1	Patrick Casey	1992 Mazda Miata		2	Brandon Miller	1991 Mazda Miata
ITA	1	Tupper Hull	1990 Mazda Miata		3	Kirk Uhrlaub	1990 Mazda Miata
	2	Leeson Grant	1994 Mazda Miata		4	Gregory Hoff	1992 Mazda Miata
	3	Lawrence Murdter	1991 Mazda Miata		5	Cole Gibson	1993 Mazda Miata
	4	Brandon Miller	1991 Mazda Miata	STL	1	Tim Auger	1992 Acura Integra
	5	Jeff Page	1992 Mazda Miata		2	Wilson Powell	1999 Mazda Miata
ITE	1	Brian Anderson	2003 Mitsubishi Evo 8	STU	1	Bob Bradfield	1979 Mazda RX7
	2	Ted Hill	1988 BMW M3 E30		2	Bruce Trenery	1990 Mazda Miata
	3	Igor Lyustin	1992 Acura NSX	T2	1	Clark Nunes	2006 Ford Mustang
	1	Aaron Bailey	2001 Pontiac Firebird		2	Don Van Nortwick	2008 Ford Mustang GT
ITS	1	Tao Takaoka	1999 Mazda Miata				
	2	Ben Brandt	1999 Mazda Miata				
ITX	1	David Allen	1990 Mazda Miata				
	2	Gregory Hoff	1992 Mazda Miata				
	3	Yehia Eissa	1990 Mazda Miata				
P1	1	Jim Devenport	2012 Norma M20FC				
	2	Charles Chi	2016 Norma M20FC				
P2	1	Aaron Bailey	2007 Radical SR3				
SM	1	Tommy McCarthy	2001 Mazda Miata				
	2	Brent Hatchet	1990 Mazda Miata				

THE WHEEL
REGIONAL DRIVER OF THE YEAR
James Devenport, P1
(also P1 Runoffs National Champion)

THE WHEEL ROOKIE DRIVER OF THE YEAR
Jeffrey Cook, Spec Racer Ford

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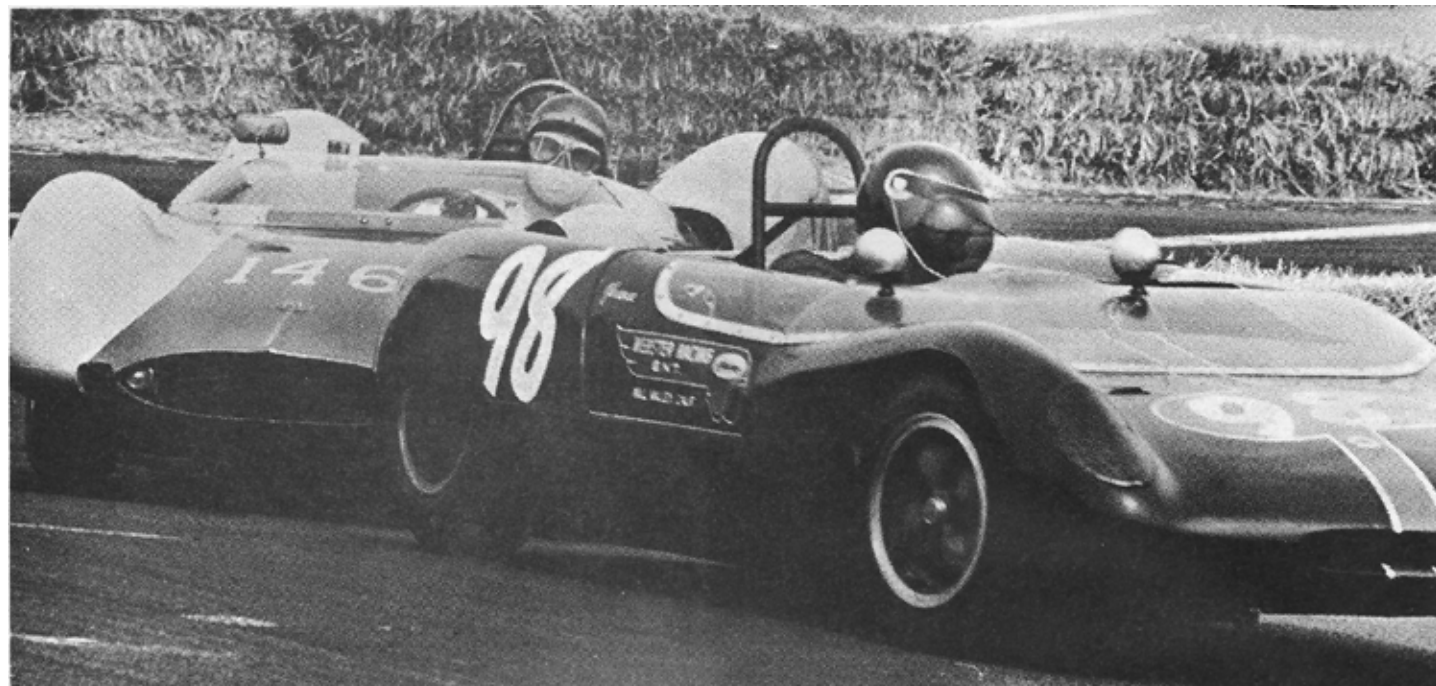
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NOTES

from the *Archive*

ED LESLIE BY GARY HORSTKORTA



Leslie - Webster Lotus 23.

There have been many top notch race drivers that have gained recognition for their exploits while racing with the SF Region but none may have reached the level of the man from Monterey, Ed Leslie. His career spanned fourteen years racing a wide variety of rides from MGs to formula cars to Can Am cars and was at home in sprint or endurance races.

Leslie was born on an Indian reservation in Washington State in 1921, his father worked for a government agency called Indian Services. When he was three years old, the family moved to Carmel where his father worked for Chevrolet so Leslie began an association with cars at a very early age. He received his drivers license as soon as he was eligible and shortly thereafter Leslie was building a hot rod which he used for night time drag racing with his buddies. This progressed to racing against one another up and down Highway One, at night, in what was affectionally called "The Big Sur Grand Prix". Then there were speed

runs at Muroc Lake in Southern California to supplement his hometown road racing but this all came to a halt in 1941 with the outbreak of World War II.

Leslie spent the war as a DC-3 pilot in the Asian Theater ferrying supplies from India to China. He moved up to the DC-4 and flew cargo from California to China until the

war ended. After a short couple of years back home, he was called up again to fly B-29 bombers during the Korean War so his sports car racing career never got off the ground until the late 1950's. By this time he was now thirty-six years old, an age when most drivers begin to think about retiring not beginning a racing career.



Leslie (26) GT350 Candlestick 1965

After the Korean War, Leslie became quite proficient competing in gymkhanas and began to visit some of the early sports car races around Northern California. Finally in 1957 he decided to test his skills at road racing and entered his MGA in the Arcata race where he won his class and finished third overall. The following year he bought a Lotus 11 and won twelve of fourteen races, a pattern that would continue through the 1959 season in a Lotus 18. In 1960 at a formula car only race at March Bank Stadium in Hanford sponsored by Cal Club, something new was added...he won the race and the \$500 first place money which he rather enjoyed.



Leslie - factory Shelby Driver

Leslie was now committed to road racing but needed a steady flow of income to support his racing so he opened Leslie Motors in Monterey where he sold used sports cars. He then made a rather fortuitous decision to take on the new Shelby Cobra which would not only result in car sales but a relationship with Mr. Shelby. Leslie strengthened his automobile business by becoming the a Toyota Dealer which paid off handsomely over the years.

In 1962 Leslie took another step up in his racing career by winning the LA Times Formula GP after being offered a ride in a Lotus 20. With his well earned reputation as a front running driver, Leslie was offered a spot on the Qvale/Huffaker team racing a special, lightweight XKE at the 1963 Sebring 12 Hours. With co-driver Frank Morrill, they won their class and finished seventh overall. Incidentally, their car sat hidden for thirty-five years before being discovered and auctioned off for a bit less than one million dollars several years ago.

The balance of 1963, Leslie raced the Webster Two Liter sports racer and a Triumph TR4 continuing to show his versatility and speed which would land him his best ride to date - a Shelby Factory ride in a Cobra. Besides earning a nice salary from Shelby, he won six of six A Production races and qualified for the Riverside Manufacturer's Championship for 1964. Up against the Shelby number one driver, Ken Miles, he set the fastest lap and finished second to Miles by only 1.4 seconds. He followed up with a win at Laguna Seca, a second at Kent, two wins at Stockton and a second at Watkins Glen, all in the Cobra. Leslie also raced a Group 7 Lang Cooper to a fourth place finish at Riverside followed by



Leslie (dark shirt) with Camaro Trans Am car 1970.

an outright win at Greenwood (IA) over a star-studded field. He finished the year as the National A Production Champion and was now among the elite race drivers in the country.

1965 brought about rides in the Shelby Daytona Coupe at Daytona (5th overall) and Sebring (3rd in class) and rides in the Lang Cooper, Shelby GT350 and Webster Two-Liter. With his racing status as a top driver firmly in place, he made another move up in 1966 and 1967 becoming a factory driver for the Mercury Cougar Trans Am team along with Dan Gurney, Parnelli Jones and Peter Revson. Unfortunately these cars were not always competitive with the Mustangs, Camaros but he did have a second place finish at Riverside.

1968 and 1969 saw Leslie as a team driver for James Garner's American International Racing driving a Lola T70 and for Roger Penske's Trans Am team. He had a second overall at Daytona in the Lola which was the high point for that car but captured four seconds and one third driving for Penske, concluding a busy and basically successful season. In 1970, Jim Hall of Chaparral fame hired Leslie to drive his Camaro Trans Am car for the full season but it was not really competitive with only one podium in twelve races. Leslie also drove two Can Am races in a McLaren for privateer teams but was down the leaderboard in both.

At the end of the 1970 season, Leslie, now fifty years old and with nothing more to prove about his racing ability, decided it was time to hang up his helmet and enjoy life. This brought an end to a wonderful and highly successful driving career which all started at the SF Region race at Arcata in 1957.



