



the wheel®

VOL. 56 NOVEMBER 2015

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



SONOMA SPRINTS

Featuring Spec Miata Festival

P. 12

2015

ANNUAL MEMBERSHIP MEETING

come one, come ALL,
JOIN YOUR FELLOWS FOR A SHORT GET-TOGETHER AND DISCUSS
YOUR FAVORITE CLUB — SAN FRANCISCO REGION SPORTS CAR CLUB OF AMERICA.

SATURDAY, NOVEMBER 21ST AT 1 PM

DOUBLETREE BY HILTON PLEASANTON
7050 JOHNSON DRIVE, PLEASANTON, CA 94588



November 2015

Cover Photo & Photo Above By Chuck Koehler

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Willows, CA 95988

2015 CALENDAR

Annual Membership Meeting

Come one, come all, join your fellows for a short get-together and discuss your favorite club – San Francisco Region Sports Car Club of America.

Saturday, November 21, 1 pm

DoubleTree by Hilton Pleasanton

7050 Johnson Drive

Pleasanton, CA 94588

2015 SFR ROAD RACING SCHEDULE Any changes will be shown on www.sfrscca.org

DECEMBER 27

SCCA Free Test Day at Thunderhill -

The best testing day of the year - the SCCA FREE TEST DAY for all SCCA drivers -will be Sunday, December 27th from 9am to 4pm. YES, it's FREE and a great way to get the tinsel and pine needles off your gear and have some therapeutic fun with your friends.

No advance registration - sign up at the Pro Shop when you arrive.
www.thunderhill.com

MARCH

Competition Licensing School

MARCH 4-6 | THUNDERHILL

See Details on Page 7 for more information.

SOLO SCHEDULE

SLUSH SEASON ALL EVENTS AT MARINA

Round 3 November 22
Round 4 December 5

Pre-register on: Motorsportsreg.com

SCCA MEMBERS ONLY

Temporary Memberships available on [Motorsportsreg](http://Motorsportsreg.com) and on-site for additional \$15
NOTE THE NEW PRICE CHANGE IS TAKING EFFECT: \$40 prereg, \$50 on-site

SCHEDULE FOR ALL DATES

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

FRESNO SOLO EVENTS

NOVEMBER

Event 11

November 21 | Fresno Fairgrounds

Event 12 *Enduro*

November 22 | Fresno Fairgrounds

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VOTING FOR BOARD OF DIRECTORS AND BYLAWS CHANGE

The election of the 2015-2016 Board of Directors is now open. Election closes November 17.

Candidate statements for Gary Pitts for Regional Executive; and for Directors, Rod Simmons (current Board member), R.J. Gordy and Dan Burgoon, appear on www.sfrscca.org and in the October issue of The Wheel.

In addition to the election this year, a change to the SFR Bylaws will be voted upon. The changes relate to the methods for holding Director elections.

THE FOLLOWING IS FROM SECTION IV OF THE BYLAWS:

(b) *Elections.* A ballot shall be made available to the members in good standing not more than thirty (30) days nor less than twenty days (20) in advance of the Annual Meeting. All voting shall be by mail or secure electronic format and all ballots must be received by the Secretary, in care of the Regional Office, at least four (4) days before the date of the Annual Meeting.

PROPOSED ADDITION TO THE BYLAWS:

If no nomination for Regional Executive is received, or if fewer than the required number of nominations for Director are received, the elected Members of the Board shall fill those positions by appointment, and no ballot for those positions shall be submitted to the membership.

PROPOSED DELETION TO THE BYLAWS (TO REFLECT CURRENT PRACTICE):

The Regional Executive shall appoint from members who so volunteer a foreman and team of inspectors of the election to open and count the ballots. If a candidate for office withdraws after ballots are printed, votes cast for that candidate become void.

ELECTION PROCESS

The election will be conducted through online voting on MotorsportReg.com. When voting opens, go to <http://sfrscca.motorsportreg.com/> to vote. If you don't have an account you can quickly set one up. Then go to the "2015 Election Survey" on the registration page, and vote.

Those desiring a paper ballot should send their request to the Region Office (530-934-4455 or email office@sfrscca.org). Online voting will open in mid-October and close four days before the annual meeting in November.

New Directors will be seated at the annual meeting. The Region Board of Directors consists of the Regional Executive and six Directors. Three members of the Board of Directors are elected for two-year terms in even numbered years, and three members are elected in odd-numbered years. To be eligible for Regional Executive, you must be or have been a member of the Board of Directors. Only SFR members may hold elected offices.

NORPAC ROUNDTABLE MOVES TO LAS VEGAS

The Northern Pacific (NORPAC) and Southern Pacific (SOPAC) Divisions will convene a joint Roundtable for both Divisions' participants on Wednesday January 20, 2016 at the South Point Hotel and Casino in Las Vegas, NV. This Roundtable will be the afternoon before the start of the annual SCCA National Convention.

This year's Roundtable will give you the opportunity to talk to your regional, divisional and national leaders, and with the SCCA National Convention the opportunity to participate in discussions with members and leaders from all over the United States. The cost for this year's Roundtable is \$50.

Wednesday 12:00 – 5:00 (lunch included) Discussions will focus on joint division projects, Majors planning for 2016, 2017 Runoffs location, information specific to volunteer specialties, retention and recruitment of volunteers and drivers.



You have the opportunity to participate in an outstanding program plus enjoy a social gathering, lunch, bench racing and an all-around good time!

Registration for the South Point Hotel is now open. Rooms January 18-21 are \$60 a night, and January 22-24 are \$100. Registration for the SCCA Convention will open in October.

Please register for the Roundtable starting October 1, 2015 on Motorsportsreg.com and click on Western Conference Training Seminar.

THE MAGAZINE EDITOR | Is Looking For

The magazine editor is looking for people like you, who breathes and lives all things autocross, to join the group of writing collaborators to report on the event Championship and Slush during the season. Style is open, and as long as you don't mix politics and other polarizing topics with racing, you should be fine. If interested, send me an email at rafa.soto2011@gmail.com.

2015 CHAMPIONSHIP TROPHY WINNERS

PLACE NAME	YEAR AND MAKE	POINTS	PLACE NAME	YEAR AND MAKE	POINTS
CF					
1	Troy Tinsley 1980 Crossle 40f	292	1	James Paul 2009 Norma M20F	318
2	Richard McClosky 1978 Crossle 32F	227	2	James Devenport 2012 Norma M20 FC	167
DSR					
1	Robert Fox Squirt	149			
E30					
1	Aristotle Balogh 1987 BMW E30	185			
EP					
1	Matthew Insley 1988 Pontiac Fiero	210			
FA					
1	Jim Mali 2006 Mazda Pro Mazda	157			
2	Graham Rankin 1998 Swift 014	143			
3	Edd Ozard 2004 Star Mazda	122			
FC					
1	Scott Vreeland 2001 Van Diemen RF01	274			
2	Chuck Raggio Van Diemen FC	189			
3	Paul Rodler 1991 Swift DB 6	134			
FE					
1	Matthew Hauff 2005 SCCA Enterprises	292			
FF					
1	Jon Brandstad 1991 Swift Formula Ford	252			
2	Steve Meyer 1989 Swift DB-6/Honda	195			
3	Chuck Horn 1993 Swift/Honda DB6	169			
FV					
1	Ron Wake 2002 Mysterian M4	225			
GTI					
1	Frank Emmett 2010 Chevrolet Corvette	221			
GT2					
1	Danny Malfatti Chevrolet Monte Carlo	288			
GTA					
1	Mark Ruden 2006 Chevrolet Monte Carlo	250			
GTL					
1	Patrick Casey 1972 MG Midget	200			
ITA					
1	Tupper Hull 1990 Mazda Miata	262			
2	Leeson Grant 1994 Mazda Miata	225			
3	Brandon Miller 1991 Mazda Miata	188			
4	Tao Takaoka 1992 Mazda Miata	173			
5	Greg Powell 1990 Mazda Miata	160			
ITC					
1	Todd Rueppel 1971 Datsun 510	200			
ITE					
1	Igor Lyustin 1992 Acura NSX	189			
2	Mark Kibort 1987 Porsche 928 S4	135			
3	Ron Randolph 1973 Porsche 914-4	110			
ITX					
1	Kyle Hatchet 1990 Mazda Miata	263			
2	David Allen 1990 Mazda Miata	254			
3	Gregory Hoff 1992 Mazda Miata	234			
PI					
1	James Paul 2009 Norma M20F	318			
2	James Devenport 2012 Norma M20 FC	167			
SM					
1	Tommy McCarthy 1993 Mazda Miata	231			
2	Ward Rose 1990 Mazda Miata	138			
3	Kyle Hatchet 1990 Mazda Miata	129			
SMG					
1	Mark Drennan 2005 Ford Mustang GT	263			
2	Sean Wheeler 2007 Ford Spec Mustang	245			
3	Don Van Nortwick 2008 Ford Mustang GT	188			
SMT					
1	Mark Drennan 1999 Mazda Miata	582			
2	Marco Gallaher 2003 Mazda Miata	453			
3	Mason Filippi 1999 Mazda Miata	401			
4	Michael LaBouff 1994 Mazda Miata	388			
5	Tupper Hull 1990 Mazda Miata	339			
SP					
1	Fred Lind 2006 Chevrolet Monte Carlo	168			
2	Bruce Trenerly 2002 Acura RSX	160			
SRF					
1	Ed Railton 2000 Ford SRF	573			
2	Bill Jordan 1984 Spec Racer SRF	568			
3	Bill Booth 2007 Spec Racer SRF	516			
4	Gregory Falcone 1996 SCCA Spec Racer Ford	430			
5	JoJo Saunders 1999 Ford SRF	407			
SRF3					
1	Umberto Milletti 2006 Ford SRF	287			
2	Bob J Hall 1985 SCCA SRF 3	192			
3	Mike Smith 2000 Ford SRF3	184			
SS					
1	John Iles 2012 Ford Boss 302	278			
SSM					
1	Brian Cross 1990 Mazda Miata	215			
2	Alan Gjedsted 1990 Mazda Miata	215			
3	David Allen 1990 Mazda Miata	210			
4	Brandon Miller 1991 Mazda Miata	205			
5	Kirk Uhrlaub 1990 Mazda Miata	204			
STL					
1	Wilson Powell 1999 Mazda Miata	192			
STU					
1	Bruce Trenerly 2002 Acura RSX	170			
T2					
1	Sean Wheeler 2007 Ford Spec Mustang	285			
2	Mitch Marvosh 2006 Ford Spec Mustang	213			
3	Don Van Nortwick 2008 Ford Mustang GT	199			
T4					
1	Timothy Wise 2013 Mazda MX5	167			