Leslie at Arcata in 1957 - first race



Class G – German – 1958 BMW 507 Series II



Best of Show Award 1937 Packard Super Eight 1500 Touring Sedan



Class D – Corvette – 1967 Chevrolet Corvette Convertible



Class P – Porsche – 1959 Porsche 356 Super Cabriolet



Class V-Motorcycle -1963 Itom Astor



Class R – Racecars – 1966 ERA GT 40

DANVILLE CONCOURS D'ELEGANCE 2016

BY **RICHARD SIMONDS**, SCCA/SFR JUDGE AND CONTRIBUTOR TO THE WHEEL

The 12th Annual Danville Concours d'Elegance was held on Sunday, September 18th on Hartz Avenue in downtown Danville.

Although this is the twelfth year that the Danville Concours d'Elegance has been held, raising over \$3 million for Parkinson's disease research and patient care, it was the first year that SCCA SFR Concours d'Elegance Chapter sanctioned the show.

Even though it is held on the street, and not on lawn, it has been a very classy show and has met our requirements for contributing to charitable organizations. This event draws lots of support from the Town of Danville, from the Danville Chamber of Commerce, and from a large number of businesses, organizations, and local citizens.

This year 154 cars and eight motorcycles were registered. With last-minute entries, there were nearly 200 cars on display for several thousand spectators to admire. The restaurants and other businesses benefited from the spectators who came downtown to see the magnificent display of vehicles.

THE 2016 AWARD WINNERS

Class: Alfa Romeo
1st – 1959 Alfa Romeo Giulietta Spider Veloce

Class B – Sports Cars 1945-1987:
1st – 1971 Fiat 2.4 liter Dino Spider

Class C – Vintage 1930-1950:
1st – 1930 Reo Flying Cloud Pickup

Class C1 – Ferrari – Pre 1986:
1st – 1983 Ferrari 308 GTS QV

Class C2 – Ferrari 2000-2010:
1st – 2008 Ferrari F430 Spider

Class D – Corvettes 1958-1987:
1st – 1967 Chevrolet Corvette Convertible

Class E1 – Sports Cars \$5-10K – 1950-1970:
1st – 1968 Triumph TR5/2500

Class E2 – Sports Cars \$5-10K – 1971-1987:
1st – 1979 MG Midget 1500

Class E3 – Sports Car Over \$10K – 1970-1987:
1st – 1985 Renault 5 Turbo 2 Evolution

Class F1 – Sports Cars \$5-10K – 1950-1987:
1st – 1968 Morgan Plus 4 Roadster

Class F2 – Sports Cars Over \$10K – 1950-1987:
1st – 1955 Jaguar XK140 Roadster

Class G – German – 1950-1987:
1st – 1958 BMW 507 Series II

Class L – Land Rover – 1950-1987:
1st – 1964 Land Rover Series II A

Class N – American – 1950-1970:
1st – 1965 Pontiac Catalina 2+2

Class P – Porsche:
1st – 1959 Porsche 356 Super Cabriolet

Class R – Race Cars:
1st – 1966 ERA GT 40

Class V – Motorcycles:
1st – 1963 Itom Astor

Best of Show:
1937 Packard Super Eight 1500 Touring Sedan

A CORNER WORKER'S TERMINOLOGY

From *SFRcorners*

ALERT This communication call indicates a serious, or potentially serious, incident. It implies the possibility of an injury to a driver or a worker (or a spectator) and triggers immediate response activity.

APEX The part of a turn at its center where the car is turning most sharply. The apex is usually the slowest part of the turn; the car slows down into the apex and then accelerates out of it.

CARS ON COURSE

CHECKERED FLAG A black and white checkered flag that indicates the end of a race.

CHECKING

CLEAR Before cars are released to the circuit, Control "clears" the course to ensure that personnel and equipment are ready and the course itself is clear for cars.

F&C Flagging and Communications.

BLACK FLAG, FOLDED Only given with the Race Steward's explicit and specific instructions-A reminder to a driver to "shape up."

BLACK FLAG, OPEN Only given with the Race Steward's explicit and specific instructions -An instruction for a driver to make a pit stop before completing another lap.

Frog Pond This term refers to the lake at Laguna Seca. It is an alternate worker campground location sometimes used for pro events.

GCR GENERAL COMPETITION RULES—SCCA has established the General Competition Rules

(GCR) to govern all Club Racing events sanctioned by the SCCA. The GCR also includes the General Technical and Safety Specifications, and the Category Rules.

GRID The starting formation of a race, generally in rows of two for cars and three or four for bikes. Grid is responsible for preparing the cars to go onto the course at the appropriate time and in the appropriate sequence.

HARD CARD A credential applied for and issued by SCCA annually to workers with over one year experience and in good standing that eliminates the need to register for each SCCA sanctioned event.

HARDSHIP A special allowance for a race crew to test their car on the track at the end of a preceding racing event.

HOLD A call for all other communications to cease or be delayed to allow a priority call to be conveyed.

IMPOUND Impound is located at the entrance to the paddock as the cars exit into the pit lane from the racing surface.



They work hand-in-hand with Tech and are manned by the same personnel.

JAWS OF LIFE Refers to several types of piston-rod hydraulic tools known as cutters, spreaders and rams, which are used to pry open vehicles involved in accidents when a victim may be trapped.

LAPS DELAYED A communication

call that is made after an event occurs to indicate when that event was observed.

LIFT TOW

NO-FAULT When one driver contacts or otherwise causes another to deviate significantly from



their race line or off course, this judgment call to Race Control indicates it was not due to a racing rules violation

PADDOCK/BACK PADDOCK An enclosure at a track used by team support personnel and vehicles, and other officials and VIPs. A back paddock indicates a specific location within the paddock and cars may not return to the race once they have gone into the back paddock.

PARADE LAP A lap or laps before a motorsport race begins where the drivers go around the track at a slow speed, also known as a formation lap.

PIT STOP Stopping in the pit lane for repairs, refueling, and/or new tires.

PULL TOW

QUALIFYING The process of deciding the starting order of a race.

QUICK SPOT Communicators are expected to spot cars for black flag purposes and at certain other times as well

RACE CONTROL

RACE STEWARD

SCORING A written record for each car in an event that is kept to document each time it passes the Start/Finish line as a back-up to electronic timing and camera systems.

SPOTTING All turns should keep track of any lead changes, and on the last lap the last two turns before S/F spot the leader through. At Pro events, the leader is usually spotted through all turns on the last lap, but this will be communicated at that event.

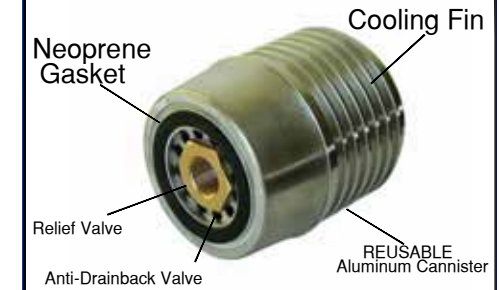
TECH Tech is located in the pit lane at the black flag station. The Tech Communicator also writes down almost everything reported because Tech is most often asked by crew members where "their" car is and what is wrong with it. The information most important to Tech includes: mechanical calls, cars off course (either by deviation or mechanical), tow needs, and, of course, the status of serious incidents.

TIMING Electronic timing systems that uses radio transponders mounted in each race car that reports the ID and passing time along various points in the racetrack to Timing & Scoring to establish race results to a high degree of accuracy. High speed cameras may also be used at the Start/Finish line as back-up.

TIRE BANDING Strong straps that hold the rubber tires on a safety barrier together.

FROM:
<https://sites.google.com/site/sfrcorners/>

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Alfa Romeo '57 1900 CSS	Ferrari '13 458 Challenge
Alfa Romeo '58 Spider Veloce	Fiat '70 Dino 2400 Spider
Alfa Romeo '62 Spider	Genie '64 Mk 10B
Alfa Romeo '65 Sprint Speciale	Hagemann '1959 Special
Alfa Romeo '61 SZ	Jaguar '61 XK-E Roadster
Aston Martin '52 DB2 Vantage	Lamborghini '70 Miura P400S
Aston Martin '66 DB6 Jarama	Lamborghini 1972 Jarama
Brabham '65 BT-14	Lister Jaguar '58 Knobby
BMW '80 M1	Lancia '55 B20 Aurelia
Bugatti '28 Crosswaite & Gardiner 35B	Lancia '70 Fulvia Fanalone
Corvette '57 Race car	Lola '83 596C
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SCCA IS A FAMILY AFFAIR

WHEELWORKS BY BLAKE TATUM

Fathers and sons, fathers and daughters, husbands and wives share in the SCCA experience. Chances are that most of us got involved in SCCA based on a family member being involved. For those that are first generation members, chances are you are in the process of indoctrinating a close family member into the club/sport.

Sharing the experience of racing cars, appreciating cars as art, sharing the experience of engineering on cars, is a lot more fun when those near and dear to you join in on the fun.

I got my start because of my father. When he passed away the first event without him was quite an emotional experience. This experience is not unique to me as there have been and will be plenty of members who lost a loved one that they enjoyed the SCCA with. It has taken me a while to appreciate events without him. I miss the long drives together, I miss the opportunity to talk about the races, I miss the opportunity to share ideas on building race cars, I miss his comments about my articles, but most of all I just miss my father.

Earlier this month I was notified that my father was being inducted into the San Francisco Region Hall of Fame. Needless to say a rush of emotion swept through my body. Everything from sadness because I miss him to overwhelming pride because I always thought he was a special person.

At this year's annual awards banquet, Bruce Brunner inducted my father into the Hall of Fame. I had the pleasure of representing my family in accepting the award. Below is the acceptance speech I gave. I use this as my article this month as a tribute to my father and as a way to show those of you that were not there the kind of man he was.

First off I would like to thank the Hall of Fame committee for inducting my father. It is quite an honor for our family which we sincerely appreciate.

Secondly I would like to thank my mother. My mother was the rock standing in the shadows. My mother was the reason my dad was able to be so adventurous. My mother was the reason he lived as long as he did, thank you Mom!

It is kind of fitting that Dave Vodden and my dad are inducted into the Hall of Fame the same night.

You see Dave Vodden reminds me a lot of my dad. Dave is the guy whose glass is always half full. He is the guy that finds the solution as opposed to why something will not work.

My dad was the same way.

After he passed away my cousin Carry told me my dad was always positive. He was the guy that always believed in you. He was the guy that let you know that you had the capability to do anything.

I started to think about what my cousin said and I thought to myself he was right. I then thought to myself about why my father was that way.

I think the reason was because on February 19, 1945, at the age of eighteen he survived the first wave of the attack on Iwo Jima.

If you could have seen the tracer bullets flying through the air on that assault you would have thought your life was over. If you took a minute to think about it, for every one tracer round that you saw there were four bullets right behind it that you did not see.

After 30 days on the volcanic rock he made it off. I am sure from that point on he figured he was living on bonus time. From that point on there was nothing that could be thrown his way that he could not do. From that point on there was not going to be any person who could tell him something could not be done.

For example, during the early fifties, after one of the sports car events in Stockton a group of illustrious road racing celebrities gathered at top of the Stockton Hotel. They laughed when my dad said that he could build a car that would beat the then powerful Allards.



Chuck Tatum.

When it came time to produce, he borrowed a half inch drill, a body grinder, and a welding torch from Connell Trucking and assembled his GMC truck-powered sports car on the second floor of the Clark Garage.

The first time out on the track was at the Stockton Road Races. After a practice session one of the stewards approached my dad and told him that he passed Doctor so and so on the back straight. The Steward went on to say that the doctor was quite an accomplished racecar driver and if anyone would know the proper speed on that section of the track it was the doctor. Naturally my dad was not having any part of that and promptly replied to the steward that he should tell the doctor to get out of the way because he was not slowing down

for this so called expert. He went on to win the race after starting at the back of the field.

SCCA was a group of social elite in the early days. So the idea of an average everyday Joe building a formula car like the Vee was naturally met with some resistance.

When the class was first announced my dad had a Formula Junior with a Goliath forklift motor in it. I have no idea why he used a forklift motor but by the time he finished the car it was an instant antique.

FV was introduced shortly after the Formula Junior was determined to be a permanent back marker.

The winter of 1963 saw my dad and several of his friends building racecars in our garage on Portola Avenue in Stockton. When it came time to enter the first race of the season the SCCA brass told them that they needed 12 cars in order to run.

Doing the math, they had a car built for Bob Doctor, they had a car built for Jerry Demele, they had a car built for John Grove. Because of the interest they stirred up during demonstration runs the previous season, they knew of eight other cars in the area. So they were one car short of being able to race. Sitting in the corner of the shop was the Formula Junior with the Goliath motor. Since the body was the basis for all of the Formula Vees they just had to remove the forklift motor. So out came the torch and all of the non Formula Vee parts were removed, converting the car into a Vee. Now they had enough cars to race in the first race which just so happened to be in Stockton.

When it came time to fill out the entry forms for the race they were stalled when at the part where it asked for the make of car, so the "name the car" contest started. They went through all the jungle animals, the Indian tribes of North America, and most reptiles with any class. They liked Cobra, but so did Carroll Shelby. Hours went by and they had to get the entries in the mail. My dad finally remarked, to no one in particular, that it had been like a crusade to get the SCCA to let Vees in the race, ha! Someone exclaimed, That was it, Crusader. Yes! Crusader that sounded good to everybody. They went to the race as the Crusaders and the rest is history.

Inventing the traction bar, driving as a stunt driver in the movie Johnny Dark, writing a book and publishing it, promoting sportscar races, producing a PBS documentary, were all the things that my dad was able to accomplish, just because he thought he could do it.

When I finally had a job that would allow me to race, my dad was there for every race. He was there in the garage as we built every car. He supported me when I struggled. He encouraged me when I had a bad day. In short he was the reason I kept racing.

As a kid I remember the Superman TV show. My friends and I would fantasize about super heroes. But in real life I did not have to fantasize because I had a super hero living in my very own house, I had my dad, Chuck Tatum.

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Emergency Crew responding to a Turn 8A incident

MAZDA ROAD TO INDY

SEPTEMBER 9-11, MAZDA RACEWAY LAGUNA SECA

BY STEVE "SPEEDY" JAROCH, SFR-SCCA ANNOUNCE CHIEF PHOTOGRAPHY BY DONNA PORTER

Just a mere three weekends after the Rolex Monterey Reunion we were back at Mazda Raceway Laguna Seca for the all Mazda Road to Indy featuring IMSA Prototype Lites, Pro Mazda Championship, Indy Lights, Mazda MX-5 Cup Global Invitational, and USF2000 cars.



Friday consisted of practice sessions for all groups plus one qualifying session for the Mazda MX-5 Cup Global Invitational. As usual, the three days were fog delayed but by day's end the schedule would be maintained, due to modifications made by the Stewards.

Saturday morning had four qualifying sessions prior to the first race for the Mazda MX-5 Cup Global Invitational. For this inaugural event, the green flag was thrown by the President & CEO of Mazda North American Operations, Masahiro Moro. Robby Foley, #63, from Randolph, NJ, would be victorious after the 45-minute contest, 2.074 seconds ahead of Nathaniel Sparks. ("Sparky"), #8, who hails from Spanish Fort, AL. Robby led flag to flag. Coming in 3rd was John Dean II, #16, who calls Sebring, FL, home. The field was comprised of 10 American racers battling with 5 European racers, and two each from Japan and Australia. The race was marred in lap 7, when Mike Sinclair, #76, crashed. Lap 21 had Anthony Crawford, #75, crash, and lap 23 had the second place car of Mark Drennan, #50, from San Jose, CA., went hard into the wall, driver's left exit in T4. He would be unable to compete in the group's second race.

During the lunch hour there was a very moving ceremony entitled Mazda "Home for Heroes" Presentation in honor of those affected by the acts on September 11, 2001.

The first race for IMSA Prototype Lites would be another 45-minute session, where 17 competitors would complete 21 laps. Car #7 of Austin Versteeg, JDC Motorsports, took the win over the #29 of Michael Whelden, Extreme Speed Motorsports. Coming in 3rd was Kyle Masson, #18, sponsored by Performance Tech Motorsports. All competitors run in identical Elan DP02 cars.

Race #1 for the Pro Mazda Championship was 30 minutes long and had a field of 12 drivers. Pato O'Ward, #80, from Monterrey, Mexico, was victorious over fellow Team Pelfrey driver, Aaron Telitz, #82. Margin of victory was 1.0176 seconds. Just .1926 seconds behind Aaron was Nicolas Dapero, #31, from Buenos Aires, Argentina. Both are in their rookie season. Twenty laps were completed.

Next was Race #1, a 40-minute event for Indy Lights. Fifteen drivers would make up the field for this 30 lap contest. Our own, Kyle Kaiser, #18, who was the pole-setter, out of Santa Clara, would take top honors, with a margin of victory of 7.9169 seconds over Ed Jones, #11, from Dubai, UAE. Twenty-year-old Kyle, led flag to flag for his second victory of the season. Just 1.1663 seconds back was Zach Veach, who calls Stockdale, OH, home. Sean Rayhall, #2, finished 4th, and if I'm not mistaken, it is the same Sean Rayhall who co-drives the Delta Wing in the WeatherTech IMSA series.

The last race of the day was the first race for USF2000 and was 30 minutes in duration. Seventeen competitors would complete 21 laps and when it was over Victor Franzoni, #9, out of Sao Paulo, Brazil, was 12.9597 seconds faster than his nearest rival, Parker Thompson, #2, from Alberta, Canada. Placing 3rd, 5.333 seconds behind Parker, was Anthony Martin, #8, who calls Kalgoorlie, Australia home.

The low marine layer plagued the start of the 30-minute, Race #2, for the Pro Mazda Championship Sunday morning. Twelve drivers made up the grid for the 19 lap event, and when all was said and done, rookie Nicolas Dapero, #31, Juncos Racing, would pick up the win, .4456 seconds over fellow Juncos Racing's Will Owen, #23, from Plano, TX. Rookie, Nico Jamin, #2, from Rouen, France, finished 3rd, 1.8053 seconds behind Will. Two cars would only complete 11 laps, which were the #00 of Jake Parsons, Melbourne, Australia, & the #81 of TJ Fischer, from nearby Vacaville. After completing 16 laps, yesterday's winner, Pato O'Ward, #80, would retire.

Race #2 for the IMSA Prototype Lites was up next pitting seventeen drivers for the 50-minute contest. After 30 laps and covering 66.75 miles, Michael Wheldon, #29, came away with the victory over Clark Toppe, #10. Michael broke a 28-race win streak by JDC Motorsports dating back to August 2014! From Sausalito, he drag-raced his way to victory by a mere .077 seconds. Qualifying 3rd and finishing 3rd was Kyle Masson, #18. The group would have Race #3 to wrap up the weekend.

The second and final race for the Mazda MX-5 Cup Global Invitational was next on tap. Sixteen drivers made up the grid for the 45-minute, 25 lap event. The #8 of Nathaniel Sparks, OOTSK Performance/Bimmerworld, took the win by .285 seconds over John Dean II, Mazda Road to 24/Sick Sideways, #16. Finishing 3rd, out of Japan, was Yuui Tsutsumi, #01, sponsored by Team TCR Japan. Again, as in Race #1, Mike Sinclair, #76, Mazda Australia/motoring.com.au, crashed on lap 6. The #63 of Robby Foley, who was the pole-setter, was found to have an illegal modification to his car and was dealt with appropriately. Ara Malkhassian, #11, ALARA Racing, set the fast lap during the race. The MX-5 Cup championship now moves to the double-header at Road Atlanta on September 29th, where the \$200,000 Mazda Road to 24 Scholarship will be awarded to the champion.