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(IT REALLY HAPPENS ONLY ONCE A YEAR)

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NO SEPARATE GROUND SCHOOL DAY REQUIRED THIS YEAR!!

GROUND SCHOOL WILL BE COVERED IN AN ONLINE CLASS BEFORE THE SCHOOL WEEKEND.

In addition to registering, you need to obtain your Novice Permit which requires a physical form, photos, and additional information from the SCCA National Office. You **ALSO** need to provide your car (probably a rental) and all your own safety gear.

COMPLETE INFORMATION including a list of Rental Car Providers can be found on the Driver's School page on www.sfrscca.org → click Driver's School at the top of any page.

THE GOOD THE BAD AND THE UGLY

WHEELWORKS BY **BLAKE TATUM**

The 2015 racing season just ended. Some people are relieved, others are sad, and still others are indifferent. The overall feeling at the beginning of the year was that 2015 would be a tough year. With the Runoffs being held at Laguna in 2014 and record attendance at some of our Laguna Regional events, we were expecting considerable falloff from last year. At the beginning of the year especially in classes like Formula F and Formula Vee this played out. But as the year progressed we began to see some signs of change.



THIS YEAR ALSO SAW THE THREAT OF

Laguna Seca disappearing from our racing calendar. The Monterey County Board of Supervisors explored the idea of International Speedway Corporation (ISC aka NASCAR) running the facility. What this ultimately would have meant to the San Francisco Region is speculative at this point, but I am sure our current arrangement would have changed.

2015 also saw the board being creative. We took on Mission Impossible by running two race events at two different tracks on the same weekend. Talk about all hands on deck, but we did pull it off.

We also moved the annual awards banquet to be more congruent with the racing season. We moved it to Willows on the Saturday night after the last race of the year. The goal was better turnout and less wear and tear on the volunteer staff.

THE GOOD

The year started off with the purchase of **TWO NEW TOW TRUCKS** for the region. One of the previous trucks was wrecked (not on track) and the other got into the repair cycle where it was costing us an arm and a leg to maintain. Mike Smith did the research and the math and showed how the purchase of the new tow trucks would be beneficial to the club. These were purchased in time for the regional racing season.

2014 saw a **HEALTHY BOTTOM LINE** for the club, But that was basically a catch up for several lean years. The thought at the beginning of the year was that we would break even. It turned out that the club did make a slight net profit for the year. The bottom line was helped by savings on expenses and the addition of Porsche Cup Cars to a couple of our Laguna Events.

The **RACE TO RECYCLE GRANT** returns. Starting in 2016 the club will once again be part of the state's oil recycling program. It's a great opportunity to support a worthy cause and also help our bottom line. Lessons learned from the past grants will be put to use this time around.

The annual **BANQUET MOVE** from Walnut Creek to Willows. Advantages include tying the regional championship more closely to the conclusion of the season. One less event to go to during the year, thereby freeing up time for our over-worked volunteers to be with their families.

ISC DECIDED AGAINST MANAGING LAGUNA SECA. For the moment anyway this is good for us. We still get variable sound dates and we still get to staff the pro-events. We have a good relationship with Laguna Seca and we should

always be thankful for that. The threat of them not being available to us was very real this year and all of us need to do everything we can to foster the relationship.

Serious talks of a **PERMANENT SOLO SITE AT THE STOCKTON FAIRGROUNDS.** This site has some real potential that can give the Solo community a site well into the future.

SPEC MUSTANG continues to grow. Not only is it a good concept, the class has the benefit of a group of dedicated participants.

San Jose State winning the **FORMULA SAE CHALLENGE** in Lincoln Nebraska. Even better, Formula SAE students working our regional event at Sonoma Raceway. Young faces were a welcome sight.

THE BAD

For the first time in over 50 years the very first race of the year did not have at least one Formula Vee entered. **FORMULA VEE** has fallen off with very few new people going into the class. Couple this with a run group that has Formula Continentals in it and most of the remaining Formula Vee drivers have decided to run Majors events.

GROUP FOUR almost went away. The first couple of Laguna events saw very few entrants in group four which is the small bore formula car group. A lot of the Formula F drivers were still recovering from the expense of the runoffs. As the year played out Formula F chowed a significant rebound and Club Ford added numbers to their ranks.

We are currently in the process of adding supplemental rules that will allow Formula Ford The Series cars to run in our group four.

Even though the idea of having the **BANQUET** in Willows was approved by the volunteers at the beginning of the season, many chose not to go without at least giving it a try before passing judgment.

For the second year in a row one of the contributors to the WHEEL passed away. **BARRY HILTON**, we will miss you, tell Paul Zimerman hello for me.

One of the things I liked about San Francisco region was the diversity of the cars and the healthy classes up and down the paddock. Unfortunately we are becoming a **TWO-CLASS REGION.** You either drive a Spec Racer Ford or a Mazda Miata. I realize there is a reason for this, but surely all those formula cars sitting in the garages are aching to get out on the track. Also what happened to all the S2000 cars? I know they were incorporated into P2. Someone needs to get organized and make a regional-only S2000 class; DSR did it!

San Francisco **SOLO** had to cancel several events. Adding insult to injury, the WHEEL lost their Solo events writer (again).

THE UGLY

After several years of mixed results with our **MAJORS/NATIONAL PROGRAM** we made a record profit from the Majors event in 2014. The event was a two-day format with no one to greet the long line of participants

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who showed up early. Once the gates were open those who were first in line were bypassed by the late arriving second row. For the region that knows how we provided a lousy schedule and a bad experience for a premium price. The event netted the region more than any event in our recent history.

This year we offered the same lousy schedule and the same premium price. Even with this less than PIRF treatment, the event made more than the first two Laguna Double Regionals of the year. Our Majors customers deserve more from us. The event finally has a good date, and it is half way between the southern California racers and the Northern Pacific racers. If we put some effort behind it, we could have a very successful event.

After receiving several complaints about driving into Willows the night of the **BANQUET**, we arranged for a shuttle bus. All of twelve people took advantage of the service.

The **ILLGEN ENDURO** has been around for 56 years. Last year we had 20 entries, this year

despite promised promotion we gained only seven more entries. Twenty seven entries does not warrant one whole day of track time. Time to move on.

THE FUTURE

We need to come up with a **SIGNATURE EVENT.** Something no one else has ever seen. We have the facilities, we just need the leadership to pull it off.

Continue to work with **LAGUNA SECA** and help them anyway we can. We love racing there.

Work on getting a second **SONOMA RACEWAY** date. The vast majority of our members reside near that track. By having only a small presence there we lose out to other

clubs. I sincerely feel that limited racing there has hurt our membership numbers. Sonoma is a fun track and getting back into the mix there would be great.