The 30-minute, Race #2 for the USF2000 had 17 cars making up the grid, including our own Club racer, Robert Armington, #11, out of El Dorado Hills. After the 21 lap event Victor Franzoni, #9, ArmsUp Motorsports, captured his second win of the weekend, with a cushion of 10.1026 seconds over Anthony Martin, #8, Cape Motorsports w/WTR, (Wayne Taylor Racing). Fellow Cape Motorsports w/WTR driver, Parker Thompson, #2, wound up 3rd, only 1.4005 seconds behind.

Race #2 for the Indy Lights was a 50-minute, 38 lap, event pitting 15 drivers around the 2.238 miles, 11 turn circuit. Zach Veach, #5, Belardi Auto Racing, took the checkered flag with a margin of victory of 2.8798 seconds over rookie driver, Santiago Urrutia, #55, Schmidt Peterson Motorsports with Curb-Agajanian.



Mark's car transported to the team tent



Mark Drennan surveying the damage in Turn 4

Carlin, finished 4th. With his season ending 4th place finish, Ed captured the Mazda Scholarship valued at \$1M to ensure participation in at least three 2017 Verizon IndyCar Series events, including the 101st Indianapolis 500! (And he is only 22 years old.)

The third and final race for Pro Mazda Championship was 40 minutes long and included a field of 12 drivers which the checkered flag dropped after 27 laps. Rookie, Aaron Telitz, #82, from Rice Lake, WI, clinched the win by 1.0543 seconds and with that secured the title and a Mazda scholarship prize to graduate into Indy Lights Presented by Cooper Tires, the top tier of the Mazda Road to Indy, in 2017. Coming in 2nd was Plano, TX, Resident, Will Owen, #23, Juncos Racing, while 2.3329 seconds behind him was the #31 of rookie, Nicolas Dapero, another Juncos Racing driver.

The final race of the weekend was a 50-minute contest, Race #3, for IMSA Prototype Lites. After 29 laps, Austin Versteeg, #7, JDC Motorsports, took the checkered flag with a 4.037 second margin of victory over fellow teammate, Clark Toppe, #10. For the #7. It was the 7th time this season he has found the top step of the podium. The 1-2 finish was the duo's 6th of the season. Coming in 3rd was the #29, Extreme Speed Motorsports entry of Michael Wheldon, #29. The final two races for this group will be held at Road Atlanta, September 28th through the 30th.



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#4 Jim Wikersham and #15 Doug Hoisington crest the nest

DOUBLE REGIONALS 11 & 12

SEPTEMBER 24-25, THUNDERHILL RACEWAY PARK

BY STEVE JAROCH

One would have thought this was the typical July event at Thunderhill with the very high winds and triple digit temperatures, but approximately 186 entries braved the elements.

Most drivers I spoke with exited their cars, post-race, just dripping wet.



RACE 1, GROUP 7 SMT, SSM, SM

Saturday afternoon started with 49 cars taking the green flag in the 11 lap, 25-minute contest. Fifty-one cars set qualifying times. Pole-setter, Will Schrader, #97, SM, would be victorious, over a relentless, Ken Sutherland, #91, SM, by 1.202 seconds. Eric Jones, #2, SM, finished 3rd, 6.5 seconds behind Ken. Coming in 4th and 1st in SMT was the #90 of Roland Kamber, while the #50, SMT of Tupper Hull, was right behind him. Over in the SSM ranks, Kirk Uhrlaub, #84, held off David Allen, #61, by 2.4 seconds, finishing 15th and 16th overall.



#57 Steven Rooks tracked by #94 Robert Fox

There was a may lay in T2 on the opening lap when the #0 of Perry Richardson spun and was hit by the #72 of Tao Takaoka, while Mark Means, #45, Brain Cross, #54, and Rees Todd, #58, all went O/O, evasive. The #0 would pull off at the Emergency station at T7. The #54 would retire before completing the opening lap. After 2 laps the double yellows and Safety Car came out due to the #53 of Cole Gibson off at T8, right apex. Ian Anderson, #62, required a tow at T11, and Tim Auger, #07, and the #38 of Ray Meister would retire on the same lap. The #72 would retire after 4 laps, as did the #46 of Douglas Alvis, and Brendan Hermalyn, #16, after 7 laps. The #02 of Chris DePuy, finished his race after 8 laps. There were numerous body contacts, as well as the usual O/O, & S/C, (too many to document at this time). Forty cars were on the lead lap upon completion of the event.

RACE 1, GROUP 6 SRF, SRF3

Twenty-three cars would make up the field for the second race of the afternoon. Seventeen O/O, S/C, or S/O/O were noted by Kathie during the 13 lap contest. After completing 10 laps, Perry Richardson, #03, went off, driver's right, at T11 with mechanical issues.

Pole-setter, Bill Jordan, #7, SRF3, had it go all his way, leading flag-to-flag, as he motored his way to the win with a 6.603 cushion over Mike Smith, #64, Gen3. Brandon Lewis, #66, SRF3, sporting a new paint scheme and number, brought it home 3rd, 13.7 seconds behind Mike. Jeffrey Cook, #32, having had issues keeping his car on track, was victorious in Gen2, finishing 8th overall, two spots ahead of his nearest competitor, Michael Boyle, #53. Ed Railton, #01, would have to settle for 3rd in class finishing 11.6 seconds behind the #53.

RACE 1, GROUP 5 AS, ITS, ITA, ITB, ITC, ITX, ITR, FP, HP, GTL, STL, STU, SMG, E30, B-Spec, T3

The grid had 33 cars which competed in the 13 lap contest. The fight for bragging rights would pit pole-setter, Sean Wheeler, #06, SMG, against fellow SMG, #79 of Clark Nunes. Sean had the distinct honor of having his car featured on the event T-shirt. In the end the #06 lead flag-to-flag, and had a 9.98 margin of victory at the checkered flag. Bob Bradfield's #36, STU, claimed the class win, finishing 3rd, while finishing 4th, but 1st in STL, was



#88 Joe Montana



#61 Steve Baumhoff



#9 Ritchie Hollingsworth

the #1 of David Vodden. It was a dog fight between those two as only 1.4 seconds separated the two at the stripe. Vodden had his hands full throughout the race with fell STL driver, Tim Auger, #07, who finished 2.9 seconds behind David. ITS spoils went to Ben Brandt, #57, who finished 7th, while in 8th was the winner in ITA, Jeff Page, #33, and ITX full points went to David Allen, #61, finishing 14th. Right from the get go, Tupper Hull, #50, had an O/O in both T2 and T7. On the last lap, he would have another in T9. Brendan Hermalyn, #16, went off at T15, driver's right, with a mechanical issue, considered hazardous, but when the corner called for a "tow now", he continued back on course. After 2 laps, Don Van Nortwick, #75, SMG, would retire. Aaron Bailey, the sole ITR of the group, made a pit stop, flames showing, so a bottle was popped. His race was



#55 Jeff Lederman all alone in first

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STANDING



#72 Tao Takaoka and #95 J.D. Medlin



#71 Jerry Aplash and #66 Brandon Lewis



#05 Allan Sveta is stalked by Baumhoff

over after 3 laps. David Oroshnik, #17, ITX, went back paddock on lap 5.

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

The next race found Steve Temple, #5, going off course in T2, starting a grass fire which brought out the Safety Car and Rescue units. After 5 laps, David Jalen, #50, would make a pit stop. He would go on, completing 9 of the 12 lap event. After going back to green flag racing, Ken Rozeboom, had an O/O in T10, and in T7, the #75 of Alan Dezzani, S/O/O.

Pole-setter, Scott Veerland, #51, lead flag-to-flag, enjoying a 12.653 margin of victory over fellow FC driver, Paul Rodler, #45. In the process, he also laid down the fastest lap during the race. Jeffrey Pietz, #80, FC, would have to settle for 3rd place in class, 14.6 seconds behind Paul. As Ken Rozeboom, #81, failed to go out during their qualifying session, he moved through the field

of 16 cars to finish 5th overall. Steve Meyer, #48, claimed the FF honors, 5 seconds ahead of fellow FF driver Steve Temple. Placing 3rd in class, only 1.6 seconds behind Steve, was the #44 of Jon Brandstad. The only FSTS, setting a new track record in that class, with a 2:00.237, was Tom Duncan, #27. The sole F5 was Joseph Rozelle, #70, and the only FV was the #47 of Kevin Palaima. Over in the CF ranks, it was Richard McClosky, #6, over Alan Dezzani, #75, who was a lap down at the finish. They were the only two CF in the group.

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

The final race late Saturday afternoon had a number of out-of-region SP drivers joining the grid of 28 cars for the 13 lap event. Sound issues plagued many drivers during their practice and qualifying sessions. After 3 laps, Nathan Smith, #76, was seen losing fuel by the T5 corner

workers, made a pit stop, then retired. Don Kennedy, in the same turn was losing fuel in his #24. After 6 laps, Brett Staples, #19, received the MBF for sound at both T7 and start/finish, and T2 reported his engine sounded like it was going south. He pulled off left apex in

T5. Sound also was an issue with the #88 of Joe Montana, as he too, retired a lap later. Ted Hill pulled off on lap 9, in T1, driver's right, with a mechanical issue, requiring a tow which brought out the Safety Car. There were a number of passes under the double yellows. On the last lap, the #24 was hit for sound, at a plus one.

Pole-setter, Frank Emmett, #45, did not have the race he was looking for, finishing 13th overall and 3rd in GT1. Darrell Anderson, #03, SP, was the overall winner, with a margin of victory of 5.028 seconds over fellow SP driver, Michelle Nagai, #72. He also set the fast lap of the race. Jeff Smith, #2, SP, was 2.2 seconds behind the #72. Tim Adolphson, #68, started at the back of the field due to having issues with sound during qualifying but managed to gain 24 spots to finish 4th overall and gain full points for his win in GT1. His nearest competitor was back in 10th position. One of the best battles was between the winner in ITE, Randall Mackintosh, #35, and GT1 driver of the #95 of Rob Davis. At the checker they were separated by .2 seconds, Randy in 9th and Rob in 10th. The N3 class winner was Jose Rodriguez, #59, finishing 12th, while the only GTA was Rudy Peters, #64, finishing 19th, and in EP, the only one in the class, was Matthew Insley, #56, coming in at position 24. Clark Nunes, #79, garnered the win in Touring 2, as he placed 16th when it was all said and done. His nearest rival was back in 20th.

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

Sunday's first race had 12 cars make the grid. Missing was the #17 of Fritz Moore, who hit the tire wall in T11 during practice and Kevin Rogers, #16, who qualified 6th but failed to make the



#95 Tanner Briggs and #9 Joe Briggs

grid. On lap 6, Andy Juner, #88, pulled off on the bypass road below the T5 turn box. In T9, Woody Yerxa, #81, had an O/O, losing his right front wing. That's all the action that happened during the 15 lap event.

Pole-setter Jeff Lederman, #55, lead flag-to-flag, having a 15.03 second cushion over fellow P1 driver, Bruce Brown, #62, at the end. Bruce did, by the way, set the fastest lap of the race, a 1:43.375. The sole P2 entry, finishing 3rd, was Aaron Bailey, behind the wheel of his #21. The only FA, finishing 4th, was the #61 of Steve Baumhoff. Woody was the top FM, finishing 5th. In 6th was the DSR winner, Robert Christensen, #66. In 7th was the sole FS of the group, Robin Riner, #91, and the only FE entry, placing 11th, was the #05 of Allan Sveta. (What happened to the numerous FE machines we have had in past years?)

RACE 2, GROUP 7B SMT, SSM, SM

His dominance during both races led the Starters to pick Will Schrader, #97, SM, as the Driver of the Weekend. He not only led flag-to-flag, but set the fastest lap of the race. His battle this race was with Eric Jones, #2, SM, and was separated by 9.844 seconds. Roland Kamber, #90, also went two-for-two, as he took top honors in SMT, finishing 3rd overall, as his nearest competitor finished in 6th. That was Tupper Hull, #50, and 3rd in class, Tao Takaoka, #72, was only .7 seconds behind. They battled back and forth the entire race. Kirk Uhrlaub, #84, also received his second checkered flag of the weekend in SSM, finishing 12th, and his nearest rival in class, Cole Gibson, #53, placed 15th.

Now for the chills and spills of the 12 lap event.



#21 Aaron Bailey



#9 Ed Iverson locks it up to avoid #23 Terry McCarthy

Chris DePuy, #02, had a late start out of grid. On the opening lap, Tim Auger, #07, S/O/O in T5. On lap 2, both the #84, and the #58 of Rees Todd, had O/O in T15. The #58 did it again at the exit of T6. The #9 of Ed Iverson, went back paddock after two laps with front end damage. Seems the #9 mixed it up with Terry McCarthy, #23, in T11. In T2, the #58 had another O/O, which he received a "Closed Black Flag", (CBF), from the Starters. On lap 4, Brian Cross, #54, had an O/O at the exit of T5. Lap 5, also in T5, Frank Russell, #34, had an O/O. The #02 retired after completing 5 laps. Doug Hoisington, #15, had an O/O in T3, twice, and again in T9, which netted him a CBF. In the closing laps, T11 had the #7 of Scott Kessenick S/C while the #82 of Dale Pestes, O/O, evasive. T5 reported bump drafting between the #81 of Glen Cherry, and the #53 of Cole Gibson.

RACE 2, GROUP 6B SRF, SRF3

Only seven Gen3 cars and fourteen Gen2 cars would make up the field for the 13 lap event. On the opening lap, Ed Railton, #01, S/C in T2. The #24 of Eugene "Geno" Barbera had his in T10. T8 reported side-to-side B/C between Tanner Briggs, #95, and Bruce Richardson, #3. In T11, lap 3, the #79 of Robert Kullas, spun and hit the #1 of Andy Hettrick. The #79 retired after the incident, while the #1 continued his race. On lap 6, the #3 pulled off on the bypass road below T5, safe, and required a tow at the end of the session. For an unknown reason, Nei Ng, #48, took the same bypass route, but gained no advantage. After completing 7 laps, the #03 of Perry Richardson retired. On lap 9, T3 had the #6 of Parker Briggs, S/C, while the #4 of Frank Valente have an O/O, evasive. With under 5 minutes remaining, the #8 of Chris Jackson, had an O/O in T11. On the final lap, Jeffrey Cook, #32, took a rough ride O/O in T9, and again in T15. John Weed, #46, completed only 9 laps.

Pole-setter, Bill Jordan, #7, bagged his second win of the weekend, leading flag-to-flag, setting the fastest race lap, and having a 4.421 second margin of victory over the #8 of Chris Jackson. Placing 3rd in Gen3



#36 Bob Bradfield leads #1 David Vodden



#07 Tim Auger and #1 David Vodden



#15 Eric Dahlquist

was Jerry Aplash, #71, 3.3 seconds behind Chris. Coming in 5th overall was the Gen2 winner, Michael Boyle, #53, 4.9 seconds ahead of Jeffrey Cook, #32, who finished 7th. Hank Raymond, #12, placed 3rd in class by a whisker, as both he and the #32 had identical race times.

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

Thirty-one cars set qualifying times but only 28 would make up the field for the third race of the afternoon. T11 reported David Allen, #61, spun and contacted the #53 of Terry Gibson, who



#87 James Waller and #53 Cole Gibson

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ended up losing his rear bumper in the racing line. Both continued but on the following lap the #61 hit the debris and it became two pieces. Tupper Hull, #50, had an O/O out of T15, while also in that turn, Duke Zander, #9, S/C, went into the pit lane, then back on course. T5 reported David Vodden, #1, not only had a loose exhaust, but was smoking, center rear. With under 5 minutes remaining, Tao Takaoka, #72, S/C, evasive in T3, under hard braking to avoid two cars ahead



#59 Jose Rodriguez



#49 Bob J. Hall with #12 Hank Raymond in the background

of him. Memet Aytolu, #46, S/C in T11, and on lap 12, Brendan Hermalyn, #16, had an O/O in T2.

And now the results of the 25-minute barn burner. Pole-setter, Sean Wheeler, #06, SMG, led flag-to-flag, had the fastest race lap, and had a margin of victory of 4.902 seconds, grabbing his 2nd win of the weekend. Coming in 2nd overall but first in STU, for the second time this weekend, was the #36 of Bob Bradfield. The battle for 3rd & 4th overall was hot and heavy the entire race, but in the end, Clark Nunes, #79, SMG, beat out the #75, SMG, of Don Van Nortwick by 2.4 seconds. Another tight battle was between the STL winner, for the second time this weekend, David Vodden, #1, and Tim Auger, #07, STL. At the checkered flag, .7 seconds separated the two, as they switched positions numerous times during the race. They finished in positions 5 and 6. For the second time this weekend, Ben Brandt, #57, was victorious in ITS, finishing 8th. Lawrence Murdter, #94, garnered his first win of the weekend in ITA, finishing 9th, while Brendan Hermalyn, #16, had his first win of the weekend in ITX.

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

The grid for the race consisted of 13 cars for the 14 lap event. Missing were Paul Rodler, #45 and Alan Dezzani, #75, both of them experienced mechanical problems during qualifying. It turned out to be a very uneventful race, as the only notation Kathie made was the fact Richard McClosky, #6, was slow through T9. He being the sole CF of the group, completed 10 of the laps so he received full points in class.



#43 Dave Dunning defends against #54 Brian Cross



#35 Randall Mackintosh followed by #45 Frank Emmett

Scott Vreeland, #51, led flag-to-flag, as well as setting the fastest lap of the race, as he went on to a 7.518 second margin of victory over fellow FC competitor, Jeffrey Pietz, #80. This was Scott's second win of the weekend. Coming in 3rd in FC was Chuck Raggio, #14, .3 seconds behind Jeffrey. Fifth place finisher, Chuck Horn, #54, was victorious in FF, 13.7 seconds ahead of Steve Temple's FF, #5. Third in class was Jon Brandstad, #44, 11.2 seconds behind Steve. David Jalen, #50, FF, was only .6 seconds behind Steve. Good, close racing! The sole FFTS was Tom Duncan, #27, finishing 11th, but managed to set a new track record of 1:59.601. Finishing 12th was the only F5 in the group, Joseph Rozelle, #70.



#14 Chuck Raggio checks his mirrors to see #81 Ken Rozeboom



#82 Brad Dressen and #9 Duke Zander



#7 Bill Jordan with #01 Ed Railton in the background



#91 Robin Riner

RACE 2, GROUP 3B
ITE, GT1, 2, 3, PC, GTA, SP, EP, SS, T1, 2, 4, E46, N3, NL
Nineteen cars made up the field for the 13 lap event which would finish with six different class winners. Those failing to make the grid were Matthew Insley, #56, EP, and Jose Rodriguez, #59, N3. On lap 4, Clark Nunes, #79, T2, S/C in T11. Darrell Anderson retired the #03, SP, after completing 4 laps. Michael Roche, #8, SP, S/O/O in T5, while in the same turn, Jeff Smith, #2, SP, had an O/O. The #2, again in T5 had a S/C, and the #8 had an O/O. Turn 5 was a busy place for this race. Kevin Culver, #25, SP, hit sound at a +1 and received the MBF at T7, and again at Start/Finish. After 8 laps,

Brett Staples, #37, SP, made a pit stop, where he would stay until race end. Tim Adolphson, #68, GT1, was slow out of T8 and went back paddock after 10 laps. The #25 was again shown the MBF at T7 and again at S/F before he finally made a pit stop on the closing lap. On that lap, the #88 of Joe Montana, had an O/O with his SP in T5.

Miss "Berkeley Jet Drive", Michelle Nagai, had her #72, SP, dialed up a notch, as she set the fastest race lap, and took the overall win by 4.586 seconds over fellow SP driver, Eric Dahlquist, #15. She led flag-to-flag, as she took the hole shot away from the #03. The top seven spots were all Super Production machines, while placing 8th was the winner in ITE, Brian Anderson, #30. In 9th was the only N3 in the group, Larry Hansen, #99. Back in 10th was the sole GTA, Rudy Peters, #64, who picked up his second checkered flag of the weekend. GT1 full points went to the #95 of Rob Davis, who finished 12th, while over in Touring 2, it was the #75 of Don Van Nortwick, who would take his victory lap, finishing 14th.