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NOTES

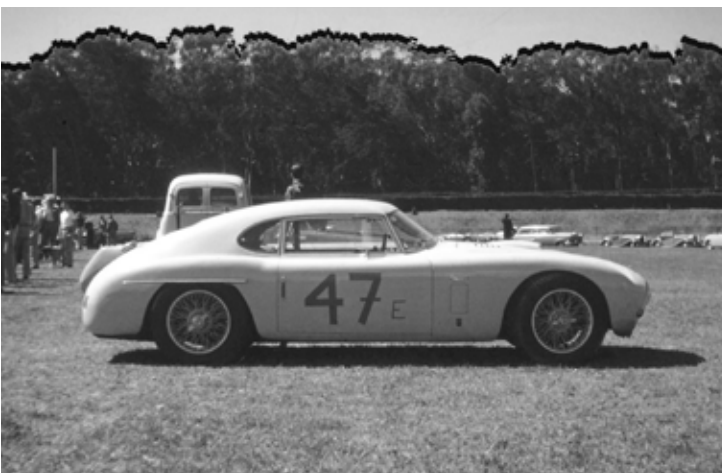
from the Archive

SIATA

BY GARY HORSTKORTA



Vern Gardener with passenger in his 208S at Golden Gate Park 1954



J.W. Morrell's 208S Coupe after tech inspection at Golden Gate Park 1954

THE NAME SIATA IS LIKELY NOT WELL KNOWN AMONG MOST racing enthusiasts since a limited number of cars were imported and the company met its demise due to bankruptcy forty-seven years ago in 1968. Like some other Italian car manufacturers, namely OSCA and ALFA, the SIATA company name is an acronym - Societa Italiana Applicazione Trasformazione Automobilistiche and was established in 1926 devoted to the improvement of road-racing and speed of Italian automobiles.

From its inception, SIATA had been involved in making small cars go fast which they succeeded doing very well. As evidence of their competitiveness, they won their class in the grueling Mille Miglia 1934 through 1938, 1947 and 1948. SIATA produced quite a number of cars before and after World War II mostly based on FIAT components including the 750 Gran Sport

two-seater; the model 36 sports car and one of their most popular street cars, the Amica in 1949.

However it was a variation of the Amicis, the 750 Spyder which made an impact in the U.S. Known as the "miniature Ferrari", the car had a slim, lightweight body by Bertone, a large grill, cycle fenders and a SIATA modified FIAT 500 engine with much improved performance. The Spyder was meant to take on the MG TD and a fair number of them were sold in the U.S. Then in 1952, FIAT asked for SIATA's help in the development of a two liter V8 engine for a new car. SIATA used the FIAT chassis, engine and four-wheel independent suspension but developed their own body design to produced two beautiful cars, the 208S Spyder and Coupe.

These two cars generated much interest in the U.S. when the November 1953 issue of Road & Track magazine praised the 208's power and smoothness of the V8 engine plus its excellent handling characteristics. One person who appreciated the 208S was Southern Californian Ernie McAfee who became the West Coast distributor for SIATA. Here was a lightweight (2270 lbs.), powerful (105hp) and fast (top speed of 106 mph) in stock trim with



McAfee and Murrell at Golden Gate Park 1954

great potential for improved performance particularly in the hands of noted tuner/mechanic McAfee.

McAfee wasted little time before "massaging" the engine of the 208S and soon had it on the race track in events on the west coast. He raced the 208S in 1953 at Santa Barbara, March Field, and prepared one car for the La Carrera Pan America but experienced a DNF due to a crash in the event. In 1954 the 208S was his primary race car in Southern California events plus racing at Pebble Beach where

car racing sunset. However the car remained a desirable collectors car and even Steve McQueen owned a 208S he purchased from Ernie McAfee and named it his "Little Ferrari".

The next time you attend a vintage race or concours and come across 208S, be sure to stop and admire these cars not only for their beautiful design but also their place in Italian automotive and west coast racing history.



he was third in class and thirteenth overall. In addition he raced the car at Golden Gate Park along with two other SIATAs driven by Vern Gardner and R.W. Murrell who had one of the very rare 208S Coupes.

Production of the 208S ended in 1955 with the total number built of only thirty-seven cars no doubt due in part because their retail price was an expensive \$5,300. Interestingly, fourteen cars were delivered to U.S. buyers without engines so good old American V8s could be installed, usually Chryslers. The car did appear sporadically in the ensuing years, Lou Keller at Sacramento in 1955 (3rd in EP) and George Arents at Pebble Beach in 1956, the 208 faded into the sports

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SONOMA SPRINTS FEATURING SPEC MIATA FESTIVAL

BY STEVE "SPEEDY" JAROCH SFR-SCCA ANNOUNCE CHIEF

PHOTOGRAPHY BY CHUCK KOELHER

While I was acting Radio Tech and driving one of the Rollback tow trucks at the four day Rennsport Reunion V at Mazda Raceway Laguna Seca the Announce duties for the Sonoma Sprints was ably handled by Assistant Chief, Mike King and our Spotter/ Statistician, Kathie Reisinger. By all accounts they both did a fantastic job. This report would not have happened without their copious notes. Thanks to you both for a job well done!

DOUBLE REGIONAL 11 & 12, SEPTEMBER 12-13 SONOMA RACEWAY

Race 1

GROUP 4

FF, CF, FV, FST, F5, FC, FVN

The first race of the weekend saw 25 cars take the green. FC hot shoe in qualifying, Scott Vreeland, #51, would take it back paddock after completing 9 of the 16 lap contest, turning the lead over to race winner, Alex Kirby, #1. Alex finished 28 seconds ahead of fellow FC driver Chuck Raggio, #14. Keith Nunes, #8, would beat out FF fast qualifier, John Brandstad, #44, by almost a full minute in the end.

Keith finished 5th overall. The top CF qualifier, Tom Duncan, #27, went off at T7, with mechanical issues after completing 5 laps, as Richard McClosky, #6, would go on for the checkered flag in class. Troy Tinsley, #61, was just .3 seconds in arrears! The only F5 of the group was Joe Rozelle, #70, so a full complement of points went his way, as well as Larry Bacon, #37, in FST. A new class, FVN, (Formula Vee Non-Regional spec tire), was won by Blake Tatum, #3, over Brian McCarthy, #05, by a mere .8 seconds.

GROUP 3

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

I received an email at the conclusion of this race and it would seem the Chief Steward was very busy dealing with the competitors. Thirty-five cars set qualifying times earlier in the morning. Pole sitter, Matt Robison, #9, and outside row one starter, Jason Starr, #27, mixed it up on lap 1, T1, which brought out the Safety Car for 4 laps. Both would not even complete the first lap. SEVEN sep-

arate passes under the yellows were reported! After completing only one lap, Nathan Smith, #16, retired. After 4 laps, Fred Lind, #07, was off driver's right at start/finish showing smoke, apparent fire in the cockpit. Again the Safety Car was called upon. More action took place up at T4 where Darrell Anderson, #50, mixed it up with Brett Staples, #18.

Now, with all that being said, here are the results. Michelle Nagai, #72 was victorious in SP with the overall win, .9 seconds over fellow SP driver, Robert Gritten, #04. Third place finisher and winner in GT2 was Spencer Trener, #1. Full points in GT1 was 4th place finisher, Kevin Culver, #28, 4.7 seconds ahead of Darryl Becker's #73. Mark Kibort, #99, brought his ITE Porsche top honors. Roland Kamber, #74, beat out Bob Bradfield, #36, by 2.1 seconds to grab the EP win. Touring 2 was bagged by Sean Wheeler, #06, who provided me with excellent split screen in-car video on youtube. (It was just like being there!) The only T4 was Timothy Wise, #25, the only NL was Bill Okell, #7, and the only GT3 was Jose Rodriguez, #59, so victory laps were had by all. John Iles, #41, was victorious in the SS class, beating out Darrell Anderson by 1.5 seconds. Now off to the "full pull" at Impound. Only seven laps made up this yellow shortened race, of which only one and a half laps were under green.

GROUP 2

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

Pole sitter, Jeff Lederman, #55, P1, did not go out for the first race for Group 2. Charles Chi, #99, had a problem with sound and after making a much-needed adjustment he went back on course. John Manfroy, #18 completed only 2 laps. Woody Yerxa's #81 completed only 9 of the 16 in the 25 minute contest. John Shine, #15, took it back paddock after 12 laps, suffering from fluid loss. The #63 of Lars Jensen had his problems prior to retiring on lap 12. A spin off and on at T6, as well as off safe right apex at T4 ended his race. Graham Rankin, #21 would take the overall win and first in FA while Randy Cook



#81 Ken Rozeboom leads #12 Michael Bernstein



#37 Ward Rose in the Fantasy Junction Maita



#11 Ron Myska and #46 Douglas Alvis race through the esses



#36 Guy Tolomeo leads a FC through turn ten

took top honors in FB, finishing second overall. James Paul, #22, finished 3rd overall and 1st in P1. The top dog in FE was Matthew Hauff, #3, and the only P2 of the group was Roger Nuttall, #54. The only FS was Randy Hill, #35, and the only DSR was Robert Fox, #94. All took their victory laps and had their photos taken for their much deserved photo awards. FM full points went to Kevin Rogers, #16.