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

Only six cars made up the grid for the 14 lap event. Although Steve Baumhoff, #61, FA, and Aaron Bailey, #21, P2, set qualifying times, they failed to make the grid. On the Pace Lap, Bruce Brown, #62, P1, pulled off on the access road between T5A and T15, made it to the pit lane before taking his machine back paddock. That left just 5 cars on track. Late in the race, the sole FE of Allan Svela, #05, was observed by the T2 corner worker as being VERY off the pace, as he only had one gear to choose from. He did manage to complete 10 laps so he received full points in class. Race winner, Woody Yerxa, #81, FM, had a margin of victory of 1 minute, 14.826 seconds over the only FS of the group, Robin Riner, #91.

The novice winners for the weekend were:

- GROUP 3** Joe Montana, #88, SP, from Colfax.
- GROUP 5** Ben Brandt, #57, ITS, from Pacifica.
Scott Kessenick, #7, ITA, from San Francisco.
Davis Pope, #22, STU, from Fremont
- GROUP 6** Tanner Briggs, #95, SRF, from Healdsburg.
Andy Hettrick, #1, SRF3, from Minden, NV.
- GROUP 7** J.D. Medlin, #95, SM, from Los Altos Hills.
Rob Fuller, #76, SSM, from San Jose.
Rees Todd, #58, SMT, from Auburn.

I would like to thank all the out of region and GASS competitors for joining us for great weekend of racing.

My next event will be the Pirelli World Challenge at Mazda Raceway Laguna Seca, October 6-9.



#61 Steve Baumhoff

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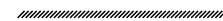


Eric Williams Corolla GT FX

SACRAMENTO CHAPTER SOLO ROUND 12

BY **MIKE DROUIN** PHOTOS BY **DAVEY DROUIN**

Well as the season winds to a close the same conversations always pop up: what are you going to do in the off season, what upgrades are you planning on doing to your car, are you planning on getting a new car, and the most dreaded of all --retirement.



One of our true autocross faithful is going to be hanging up his helmet. Well semi retiring. Gary Mendenhall has decided to turn his Austin Healey back into a street car and focus on weekend cruises with his British car buddies. He did say that he would come autocross once in awhile when he got the itch. Gary is leaving on a high note as he did win HCR class this year.

Looking at the year-end results always is interesting. The class with the most competitors was C-Street with 32 different entries, but not all at the same event unfortunately. The class with the most single event entries was again C-Street with 16 racers showing up on Round 2. The class with the most 100%'ers was BSP with Kenny Yeo, Ray Miller, Lanny Bowden, and Harold Olsen all earning jackets this year.

Classes that had total domination and perfect seasons by the class winners were FSP with Eric Williams, BP by Rick Brown, and E-Mod by Bob Weisickle. Tom Nivison did win his class, but Al Patterson stole his perfect season away. Al beat Tom in Round 2 giving Tom one second place finish and a whole bunch of first place finishes for the season.

I think the class that had the biggest difference in age as far as the cars go would have to be CAMS with Jeff Gloriosos's 2003 Corvette and Mike Ansell's 1972 Corvette. That's a difference of 31 years.

Jeff's newer Vette did win the class, but there are a few rumors that need to be addressed. Yes, Jeff did run his AC on hot days, and yes he did use GPS if he got lost in the sea of cones. Wouldn't you? Mike was always pretty close and he has all winter to figure out how to make their times that much closer. He has a good friend named Mr. Mike Maier who helped with some suspension updates. With a few tweaks here and there to the suspension, I am sure Mike will be running faster times.

The closest margin of victory goes to F-Street in round 6. William Lin and his 1LE Camaro beat Bruce Hopkins and his Camaro SS by .005 of a second. The widest lead of the year was Tom Smiley running OSP in round 2. Tom beat the second place car by 15.752 seconds. The most unlucky

lead was Dennis Hubbard running E-street in round 9. Dennis posted a 47.790 and Chris Kannan posted a 48.456, which gives Dennis a lead of 0.666. A very unlucky number if you ask me.

Well the last event is the Bill Fleig Enduro October 15 and 16. I'll see you in the parking lot.

CLASS WINNERS FOR THE SEASON

- | | |
|----------------------|----------------------|
| SS Tom Smiley | BP Rick Brown |
| | CP Jay Zwet |
| AS Brad Fleig | |
| | DP Josh Garica |
| BS Mark Hinrichs | FP Steven Parmley |
| CS Jeff Andrade | HCR Gary Mendenhall |
| DS Yongzhe Wen | SM Troy Stevenson |
| ES Dennis Hubbard | SSM Tom Nivison |
| FS Gary Fazekas | AM Mike Cilento |
| GS Chris Estrada Sr. | BM Noel Ameele |
| HS Zachery Ternes | EM Bob Weisickle |
| STF D'John Keith | FM Doug Hargove |
| STS Nathan Gabriel | KM Steve Slinkard |
| STX Brian Michaels | JA Marcus McAfee |
| STR Charles Meyer | JB Ethan Vahle |
| STU Vince Goehner | |
| SSP Al Patterson | SSL Gale Smiley |
| ASP Robert Custodio | BSL Penny Hubbard |
| BSP Ken Yeo | CSL Cheri Chord |
| CSP Toby Piper | ASPL Nicole Ho |
| DSP Mark Bardosh | FSPL Donora Wichmann |
| ESP Andrew Barrious | CAMSL Ingrid Ansell |
| FSP Eric Williams | |
| | KML Debbie Owen |
| OSP Eric Smiley | |
| SSR E.J. Fontaine | |
| CAMC CJ Moody | |
| CAMT Rick Oates | |
| CAMS Jeff Gloriosos | |
| XP Carl Graf | |



Bob Bullock's windshieldless X 1/9



Gary posing for his retirement picture



Gary's last regular season run.



WHY I BOUGHT A SPEC RACER FORD

STORY BY **JAMES CHARTRES** | PHOTOS BY **JAMES CHARTRES & MEGHAN FROLLI**

Ever since I was a kid growing up, in Adelaide, Australia watching the local Formula 1 Grand Prix, I knew I wanted to race cars. Now living in the US, I was able to buy one of my dream cars, a Datsun 240z. With several track days in my Datsun 240z under my belt, I decided to attend a Skip Barber 3 Day Racing School.



Armed with my competition license, it was time to seriously look into wheel-to-wheel road racing. There were so many options available, but I didn't want to spend a lot of funds and time building my own race car. I wanted to focus more on the driving aspect and learning from competition. This narrowed it down to the inexpensive or specification classes such as Formula Vee, Spec Miata and Spec Racer Ford.

Visiting a SCCA weekend at Laguna Seca, the large field sizes of Spec Miata and Spec Racer Ford won me over. Lots of cars on track meant there was always going to be someone to race with. I talked to the racers in the paddock, I investigated the costs of both classes and decided to test a Spec Racer Ford.

Pulling out of the hot pits for the first time, I was nervous and not sure what to expect. Then I turned the wheel and with the low weight, the car responded almost instantly. I was hooked! That season I started racing with SCCA, at first renting a Spec Racer Ford with the local Customer Service Representation (CSR) named CSR Performance. With half a season gone by renting, I started



looking to purchase my own car. It didn't take me long before I found Chassis #501. For less than a modern used Honda Civic, I now owned a Race Car. A real fair dinkum purpose built Race Car. You couldn't wipe that smile off my face for days. Sure it hadn't run in a year and needed some maintenance but it was a good starting point. It used to be owned by Dick Clift and I later learned that it held the track record for SRF at Sonoma Raceway, 1:50.603. That was beat this July with the new faster Hoosier tires.

SO WHY A SPEC RACER FORD?

Spec Racers are not as pretty as a formula car, not as fancy as a carbon fiber prototype, and not as powerful as a muscle car. Don't underestimate them though, they aren't exactly slouches. The Spec Racer Ford is a momentum car where you can learn to go fast on track and more importantly race craft. The Spec Racer Ford is a great starting point for the beginning road racer as they are relatively simple to work on, have fantastic trackside support and require only a small amount of maintenance. You can't drive them to the track, they need to be towed, but their small size and lightweight means you don't need a big custom car hauler. The car fits in most trailers whether open or enclosed. The network of CSRs provide fantastic trackside support meaning you don't have to haul around a lot spare parts or gear just to make sure you make it through the weekend. The Spec Racer Ford racers are incredibly welcoming and friendly, providing lots of pointers for new drivers and helping you out if your car has issues.

There are two types of Spec Racer Fords at the moment, the Gen 2 and the newly upgraded Gen

3. I own a Gen2. Both versions use the same specification chassis, suspension, brakes, transmission and tires. The main difference is the engine and the minimum weight with driver. A Gen2 weighs 1670 pounds (757 kgs) and use a 1.9 liter Ford motor that is dyno tuned to 105 horsepower and sealed. The Gen 3 is lighter with a minimum weight of 1570 pounds (708 kgs) due to a more modern and powerful sealed 1.6 liter Ford motor that produces approximately 135 horsepower. These specification and sealed components eliminate fancy exotic component (AKA really expensive parts) and allow drivers to focus on the competition and racing. While it might not scratch the engineering itch for design and fabrication, there is still car preparation and setup tuning that you can play with.

SPECS:

CAR: Spec Racer Ford
MANUFACTURER: SCCA Enterprises
CHASSIS: Steel Tube Frame #501
BODY: 3 Piece Fiberglass
ENGINE: 1.9ltr Ford sealed
POWER/TORQUE: 105 hp / 115 lb-ft
TRANNY: Sealed 5 speed
WEIGHT: 1670 lbs (757 kgs) with Driver
SHOCKS: Sealed Penske Shocks, Rebound Adjustable
SUSPENSION: Fully Adjustable Lower A-arm and Upper Rockers
SWAY BARS: Adjustable front and rear
BRAKES: Vented and Slotted Wilwood Discs with Hawk Pads
FUEL: 7.75 US gallon (29 Litre) fuel cell
TIRES: Hoosier Slicks 185/60R13 Front and 205/60R13 Rear

The Spec Racer Ford uses rod ends and sold bushings all round with adjustable links for controlling Camber, Castor and Toe. Rocker arms connect the uprights to the sealed Penske or Koni shock absorbers that are rebound adjustable. The finely threaded shock bodies are also used for configuring the ride height, rake and corner weights of the car. Combined with front and rear sway bars, the all round adjustability allows you to setup the car for different tracks and changing track conditions, in the search of those elusive last few tenths. Adjustments are easily made, as once the body is lifted off, everything's right within reach. Hoosier, the Spec tire manufacturer, publishes a base setup so the beginning racer can just drive without having to worry too much

about setup.

IS IT SAFE?

Safety is well covered, the SRF has ample crush zones and centrally located driver with a full tube frame chassis and roll over hoops. Drivers equipment includes 6 point harness, Helmet, Head & Neck restraints, full fire retardant clothing (shoes, socks, underwear, drivers suit and gloves) plus arm restraints in case of a crash or rollover. The car also includes a fuel cell and fully integrated fire suppression system.

IS IT FUN?

Yes! So how fast does it go? The Gen 2 has a top speed of 135 mph (217 kph) and the Gen3 can reach 150 mph (241 kph). The low horsepower means you need to drive the car like a momentum car. This means trying to get the highest cornering speeds possible by ringing every last bit of grip out of the tires. With a rear mounted motor and tranny there is a lot of weight in the back and a heavy lift mid corner can be disastrous. The car is a lot of fun to drive the open cockpit gives you a lot a visibility and you can feel the wind around your helmet. Of course it makes it interesting in the wet but with the short SCCA sprint races the water isn't such a big deal and the smooth driver is rewarded in tricky conditions. With all the cars the same, competition at the front is tough with other racers ready to exploit any on track mistake. With limited aerodynamics the draft on long straights can be awesome and cruel at the same time. The parity of the cars results in some really great racing including multiple lead changes and battles throughout the fields. Ultimately a great bang for the buck experience, producing lots of fun and excitement for competitors.

ABOUT THE AUTHOR

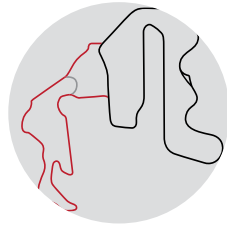
James Chartres wants to live in a world where Humans live on Mars. Born in Australia he is now living in the US where he works as a Systems Engineer at NASA Ames Research Center, California. When he's not managing the technical work on Small Spacecraft projects, you can find him cooking, tinkering in the garage or racing Spec Racer Fords with SCCA on the weekends. He operates KangaMotorsports.com, which discusses how to get involved in amateur racing, provides details about racing Spec Racer Fords and covers his Datsun 240z project. You can also follow his exploits on:

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Special Thanks to Ric at CSR Performance

THUNDERHILL REPORT

BY DAVID VODDEN



Here we are again, at one of those “off-season” breaks that interrupts the constant diet of motor racing in the SCCA. What to do?

To start with, not all racing is done for the year. Check out other events at Thunderhill Park as well as other tracks and sanctioning bodies and find that one more race to add to your 2016 racing adventure.

For the real brave and well-funded there is the spectacular 25 Hours of Thunderhill the first weekend in December. Having run this event many times, I can say with complete authority that it is a hoot. 25 hours, non-stop if you are lucky, not counting pit stops. Even if you do have troubles there is that chance that you can get the car going again and take that famous checkered flag at noon on Sunday and be able to say that you “finished the longest endurance automobile race in North America”. I would encourage every real racer to take on the challenge that this historic race offers and experience running three sessions from 2am to 6am. Imagine getting out of the car, soaking with sweat into a 40 -degree ambient temperature morning. What a feeling! Seeing the sun go down as you approach turn nine on the 3-mile track at about 4:30pm and then seeing the sun rise as you scoot into turn two and exit turn 15 the next morning. It is awe-inspiring and a life-time experience of the most unique kind. Do it. If you do not want to do the whole car thing, call NASA or myself and say that you want to be a driver on a 25-hour team. There are plenty of pay-to-play seats in this race!

Of course there are the professional race programs still going on, all of which end in mid-November. These include NASCAR that wraps up at Homestead Raceway in Florida on November 20th. In the final race, one of four drivers will win the big-money NASCAR Sprint Cup title. The Mello Yellow - NHRA Top Fuel Drag racing program ends on November 10-13 at Fontana Speedway south of here. MOTO GP will end on November 13th in Spain. At present, Marc Marquez leads the top rider in the world, Valentino Rossi in the series points. BTW-Valentino Rossi will make a very special and high-profile run at Thunderhill in 2017. There is a teaser piece on this event in the 2016/17 yearbook that we sent to all Wheel subscribers in the mail. This is a big deal so stay tuned.

Speaking of the yearbook, did you like it? Schuyler Vanbuskirk did most of the work so feel free to tell him your thoughts when you see him at the track or have an occasion to talk with him on the phone. The Formula One cadre will crown Nico Rosberg F-1 champion in Abu Dhabi.

The new flat area west of the entry road at Thunderhill is generating a lot of interest. Most folks want us to build another track there, especially a go-kart track. Not in the plan. There have been some inquiries from folks who could locate a business of magnitude on our new 8-acre plot. The new building area will have separate access to the race tracks as well as other related additional services. We are looking for a developer who knows that there are unique business opportunities associated with being located at a race track as busy as Thunderhill.

Speaking of busy, as of this writing Thunderhill has booked 350 event days on the 3-mile track and 250 event days on the two-mile course. That is 550 rental days contributing to the bottom line in 2016, so far. There will be more. There are also 128 skid pad events on the docket, most of which are drifters using the 540' X 310' rectangle asphalt area that is fully enclosed and very safe for such things. We now have 33 garages for rent here with about six available now for your winter storage of all that stuff that gets in your way at home or at the

shop. Call now and have your very own garage here at Thunderhill Park. \$600 per month is the base rent.

Another escape from the long-dull winter break could be a rental day at Thunderhill for you and twenty or so of your best friends. It is easy to do this because we do all the set up work. All you have to do is call us and book a day. That is the start. Next you get people to join you, establish and collect a fee for each entry and then come to the track and enjoy the day. You may even make a few bucks or, at the very least, get a day at the track for FREE because the small costs are paid for by the total of your collected entry fee money. This is how Hooked on Driving started and this is how many of your fellow racers get extra time to practice, test and, mostly, have fun. Call now and schedule your winter retreat at Thunderhill.

Shopping tip: What do you get that person in racing you know who has everything? Get them top of the line apparel from Thunderhill Park is the answer. Call any time and we will mail your Thunderhill jacket, sweater, dress shirt or whatever suits your fancy. These are the gifts that show real forethought. Call now!

For the record Thunderhill paid just under \$90,000 in property taxes this year for its 530-acre plot of land in Glenn County. We also helped generate over \$575,000 in transient occupancy taxes for the City of Willows. This number has been going up year after year.

We are booking dates for 2017 right now. This process is a real challenge because we negotiate every date and try our best to accommodate our long-term customers and enable new customers to have the best opportunity to succeed. It is not easy but it gets done. Shannon Ell has this job and you can tell from the track rental numbers for 2016, that he does a great job. Our biggest customers rent about 25 days each year with one motorcycle group renting 29 days. Each year we are able to find about a dozen brand new, never been here before, renters. We are constantly looking for new money streams to keep our business growing. So far, so good!

While it is only November it is never too early to wish all of SCCA a happy Thanksgiving and Merry Christmas. I hope that each of you reading this column is planning to field an SCCA race car in a class where your mission is to win the Championship and join that stellar list of road racing champions in the 64-year history of the San Francisco Region of the Sports Car Club of America. I challenge you to do just that. Time to get started!

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SPEC RACER FORD



SPECRACER #33 FOR SALE OR RENT Fast and clean SpecRacer for sale or rent as a GEN2 or GEN3 after October. Updates include: new paint, Butler seat, in-cell fuel pump, new air Intake tube, new fuel regulator, Penske shocks, 2 sets of Shelby rims, transponder, removable steering wheel, and Laguna muffler. Motor has 104+ hp and 120 ft-lb of torque. Strong, solid car currently second in points in the San Francisco Region. GEN 2 Price \$17,500 GEN 3 price \$36,000. For more info and rental rates go to www.accelracetek.com or contact Bruce Richardson @ (669) 232-4844 or brichardson@accelracetek.com 1612



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



Spec Racer Renault #434 ,Rebello motor, Spare motor and Transaxle, Spare Radiator, Jack stands & Jack, Spare nose & tail, Misc parts, 6 spare aluminum wheels, 6 spare steel wheels, \$8500, Jeff Francis 559-307-5878 1500

FORMULA CARS & SPORTS RACERS

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



1988 Formula Mazda for sale standard FM, like new. Very nice, new fuel cell, new tires, new belts, many spares, included TPD 24 foot trailer, very good condition. Mike Bonnington 408-386-9648. or mikebonnington@yahoo.com \$22,000 with trailer 1600

FORMULA VEE



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

SOLO RACER & TRACK CARS



Prepared-class Autocross car for sale. Well built, but needs suspension development. 1994 Camaro "Convertible", with Autocross cage. "Brand New" Paul Caseles-built 302" (3.0" stroke) L98-style motor. AFR Aluminum heads, Gromm ported - Holley Double-pumper. Roller cam, Canton pan. (~450+HP) MSD. Lakewood scattershield/bellhousing, Centerforce Clutch, Super T10/Hurst. 3.73 w/ Auburn posi

Koni coilovers, 2002 Brakes front/rear. 16" Real 3-piece wheels. Herb Adams Torque arm. All Autometer gauges. Kirkey seat. Rear Battery, Electric water pump. Perfect Red paint. Upper-half finish at my first SCCA Solo 2 Nationals! \$6000 - Many spares/alternatives. More Photos if desired: Email to: sethracer@aol.com. Seth Emerson - San Jose, CA (408) 247-2237 1600