GROUP 7

SMT, SSM, SM

I didn't have to attend this race to know who qualified first AND who won the race. Mark Drennan has had the year most racers can only

dream about. Second place qualifier, Mason Filippi, #21, also having a banner year, retired after completing only one lap. After 51 cars took the green for this 12 lap event the Safety Car was deployed as the #0 of Spencer Trenery mixed it up with the #40 of Dan Copper at Start/Finish. Bumping and banging continued as Brian Cross, #54, and Kirk Uhrlaub, #84 mixed it up at T7, leading the #54 to retire after completing 8 laps. While that was going on the #37 of Ward Rose was having issues with #36 of Jeff Page, sending Ward to the back paddock after 9 laps.

Drennan's victory in SMT was a mere 4.5 seconds over Dan Cooper, #40. In SM Dave Tweedlie, #6, had it go all his way, finishing 11th overall, three spots ahead of the #23 of Tommy McCarthy. In SSM Gregory Hoff, #97, beat out David Allen, #61, by 1.1 seconds.

GROUP 16

SRF, SRF3

The last race Saturday evening saw 47 cars make up the grid. This would be a split start. Again this season we saw SFR drivers battling those from Cal Club, Northwest, Reno, Oregon, and San Diego Regions. (Need I say more?) And again I wasn't even there and I know how it went. Gen 3 pole-sitter, Mike Miserendino, #11, would take the win over "Hot Rod" Todd Harris, #42, by .7 seconds! Would we expect anything different? Thirteen laps provided non-stop excitement as the top 13 Gen 3's were within 27 seconds of each other at the end. WOW, Michael Keller, #13, drove the wheels off his Gen 2 to hold off the charging Gregory Falcone, #87, for a mere 2.4 second victory. On lap 8 Paul Raby, #07 would pull off driver's right at T1, bringing out the double yellow.



#54 Brian Cross in SSM being chased by Ray Meister in SMT



#07 Fred Lind and #27 Jason Starr

lows. The same lap had Paul Marino, #14, pull off at T12 at the drag tower, deploying the Safety Car once again. Carnage developed late race in T3A as more video was provided of incidents involving JoJo Saunders, #48, Ed Railton, #01, and Umberto Milletti, #34. Last lap saw issues in T11 between Stephen Controulis, #55, and Bill Jordan, #7. Thanks for the video JoJo. Bad break for the

#48, as he was the fastest Gen 2 qualifier.

GROUP 5

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

Sunday morning had 34 cars take the green for this 13 lap event. On lap 2 the Safety Car was called into service when the GTL of Patrick Casey, #11, hit the

tires, driver's left in T10. T7 had Scott Carter, #89, mix it up with Glen Cherry, #25. Both would continue. On lap 8 Mitch Marvosh, #29, took his SMG to the back paddock. Pole-sitter, Mark Drennan, #99, won the overall race in his SMG, 4.6 seconds ahead of Sean Wheeler, #06. Mark also set a new track record of 1:46.793. This was now his 2nd checkered flag of the weekend. Again, thanks Sean for the in-car video. Bob Bradfield, #36, won in STU and finished 4th overall. GTL full points went to Angelo Zucchi, #78, who finished 7th overall. Michael Niemann, #42, had a 13.9 second margin over Tupper Hull, #50, for the top ITA honors. Cameron Wagner, #09, took the sole STL win in the group. David Allen, #61, beat out Gregory Hoff, #97, by a 5.6 second margin in ITX. The only HP was Mike Cummings, #32, in his Austin Healey Sprite. Your only E30 was the #68 of Ron Swenson. The lone ITC was Todd Rueppel, #3. Congratulations to all the class winners.

Race 2

GROUP 17

SMT, SSM, SM

Forty-eight cars qualified and 50 took the green just prior to lunch on Sunday morning.

On the opening lap in T9 Dan Cooper, #0, went off driver's left, over-corrected, then crossed the track and went into the tires driver's right, flipped and landed upside down, bringing out the Safety Car. Driver signaled he was OK. Jeff Page, #36, went back paddock after completing 2 laps. Back under green, Lawrence Murdter, #94, mixed it up with Darrell Adams, #91, in T11. (Just racing, was the call.) Gregory Hoff, #97, also retired after 7 laps. After lap 10, yellow shortened the race with the results as follows: Pole-sitter, Mark Drennan, #10, continued his winning ways, as he captured his 3rd checkered flag of the weekend -- first overall and 1st in SMT. Tommy McCarthy, #23, was victorious in SM. Alan Gjedsted, #14, received the checkered flag in SSM.

GROUP 14

FE, CF, FV, FVN, FST, F5, FC

Twenty-two cars made it to grid for this 16 lap event. Tom Duncan, #27, retired after 4 laps. After 8 laps, both the lone F5 of Joe Rozelle, #70, and the #05, FVN of Brian McCarthy would call it a day. There were only three "spun and continued" calls the entire race! Good job drivers. Pole-sitter, Scott Vreeland, #51, had to settle for 2nd place, as Alex Kirby, #1 took top honors in FC by a mere .3 seconds. Jon Brandstad, #44, eked out a FF win over Chuck Horn, #54, by .4 seconds. Troy Tinsley, #61, drove away from the CF field to capture, yet another dominant win. In the end the sole FVN was Blake Tatum, #3, and the only FV in the field was Ron Wake, #61. All are to be congratulated on a very safely run race.



07 Paul Raby, #90 Jack Willes, and #2 Lee Douglas



#30 David Ray leads #63 Helmuth Jones



#97 Gregory Hoff and #31 Lynne Griffiths



#40 Bill Hartman leads a couple of Maitas through turn ten



#9 Matt Robison Group 3 pole sitter

GROUP 13

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

Thirty-six cars took the green for this 15 lap event. Opening lap saw the #09 of Ron Randolph get hit by the #54 of Robert Roumimper which would end the #54's race. After 2 laps Robert Moline, #80, would retire. On lap 6, Timothy Wise, #25, would be done, while Fred Lind, #4, would only complete 8 laps before, he too, went back paddock. Chris Evans, #10, was the overall race winner and the top GT1 in his Ford Fusion. (Did I read that right?) Darrell Anderson, #50, came in 2nd and was the fastest SS car; 1.5 seconds separated those two. Mi-

chelle Nagai, #72 was victorious in SP over Robert Gritten, #04, by 9.9 seconds. Spencer Trenery, #1, was the only GT2 and finished 9th overall. The top ITE was the #71 of Igor Lyustin, with only .6 seconds between him and the ITE, #99, of Mark Kibort. EP total points went to Bob Bradfield, #36, and your T2 winner was Sean Wheeler, #06. Again, thanks for the posted videos Sean. The only NL in the group was Bill Okell, #7, in his 1962 MG Roadster down from Surrey, BC.

GROUP 12

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

By all accounts this race was relatively uneventful. Sixteen cars both set qualifying times and made it

to the grid. The pole-setter, Graham Rankin, #21, completed 13 of the 15 lap race when he found himself in a hazardous position in T5. He would ultimately finish 15th overall. James Paul, #22, who qualified second, ended up as the top P1, as well as the overall race winner. Steve Baumhoff, #61, is now out of his FE and behind the wheel of the fastest FA in the field. He fished 3rd overall. Way to go! Finishing 7th overall and first in FE was Matthew Hauff, #3. First in FM and finishing 8th overall was the #81 of Woody Yerxa. Randy Cook, #19, was the only FB. He finished 2nd overall. FS full points went to the #35 of Randy Hill. The only P2 in the group was Roger Nuttall, #54, and the only DSR was Robert Fox, #94. All class winners received their well-deserved checkered flags.

GROUP 15

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

I'm looking at the qualifying sheet and the race results, along with in-car video. Sean Wheeler, #06, has gotten his FIRST overall Group 15 win! He made a major statement by a margin of victory over fellow SMG driver, David Ray, #30, by 16.5 seconds. After an incident at Mazda Raceway Laguna Seca at the exit of T11 it was great to see Lynne Griffiths back behind the wheel of her SMG #31. She finished 3rd overall. Bob Bradfield, #36, was victorious in STU, finishing 6th overall. A second GTL win this weekend for the #78 of Angelo Zucchi. Mike Cummings, #32, scored his second weekend HP win. In the process, Mike set a new track record of a 1:58.008! Bill Hartman, #40 was the sole FP in the group with his Lotus Super 7. Cameron Wagner, #09, also bagged his second weekend win in STL. Hard fought battle for the top ITA honors, but when all was said and done, Scott Carter, #89, beat out Tupper Hull, #50, by 2 seconds. ITX was no different, as Kenny Murillo, #98, won over Gregory Hoff, #97, by a mere .4 seconds! Todd Rueppel, #3, bagged his second checkered flag of the weekend in his 1971 Datsun 510 in ITC.

GROUP 16

SRF, SRF3

Forty-four cars set qualifying times for what would turn out to be a 14 lap event wherein the top 15 cars would all be Gen 3's. "Hot Rod" Todd Harris, #42, was the hot shoe in qualifying, but for the second time this weekend Mike Miserendino, #11, would show the field nothing but his rear deck lid. In the process Mike set a new track record with a 1:49.009! Margin of victory was .6 seconds. Mixing it up were Umberto Milletti, #34 and Jonathon Allen, #40, as well as Stephen Controulis, #55, and the #27 of Paul Goudy. Bob Hall, #49, retired after 8 laps, while the #87 of Gregory Falcone only completed 9 laps. Michael Keller, #13, pulled off his second win of the weekend in Gen 2, beating out Ed Railton,

#01, by a whopping 15.5 seconds! (Michael, your son must be making great calls to you from the tower!) The Bill and Bill show continued as 3rd place Gen 2 Bill Booth, #57, beat out Bill Jordan, #7, by 6.5 seconds. Whenever the SFR, Oregon, Northwest, Reno, San Diego and CalClub drivers get together you know the racing will be fast and furious. This one did not disappoint.

Festival Race

GROUP 17

SMT, SSM, SM

Only 32 cars would compete in the last race of the day on Sunday afternoon. Mark Drennan, #10, battled Phillip Holifield, #44, the entire race, as evidenced by the posted in-car video. Thanks Phillip, great footage. Mark took his 5th checkered flag of the weekend. Margin of victory was 5.6 seconds. Jason Godfrey, #86, was 1.7 seconds behind Phillip to finish 3rd overall and 3rd in SMT. Before completing his first lap, Lawrence Murdter, would take his #94 back paddock. Out of T8A the #97 of Gregory Hoff was observed smoking out the rear and pulled off safe at T7 next time by. T5 saw the #95 of Kenny Murillo mix it up with Scott Carter, #89. They couldn't leave it there as they both got into each other again in T1. The two continued and again found each other in T8A. Early retirees included Douglas Alvis, #46 and Gregory Hoff, #97, both after completing 5 laps. David Anderson, #32, went back paddock after 11 laps. Tommy McCarthy finished 5th overall and 1st in SM with his nearest SM competitor back in the 19th position. In SSM Brian Cross, #54, was victorious over Kirk Uhrlaub, #84, by a wide margin. The #84 had numerous issues throughout the weekend but managed to finish 13th overall in this race.

Again, I would like to thank Mike "High in the Sky" King and Kathie "Silent Announce" Reisinger for covering the Sonoma Sprints. They both are invaluable and make the Announce operation run flawlessly.



#89 Scott Carter , #25 Glen Cherry, and #50 Tupper Hull



#14 Paul Marino, #00 Lee Fleming lead a pack through turn ten



#38 Jim Mali, #15 John Shine, #19 Randy Cook



Novice racer #3 Todd Rueppel



#14 Chuck Raggio leads a couple of Vees through turn ten



#181 Woody Yerxa and #99 Charles Chi



10 Chris Evans GT1, Group 13 overall race winner

SONOMA SPRINTS FEATURING SPEC MIATA FESTIVAL



#41 Wake, #3 Tatum, and #05 McCarthy



#32 Edd Ozard and #22 James Paul



#41 John Iles, #50 Darrell Anderson, and #54 Robert Roumimper



Spec Miata group kicks up some dust at the start of their race



#23 John Tipton, #40 Jonathon Allen, #34 Umberto Milletti at turn seven



#01 Ed Railton slips underneath #57 Bill Booth. #27 Paul Goudy, #88 Court Cardinal, and #53 Michael Boyle pay close attention



#71 Jerry Aplash, #24 Geno Barbera, lead two other SRFs



#8 Keith Nunes, #54 Chuck Horn and #44 Jon Brandstad head towards the finish in Sunday's race. Brandstad won, followed by Horn, then Nunes



#06 Sean Wheeler shows off the fruit of his labor



#29 Mitch Marvosh, #31 Lynn Griffiths, #51 Don Van Nortwick

END OF THE YEAR WORKERS PARTY AT LAGUNA

PHOTOGRAPHY BY STEVE "SPEEDY" JAROCH SFR-SCCA ANNOUNCE CHIEF



HAPPY BIRTHDAY JOHN, SAMANTHA & MARCIA!



SCCA WORKER OF THE YEAR WINNERS

DAYTONA BEACH, Fla. (Sept. 24, 2015) – Nine standout volunteers were honored as SCCA Workers of the Year at Daytona International Speedway as part of the Thursday evening Tire Rack Pole Position awards ceremony. The award winners represent notable performances among the volunteer positions that make the SCCA SafeRacer Club Racing program possible.

Kevin Cullen, of Newark, California, was honored as the top worker in Emergency services. Cullen, a Club member since 1995, is part of the **SAN FRANCISCO REGION** and has worked in several volunteer positions within Club Racing. For his work in Flagging and Communications, Jim Hooker, of Gulfport, Florida, was honored as the top worker in his field. Hooker has been a continuous member since 1996 and also holds regional licenses in race control, course marshal and as a starter.

Lyn Watts, of Silver Springs, Florida, took home the award in the Pit and Grid category. A continuous member since 1987, Watts also holds a national license in race administration. Paula Hawthorne, of Monroeville, Pennsylvania, holds a national-level license in Flagging and Communications but will be honored for her work in Race Administration. A member of the Steel Cities Region, Hawthorne has been a continuous Club member since 2008.

In the area of registration, Sue Green, of Morrison, Illinois, has been a continuous member since 1986. Green holds licenses in three other disciplines, including fire-rescue, race administration and race control. Green lists the Blackhawk Valley region as her home region. Tim Lee, of Oakland Park, Florida, was the top honoree of all scrutineers. Lee has been a continuous member since 1978 and also holds a full competition license.

Marcia Ulise, of Newark, California, has been a continuous part of the **SAN FRANCISCO REGION** since 1978. She was awarded for her work as a starter, but also holds national licenses in flagging and communications,


race administration and scrutineering. Taking the award for worker of the year amongst race stewards was Tom Brown, of Lucas, Texas. Brown holds a license as a national steward and has been with the Club continuously since 1990.

Anna Crissman, of Pittsboro, North Carolina, was awarded for her work in timing and scoring. She has been a continuously active club member since 2001.

with a plaque commemorating their achievement and a jacket with the award logo embroidered on the back. In addition, winners in each discipline were given a \$50 certificate for SCCA Gear. After all the hardware was given out, SCCA President and CEO Lisa Noble randomly drew from the pot of winners to award one lifetime SCCA membership. The membership was given to Hawthorne.

Each award winner was presented

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Ferrari '65 330 GT 2+2	Porsche '58 356A Convertible D
Ferrari '67 GTC	Porsche '59 356A Cabriolet Super
Ferrari '72 246 GT	Porsche '356B Roadster
Ferrari '70 365 GT 2+2	Porsche '69 911 E
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SACRAMENTO SOLO ROUNDS 11 AND 12

BY MIKE DROUIN PHOTOGRAPHY BY DAVEY DROUIN

A figure eight with a huge showcase turn connected with a variety of decreasing and increasing radius turns made for a fun fast weekend.

SATURDAY MORNING LOOKED LIKE A HONDA S2000 showroom. Nice to see the "other" sports cars filling up the paddock. Charles Meyer with his black 2002 running STR. Tony Smith with his white 2007 STR. Charlie Meyer in his red 2007 BS. Charles took STR and Charlie was 3rd in BS. The Craig's list prices on used S2000's seems to be getting a little softer and they are fast cars well suited to auto x. Hopefully more will find their way here.

CAM T is definitely a class that is bringing cars of a different flavor to auto x. How about the winner Cliff Fong, driving a 1970 Chevrolet Chevelle?

The car looks like it should be in a car show. His attention to detail goes way deeper than looks; the car took the CAM T class and was 12th in PAX. That PAX number is no easy feat in Sac Chapter.