2000 Toyota Turbo Spyder autocross car. Original owner, 80k miles, fresh acrylic paint, Veilside body kit, Sparco racing seats, Turbo (240 hp to the wheels), power controller, Tien coil-overs and sway bars, custom Cosco diff., turbo twist wheels and star spec tires. Set up for autocross racing. 2 time SCCA SFR class champion. Never been in an accident or needed major repair. Will throw in the trailer set up for another \$300. \$14,995 obo. Call, text or email John @ 510.409.8678 john@fabinc.biz 1600



Formula 1980 Red Devil formula 440 Chaparral engine. Nice original car unmodified and never crashed or hit.. This is a very low hour car. Never log booked and has only been used for autocross. This is a 35 year old race car it has some bumps scratches and wear but I bet its one of the best early 440's left \$2500 775-721-1568 1600



Street-legal Palatov D2 An Atom on steroids. California SB100 registered, licensed, insured by State-Farm, smog-exempt for life! 2200 lbs, 480hp! 6,500 miles all street speeds, never tracked. LS376 GM LS3 motor. Race-quality six-speed sequential Quaife transaxle with LSD. All LED lighting. Tablet-based dash with integrated data-and-video acquisition, wireless upload. Alcantara, Momo, Wilwood, Bilstein, ceramic-coated exhaust and more. It would take over \$100,000 to replace, not including the SB100 registration. \$85,000 925-247-0846 More info: <http://tinyurl.com/palatov4sale> 1600

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

Partially stripped interior. Many extras. https://docs.google.com/document/d/1CeJOr_QLHOvkEbUe61Mx8qnUAh-7buL09F1-Y_kCCbGg/edit?usp=sharing for full details and pictures. bryn.dole@gmail.com, 650-224-5029 1605



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



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

GT/PRODUCTION RACER



Spitfire Roller For Sale. MUST SELL --- Please Make Offer. Ex-Tom McCarthy Car. Tom Ran at Atlanta, Then sat one season, I bought it. I made numerous improvements, used it for my Driver's School at Sears Point, got my two races in. And then divorced. Stored indoors since. Complete EXCEPT NO engines, transmissions. Has very rare



1986 Porsche 944 Turbo Race Car GT

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The car is a 2006 Mustang prepped to SCAA T-4 specs. Cage is custom made by TC Design. Suspension is Ford Racing. Ford limited slip rearend. ECU has been tuned for max. power and torque. Motor and transmission are stock and low mileage. Hawk brake pads, Cobra racing seat, FIA six point harness and NRG steering wheel and removable hub. Spares as well. Trailer is nearly new two axle car trailer with 4 wheel electric brakes. Wooden deck and ramps. Asking \$14,000 for the whole package. My phone number is 925-389-0447 1600



AV8 Supercars has two Spec Mustangs for Sale. Both are ready to win and have!! \$35k each. Darrell Anderson. AV8 Supercars 510-928-2423 1600



2005 NISSAN 350Z GT-3 or GT-2 Built by Ken Murillo on a Neely/Murillo chassis. 2 Runoffs wins, 3 podiums, 4 poles in GT-3, 1 pole in GT-2. It is race ready with current annual tech good till May 2017. Hewland trans newly rebuilt, Speedway Mini Stock newly rebuilt. Two

KA24DE engines, new spare Speedway Supermax, 3 sets of rims, new cool suit not installed. Contact: John 530-412-0649 jblacksrf17@hotmail.com, \$32,000 1606



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



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pionship!! This car has the best of the best! We can also build you a car to your spec.'s or Rent you a Spec. Mustang for the season or a race weekend. Call for more details. Darrell Anderson, American V8 Supercars 510-928-2423 1602

SPEC MIATA



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



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

1991 Spec Miata - 1.6 I Mazda race limited slip diff, race wheels and set of street wheels, some suspension and steering spares, \$3000 SCCA and NASA logbooks tandem axel open trailer also available. Eric Hernandez 650 208-3544 threebearracing@netscape.net 1604



1991 Seal Spec Miata For Sale. Chassis up build with all suspension parts new

during build. Lots of thought went into this build with too much to list in the ad. Driven for two SFR region seasons and a clean SCCA Logbook. Sale includes a spare engine and transmission. Asking \$14,000 please email for details Graduate.JoshuaFine@gmail.com 1803



1999 Spec Miata - Nearly Race Ready. 1.8L / 5 speed / Torsen, Haag motor with only one break-in weekend, Team Dynamics race wheels w/ RA1s, Upgraded roll cage, Evil Genius exhaust, Kirkey 71300 seat, Advanced Autosports splined quick release, Rennenmetal ballast weights and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013 Clear CA title with plate ñ drive it to the track! Extras! Stock wheels w/ new Dunlop Direzras, Advanced Autosports fuel pressure regulator (2x), Lightweight tow hitch and ball mount. Fluids, filters, brake pads, restrictor plates, etc. Tim Ryan tim@seventhcircleaudio.com \$17,950 1803

VINTAGE RACER

"1989 Chevrolet Camaro IROC-Z "Players Challenge Series" car is FOR SALE. Raced professionally by Kathryn Teasdale in the Players Challenge and is a legitimate 1LE R7U Camaro. Raced in SCCA and CASC after it became ineligible to compete in Players. 305 cu in w/5 speed transmission, Ford 9". Ready to race with new tires, fresh maintenance, and has some spares that will go with the car. Have all log books for Vintage verification. \$17,500. Mary 831-905-8668 or pozzimotorsports@gmail.com 1802

IT/ST



Pro-built Honda S2000 track car/STU?? - new paint - F/G top-rear wing Tolle roll cage - helmet fan - 2 Recaro seats - Sparco wheel - Stop Tech brakes - Eibach coilovers - APR frt. nose and splitter - AIM dash W/GPS-OZ wheels - cat drop pipe. Frank Shoemaker (916) 919-5750. \$22,000 OBO 1809

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 1805

STREET CARS

Street Camaro for sale. Classic American Muscle Autocross/Track build? 1997 Camaro Z28 Hardtop (not a T-top) Crank Windows! Brand new - Bob Gromm-built 383 LT1 motor (Stroke 97 motor). Canton Road Race pan/pickup. Air Conditioning hardware removed. GM showroom-stock cam + kit installed. 6-speed - T56 - Hurst shifter. Dual-adjustable Koni shocks all around. Sam Strano lowering springs - HD sway bars. New OEM-type catalytic converters & Flowmaster. 18" C6 wheels and older Hoosier DOTs. Very good body - White/Black roof. Cloth interior. Power door locks - OEM Radio/CD works! Includes new Autopower Rollbar - not installed. Includes correct long-tube Hooker headers - not installed. Includes new smog-legal short-tube headers - not installed. Asking \$4200 - or offer? (much less than the motor cost). Car in San Jose, CA - Seth Emerson (408)247-2237 Photos if desired: Email to: sethracer@aol.com 1810



1970 VW convertible. New Bug Performance motor; new fenders, hoods, running boards, and paint. \$6000 Jerry Pacheco 530-367-3899 1512

TRAILER/TOW



2007 Pace Shadow Ramp Stack, Bumper, Pull 3 Dexter 6k axels, all wheel brakes, 25 ft box, 5 ft tongue,

Double side doors 58" w x 80" total, 20 ft awning, needs new cover, floor to ceiling 105", 81" between wheel wells, rear ramp 98" + 18" extension, 4" beavertail, includes new 5500w Generac portable generator. \$12,500.00 obo. Larry 707-462-9088 1810

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

2000 Excellent condition South Wind RV - \$25k. If you buy both the RV and STL Miata, will include \$2,500 top of the line, four-axle trailer as a bonus. 530-934-5588 Ext 101 / 530-330-2186. 1808



For Sale Haul Master Utility Trailer. 870 max capacity. 8 in. Wheels. Only used 3 times to haul racing tires like New Tool chest with spare tire, Jack, etc. Call Joel or May. 925.687.8148 1805

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 1805



Featherlite Model 3110 open Alum. Trailer - 17'6" - 2014 - Alum Air Dam - Spare tire - 6 ft. pull out ramps. Removable fenders - two 3500 lb torsion axles, etc. \$5000 OBO Frank Shoemaker (916) 919-5750 1808

MISC FOR SALE



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

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

The Wheel "Garage": Three Vertex Std. 5 watt, 16 channel radios with two crew headsets and three chargers. \$575. Longacre Laser Pyrometer. \$40. AMB My Laps battery powered transponder w/ charger. \$250 Terry Gough (775) 857-2407 1810

Spec Miata Motor Haag Performance 1999 Spec Miata motor with 1 season - no issues - \$2000 OBO. Call Brian Ghidinelli @ 415.568.8927 1807



Set of 4 Porsche alloy wheels (used) and 4 BF Goodrich g-Force R1 tires (like new) - (2) 225/50/16 and (2) 245/45/16 \$1,495 obo. Call, text or email John @ 510.409.8678 john@fabinc.biz 1808

Weber 3 x 45mm DCOE kit for E24 BMW series 630 1977 - 1989, fits other 3.0, 3.3, 3.5 engines, new in the box never mounted, all parts necessary, linkage manifolds hardware etc. Best offer. Contact 831-917-5952 1808



Kirkey aluminum race seat #08400 \$75 Sparco fiberglass race seat (worn upholstery) \$100 John 916 454-1115 evenings 1512

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 disprrace1@aol.com 1812

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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 alangji@comcast.net.

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

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

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

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Contact Ron 530-210-3848 recmotorsports@gmail.com or Donna 775-781-3385 racecarbetty5@gmail.com Formula First race car for rent for SFR 2015 drivers school and select regional races. The car is very well prepared and ready to go. It will fit large/tall drivers. It has a full GPS based data system and cameras onboard for driver development. Take advantage of my 35 years of racing experience to help you learn, or fine tune you're driving. Call Scott 916-801-9728

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