Rick Oats drove a 1970 Dodge Dart sporting a 340 engine. I remember from my high school

cruising days, racing stop light to stop light that any Mopar with a 340 was better left alone. Rick has gone to a stiffer front torsion bar. Yes, the Dodges had torsion bar suspension with leaf springs in back. In the hey day you could buy performance parts right from the dealers. They even had a kit to allow you to build a front running circle track car.

Robert Tyler had worked over a 1964 Chevrolet C-10. The short bed pickup had disks up front, and performance sway bars front and rear. It used the truck arm rear suspension, same as most NASCAR road racers use. For power he chose a big block 454 hooked to a turbo 350.

Fast open class for Saturday saw Bob Weisckle EM run a 38.472 followed by Ken Yeo BSP 41.840, Tom Smiley BP 41.176, Rick Brown BP 41.194 and Ray Miller BSP 42.289. Fast ladies were led by Gale Smiley BP 42.374 followed by Kelly Williams BSL 46.372, Penny Hubbard BSL 46.461, Marie Lindbergh ASL 48.620 and Ingrid Ansell BPL 49.509.

Dune buggies kinda come and go from auto x; usually it would be better if they went to the beach! Saturday Gary Ratiff brought his little blue brick out to run EM. He was blindingly fast on the straight and I don't think he had four wheels on the ground at anytime in any corner. Funny thing was, his driving style was consistent and he got faster each time out. Talking to him afterward he said the buggy weighs right at 1700 lbs with close to 200 hp. That explained the

acceleration. The handling was not the best, but it was predictable and the car did not like it if you lifted or changed direction in a corner. He seems to have figured the fastest way to get around. Gary and the car hold the current record at the Hoopa Hill Climb.

The entertainment package from the trailer on Sunday morning was great. First Al Patterson flew his 2006 Dodge Viper through the the showcase turn in a perfect four-wheel drift. It lasted forever and at no time was the car pointed straight, until he punched it down the straight. Not to be outdone,

Tom Smiley took his 1965 Corvette to one of his NASCAR 360's right in the middle of the showcase. Never lifted, tires smoking the entire time and never touched a cone. Al went on to take SSP 43.210. Tom cleaned up a run and won BP 42.260.

WINNERS IN THE STREET CLASSES WERE:
AS Tony Monogan 2008 Corvette 47.998.
BS Doug Hubbard 1989 Corvette 47.494, which gave him 13th PAX.
CS Eric Ramirez 2003 Nissan 350z 48.226.
DS Mike Daugherty 2010 Mini Cooper S 49.843.
ES Rod Gonzalez 1999 Miata 52.082.
FS Gary Fazekas 2012 Mustang 48.570.
GS Chris Estrada Sr. 2000 Celica 49.472.

Hey here is the "bet you can't do it again" of auto-xing. Marcus McAfee running in JA karts ran two identical laps of 48.337.



Gary Ratiff and his record setting VW

SACRAMENTO SOLO ROUNDS 13 AND 14

BY MIKE DROUIN PHOTOGRAPHY BY DAVEY DROUIN

This was the closer for the 2015 regular season. Thanks to John Deangelis for setting up the course.

WHEN I WAS WALKING THE COURSE WITH ROD and Davey, the two contenders for first in ES, they were discussing who had to win what to come out on top for the season. As we walked Davey commented "I don't know, this really looks like the kinda course my Dad beats me at". How true! Anything that resembles "go fast and turn left", means I have all those years of sliding around the Santa Maria dirt track to my advantage. Happy to report I did not disappoint. Like golf for us old guys, one win out of 18 or in this case 14, keeps us going.

With that said I started looking at the season results, trying to find drivers that really drove the doors off. We have all been in a class where you had "the car" and could not lose, and in a class were even if you squeezed every drop out of the car, you could not win. So I was looking for drivers who beat a large field of cars. They could not be running away with the class. They had been beaten by the same competition, but on that day they brought their A game and took the win.



Tony Smith's 2007 STR Honda S2000

Story Continues on Page 24



Charles Meyer's 2002 STR Honda S2000

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Two drivers jumped out. First was Tony Monoogan. About four drivers swapped winning through out the season. At event number two, AS had a field of ten drivers; Tony sent them all packing with the win.

Second came from event number nine. In BSP, arguably the fastest and most competitive class in Sac Chapter, with ten competitors in the class Harold Olsen showed them the back of his Corvette and gave them a driving lesson.

Honorable mention goes to a guy who built his own car, drove the doors off it every event, seldom had any completion, but pretty much puts on a driving seminar at each event Bob Weisickle. I can't remember the last time he was beaten and he owns Top Time Of Day in Sac Chapter.

The 2015 Sacramento chapter SCCA class winners:

- | | |
|----------------------|--------------------------------|
| SS-Joey Jarosz. | FSP- Eric Williams. |
| AS-Tony Monoogen. | CAMC-Jeff Thompson. |
| ASL-Marie Lindbergh. | CAMT-Cliff Fong. |
| BS- Doug Hubbard. | CAMS-Ted Alvares. |
| BSL-Kelly Williams. | XP-Carl Graf. |
| CS-Eric Ramirez. | BP-Tom Smiley. |
| DS-Eric Hopkins. | BPL-Gale Smiley. |
| ES Davey Drouin. | CP-Frank Stagnaeo. |
| ESL-Soyun Lee | DP-Jack Parker. |
| FS-Kevin Grivich. | DPL-Deanne Caraballo. |
| FSL-Debbie Owen. | EP-Josh Garcia. |
| GS-Chris Estrada Sr. | FP-Steve Hill. SMF-Josh Weeks. |
| HS-Cris Kannan. | SM-Derek Thacker. |
| RS-Ken Pickett. | SML-Claudia Phavindhu. |
| RSL-Susan Fontaine. | SSM-Sean Breese. |
| STF-Chris Tabieros. | AM-Mike Cilenti. |
| STS-Nathan Gabriel. | BM-Bill Brooks. |
| HSL-Pam Kannan. | CM-Ben Martinez. |
| STX-Zachery Ternes. | DM-Greg McNair. |
| STR-Tony Smith. | EM-Bob Weisickle. |
| STU-Chri Brais. | FM-Douglas Hargrove. |
| SSP-Al Patterson. | FSAE-Kecin Carter. |
| ASP-Kurt Lopez. | KM-Maurice Velandia. |
| BSP-Ken Yeo. | KML-Debbie Owen. |
| BSPL-Nicole Ho. | JA-Marcus McAfee. |
| CSP-Milas Mills. | JB-Liam Lacer. |
| CSPL-Renee Russell. | GP-Gary Mendenhall. |
| DSP-Jose Orozco. | OSP-Michael Sagie. |
| ESP-Andrew Barriuos. | RLBSPL-Barbara Pickett. |

Thanks to all the Sacramento Chapter Officers. The professional manner in which they orchestrate an autox weekend time and time again, allows the rest of us fun, hassle-free events.

Next up is the the annual BILL FLEIG Enduro. Practice Oct. 24th, then a five-lap shot on Sunday Oct 25th. Trophies to the fastest in each class

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SCCA Race Photos

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SACRAMENTO CHAPTER TEEN CAR CLINIC

BY **DAVE ALBRIGHT**

The Sacramento Chapter of the SF Region designed and held a Teen Driving Clinic October 10th and 11th. The event, held at Sierra College in Rocklin, was hosted by the Stephanie Bellotti Teen Fund, and had over 30 teenagers participate.

THE PADDOCK EXERCISES WERE DESIGNED to improve the teen drivers' understanding and feel for car control in excessive breaking situations, cornering, decision making and skid control.

According to the CDC, the leading cause of death for U.S. teens is motor vehicle accidents. "The leading reason for that is lack of

experience behind the wheel," stated Eileen Bellotti, co-founder of SBTF. "We were so happy and grateful that we had this opportunity to partner with the Sacramento Chapter to help give these young drivers these skills that may one day save a life."

The SBTF is in the process of acquiring another site so they can put on an event in the Spring,

allowing them to put on at least two events annually. The events are free for the teens.

Information about the Stephanie Bellotti Teen Fund can be found at their website: <http://www.stephanieteenfund.org>





Overall view of the Chico Concours Field at the Butte Creek Country Club

CHICO CONCOURS D'ELEGANCE 2015

BY RICHARD SIMONDS SCCA SFR JUDGE AND CONTRIBUTOR TO THE THE WHEEL

The 37th annual Chico Concours was held on Saturday, August 29th at the Butte Creek Country Club. The field provides an exquisite setting for the show and the group is very supportive of the event. The theme was "Fintastic" in recognition of "tail fins" that started on American cars in the late 1940s through the early 1960s.

There were 99 entries in 27 classes in this the third year that SCCA SFR Concours d'Elegance Chapter provided judges. The quality of judging may also be a reason for more owners of special, rare, and high quality cars entering their vehicles. Because the Chico Concours is so close to Thunderhill Raceway Park in Willows, I encourage track enthusiasts to make the trek on Saturday, September 10, 2016 to see the show—after all, there are also race car categories for entrants to display their vintage vehicles.



Best of Show

THE 2015 CLASS AWARD WINNERS

- CLASS C: OPEN/CLOSED, 1931-1943**
 3rd – 1937 Chrysler Airflow
 2nd – 1941 Chevrolet Business Coupe
 1st – 1934 Packard 1104 Super 8 Touring Sedan
- CLASS D: ROLLS ROYCE/BENTLEY**
 2nd – 1937 Rolls Royce 5/6 4-door Sport Saloon
 1st – 1995 Rolls Royce Flying Spur LWB Turbo Saloon
- CLASS G-2: STREET ROD 1949 AND EARLIER**
 3rd – 1929 Ford Roadster
 2nd – 1929 Ford Model A
 1st – 1927 Ford Model T
- CLASS H: STREET MACHINES 1965-1995**
 3rd – 1966 Plymouth Satellite
 2nd – 1969 Chevrolet C10
 1st – 1970 Plymouth Road Runner

- CLASS I: SPORTS CARS PRE 1962**
 2nd – 19561 Morgan 4/4
 1st – 1955 Jaguar XK140 FHC-SE
- CLASS J: SPORTS CARS IMPORTED 1962-1985 UNDER \$10,000**
 3rd – 1974 Porsche 911S
 2nd – 1964 Porsche 356C
 1st – 1964 Triumph Spitfire

- CLASS K: SPORTS CARS IMPORTED 1962-1995 OVER \$10,000**
 1st – 1988 Porsche Carrera

- CLASS M: FOREIGN PASSENGER AND TOURING 1962-1995**
 2nd – 1985 Mercedes-Benz 500SL European
 1st – 1988 BMW M6

- CLASS O: DOMESTIC MUSCLE CAR 1961-1973**
 3rd – 1967 Chevrolet Camaro
 2nd – 1970 Plymouth Super Bird
 1st – 1969 Plymouth Road Runner

- CLASS P: U.S. MANUFACTURERS 1944-1954**
 3rd – 1951 Chevrolet Styline Deluxe
 2nd – 1953 Kaiser Dragon
 1st – 1953 Chrysler New Yorker

- CLASS Q: U.S. MANUFACTURERS 1955-1965**
 3rd – 1956 Chevrolet Belair
 2nd – 1956 Ford Fairlane
 1st – 1955 Pontiac Starchief

- CLASS R: U.S. MANUFACTURERS 1966-1975**
 1st – 1966 Chevrolet Malibu

- CLASS T-1: THUNDERBIRD 1955-1957**
 2nd – 1955 Ford Thunderbird

- CLASS T-2: THUNDERBIRD 1958-1966**
 1st – 1963 Ford Thunderbird

- CLASS U-1: MUSTANG 1964-1973**
 3rd – 1970 Ford Mustang Mach 1 Q-Code
 2nd – 1966 Ford Mustang
 1st – 1971 Ford Mustang Boss 351

- CLASS U-2: SHELBY**
 3rd – Ford Cobra
 2nd – 1965 Ford Shelby GT350
 1st – 1966 Ford Shelby GT350

- CLASS V-1: CORVETTE 1953-1967**
 2nd – 1963 Chevrolet Corvette

- CLASS V-2: CORVETTE 1968-1982**
 2nd – 1969 Chevrolet Corvette
 1st – 1973 Chevrolet Corvette



Best British Vehicle



Most Elegant



Delbert Pantel Memorial



People's Choice



Best American Muscle Car

- CLASS W: REPLICA AND PROTOTYPE**
 3rd – 1929 Mercedes-Benz SSK Gazelle
 2nd – 2009 Pacific Roadster Cobra
 1st – 1965 Shelby Cobra

- CLASS Y: COMMERCIAL VEHICLE THROUGH 1995**
 2nd – 1953 Chevrolet 3100 Pickup
 1st – 1954 Chevrolet 5-Window Pickup

THE 2015 SPECIAL AWARD WINNERS

- TONY RODRIGUEZ MEMORIAL AWARD, BEST BRITISH VEHICLE**
 - 1964 Triumph Spitfire
Butte Creek Country Club Award, Most Elegant
 - 1955 Jaguar XK140 FHC-SE

- CHIEF JUDGE/DIRECTORS AWARD – LINO RICCI MEMORIAL AWARD**

- BEST AMERICAN MUSCLE CAR**
 - 1969 Plymouth Road Runner

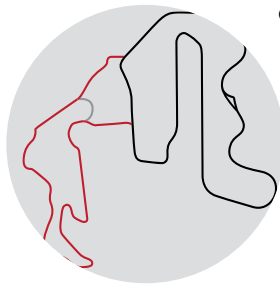
- PEOPLE'S CHOICE AWARD**
 - 1962 Lotus Elite Stage II, Series II

- DELBERT PANTEL MEMORIAL AWARD**
 - 1937 Chrysler Airflow

- BEST OF SHOW AWARD**
 1934 Packard 1104 Super 8

THUNDERHILL REPORT

BY DAVID VODDEN



CHECK OUT THIS NEWS FROM the latest edition of National Speed Sport News – “The story of International Speedway Corporation [ISC] taking over the operation of Mazda Raceway at Laguna Seca may not be over. Although ISC announced on September 16th that it was no longer interested in the proposition, those closest

to the situation say that ISC may be just stepping back to re-evaluate its options.” No doubt, the one truth in all this is that the future of Laguna Seca Raceway is anything but status quo. More to follow.

Jason Rittenberry, formerly the CEO of IRG Sports, has joined the executive team at the Circuit of the Americas [COTA]. Rittenberry will be responsible for developing new business models as well as new revenue streams for the Texas based, government-subsidized, venue famous for hosting Formula One since its opening a few years ago. The Circuit of the Americas receives \$20,000,000 in annual governmental support reportedly in exchange for creating even greater economic impacts on the area and the State. Sounds like funny math to me except the part where rich people spend millions of dollars to build a race circuit so that they can make thousands of dollars in profit.

Yours truly will attend the annual Performance Racing Industry [PRI] convention in Indianapolis, Indiana in December. I will join Mitch Wright of the new Corvette Club race track in Kentucky and Dafydd Broom, design director for APEX Circuits. The three of us will make up a panel discussing Road Courses. It is part of the Race Track Business Conference.[RTBC] In

the days following that conference I will meet and greet a great many motorsports-industry key people to compare notes and spread the word that Thunderhill Park is unique among those road race circuits constructed during the “building boom” of the 90’s and early 2000’s.

The PRI show is to us what the SEMA show is to hot rodding and the after-market industry. The sales of walls to NASCAR was the result of one trip to the RTBC as was our insight into the tax

depreciation advantages afforded us as a result of ISC lobbying for seven-year useful life-cycles for new race track development. I will also greet our long-time K&K Insurance friend – Joe Repass – and others who have the potential to impact what we do. K&K Insurance has come to our aide on more than one occasion over the years for reasons that I believe had to do with our relationship that started in 1969.

The season-finale at Thunderhill was exceptionally positive and fun. The races were close and the venue was top notch in all respects. Thunderhill Park is clearly one of the best venues, if not the best, that the SFR SCCA races at. Worker amenities are second to none and the Club House is ideal for the Club needs. Considering that NASA was running the same weekend at Sonoma we had a good turnout of cars. The weather was October beautiful.

There is no doubt that having the awards banquet on Saturday night at the big, but quaint, Memorial Hall in Willows was a hit. If nothing else it was different in all the right ways -- homey, comfortable, family and fun. Absent was the big hotel with all the costly trappings and banquet food that is pre-cooked with one taste fits all. The presence of more drivers was another home-run. It is so good to see the drivers enjoying the evening and being recognized. As this was the first one of this type of affair, I can only assume that future banquets in Willows will be fine-tuned to make them even more enjoyable for all.

Banquet news coverage, including photos, was on the front page of the local paper the next week with a complete list of all the award recipients inside. Wow! Talk about meaning something!

At the banquet, Thunderhill recognized Side Trax Emergency Response Service and owners Jeff and Debi Moore for 17+ years of serving the needs of the track. Before Side Trax was created we had to rely on rent-an-ambulance service like the SFR SCCA does now at Thunderhill.

The problems were many including arriving late or not at all and, occasionally, showing up with EMT’s when they promised paramedics. On one occasion those in the rent-an-ambulance became confused when called to an incident in Turn 11 asking over the radio, “Where is turn eleven?”

Side Trax solved all these problems and now has a medical center on site as well as four fully loaded ambulances. Side Trax also has a very rapid response vehicle that precedes the ambulance to the scene of an incident to assess and triage with the right medical response resources in the fastest possible way.

Thunderhill also recognized Stanford University and Department Chair, Chris Gerdes for the many years that the famous university has been a customer at our track. Stanford comes to Thunderhill about 25 times a year for the purpose of developing autonomous vehicle technology. Chris’s program has put Thunderhill on CBS Sunday Morning, NOVA and other television mediums. Gerdes’ acceptance speech cited the relationship with the Thunderhill track team as vital to their continued use of our park as their laboratory.

Kudos to Blake Tatum and Sherry Grantz for making the SFR SCCA banquet happen. Behind the scenes the assistance of the track’s Jim Thompson was another big advantage to having the affair in Willows. Hopefully we will see you all and more at the 2016 SFR SCCA awards banquet honoring the driving Champions and other outstanding performers from the year-long adventure.

Next year will see 15 days of activity at Thunderhill Park for the Club. Three of these days will be for the SCCA school. This traditional event enables our future drivers to get licensed so that they can come participate with us. If you know of anyone who might find SCCA racing fun and incredibly rewarding, get busy recruiting them for this school. Help them find a race car and the

means to get it to the track. The barriers to entry are greater than you would think because you are already on the inside. Help recruit our next crop of drivers. I can’t think of a single reason why a great many more men and women of all ages with active, energized psychographic personalities, would not want to find and participate in real racing.

For 2016 I am thinking about setting up a program where we keep track of the performance of all 1600 cc Miata’s, years 1990 to 1993, for the purpose of crowning a “1600 CC Miata Driving Champion” based on points earned at Thunderhill. I believe that there are a lot of 1600 cc Miata race cars sitting out there with nowhere to go, no desire to be sealed and not willing to race against the 1999 and newer models soon to come. This plan might also create a demand for these old cars allowing those owning them to sell them to new drivers. The mission is to bring back parked cars and to let them race against other 1600 cc Miata’s only.

What about the Sealed class? It stays as is but also participates in this 1600 cc only class. The 1994 – 2000 Miata’s race against each other and the 1600 cc cars race against each other – period. We will use the basic Spec Miata rules and whatever tire fits the bill for this class now. I was thinking about including the same offer for the NASA 1600 cc Miata’s and have a joint championship race sometime at the end for all those who earn points in the 1600 cc only class and attend some minimum number of races. One plan has that race paying \$1,000 to win as follows: \$750, \$500, \$400, \$300, \$250, \$200, \$150, \$125 and \$100 with \$50 going to eleventh through twentieth spot. I would also get contingencies for this group and try to make it lucrative and competitive enough to inspire more and more participation. Would you be interested in such a program for 2016 for races run at Thunderhill?

Remember the SCCA FREE TEST DAY for all SCCA drivers is Sunday, December 27th from 9am to 4pm. Its FREE and a great way to get the dust off your HANS and have some therapeutic fun. Be there. If enough Miata’s want to put up GRUDE \$\$ we can have one race, winner take 1/2 of the pot and

the other half going to one of the top ten finishers based on a draw of one to ten. Yes the winner can win it too.

Happy Turkey Day.

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FORMULA CARS & SPORTS RACERS



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 \$24,999 with trailer 1511



'85 Crossle 60 FF roller. Hewland MK9, ARE aluminum pan, Stack clubman tach, Panaspots, extra nose. No engine. Has been in storage since 2008. \$6200. Don 402-333-5158 or nelben@cox.net 1511



1973 Formula Ford Crossle 25. Great club racing car. 80% restored. Looking to buy a Formula Continental. Lots of extras. No room left in garage. \$12,500 Call Jeff: 925-765-1494 1508



CSR For sale. Get ready for the 2015 racing season! You will not find a better deal on a C Sports Racer. Hayabusa motor with spares, Koni shocks, Centerline wheels and spares, chain drive, fuel cell, fire system, gear selector display, oil cooler, Accusump, lightweight radiator, camber gauge and trailer included. Homologation papers included with car. This car is track ready. All this can be yours for \$7,200. Contact Kim Christensen 925 423 8180 or email me at christensen29@lnl.gov 1501



For Sale 1992 Van Diemen FF Lyoning Runoffs Motor, Stack Dash, Techno Wheels, Many Expensive Modifications and Spares. This is the same car that finished second at the 2013 Runoffs and was a heat winner at the English Walter Hayes Trophy Race in Nov 2013. Priced to sell \$12,000. Call Jerry Pacheco @530-367-3899



Formula Enterprise Chassis 25 Maintained by Bulldog Motorsport since 2008, 2 SF Regional titles. \$32,500.00 Jason Hohmann www.Bulldogmotorsport23.com 209-892-5747



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

SPEC RACER FORD



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

FORMULA VEE



1997 Crusader Formula Vee Chasis #0297 for sale or rent. Tall roll hoop with lots of room for larger driver. 1 weekend on complete Ron Chuck engine rebuild. Very

strong National level engine. RacePak G2x data acquisition. Momo D wheel. Jet coated exhaust. QA1 shocks all around. This is a clean, well prepared car ready for the track. Email brians42@att.net for rental prices, \$7,000 to own it. 1501



2004 Crusader Formula Vee, completely race prepped. Current annual through 2014. Needs air in tires and gas to go on track. All new brakes, tires have 4 cycles on them. Includes custom Vee trailer. 3 new tires on trailer. PTL \$6000. Chuck 209-533-3198, Tom 209-532-0273. Sonora 1411

SOLO RACER



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



1990 Acura Integra, SCCA E and F production regional champion. Looking for best reasonable offer. For details see <http://www.barnstormerracing.com/acura/> Contact Bernie at 7070-953-9891 or storc@msn.com 1411



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

<https://sites.google.com/site/craigsdpmiataforsale/> 1411

MAZDA MIATA '90: 4 races on crate engine, good paint and body. Maintained by Larry Oka. 9 Wheels. \$7,000.00 Bruce (707) 226-2815

1970 Datsun SRL 311 Roadster: SCCA E Solo2 comp car. 1987 SCCA Solo2 National Champion in EPL. Convert to DP/GT3 in 84. SCCA log-book Great for road racing driving school. Many pictures available. Ken 408 741-5749 or Jan 408 644-7260

B SPEC



Brand new Mazda2 B-Spec build. Purchased new off the dealership lot in late 2014, stripped, and prepped for B-Spec competition. Only 8 races on the car with just over 1k miles so engine is just broken in and will only get stronger. Roll cage is an S-Box engineering kit professionally installed by Margraff Racing. Car has the best of everything and is one of the nicest B-Specs in the country right now. Cobra Sebring Pro Fit seat. Schroth Profi II belts. 5 pound, 4-nozzle integrated fire system. Quick release Sparco wheel with integrated radio PTT buttons. 3 sets of TRMotorsports C1M wheels, one with brand new unused mounted Hoosier rains. Includes AIM Solo DL data system. From eight races the car has six wins, 8 podiums, two track records (Thunderhill and Pacific Raceways), and it won the 2015 SCCA Western Conference Majors championship. Tied for 2nd in nationwide B-Spec points behind John Heinrich. Car is turn-key and ready to run top five in PWC at Sonoma or the Runoffs at Daytona with the right driver. I'll throw in coaching and car prep assistance for your first race weekend. Car is currently located in Auburn, CA but will be moving to HSE Racing in the San Francisco Bay Area soon. Contact Eric at eric@boucherracing.com or (408) 391-2310 for additional info. More pics at <http://tinyurl.com/onzmbjs> Asking \$29k. 1508



#40 SMG 2005 Mustang GT, 5 spd, 3:73 gears, Burgundy & White. New build completed April, 2014. 6 SCCA events total...6 wins, 6 2nds with driver's Darrell Anderson, Tony D'Allesandro, and Mark Drennan. Current T-Hill SMG record holder...1:58.2 (Drennan) set May 16th, 2015. New motor Jan, 2015, (3 events), new Koni front struts June, 2015 (never run). 2 sets wheels, AIM, spares. Beautiful, fast, every conceivable option, pristine condition throughout. Pics on request...50K or B/O...contact Dave Mani, 650-867-0010 1507

GT/PRODUCTION RACER



Ford's Boss 302S is special limited edition model built by Ford Racing in conjunction with Watson Engineering as a ready-to-run road racing car and an homage to the original. Basic specs are aimed at Pirelli World Challenge GTS class racing, but also suitable for SCCA and NASA club events. Power is supplied

by a 5.0-liter TiVCT engine modified for better cooling along with various ECU settings for 91 and 98-octane fuel. A Tremec T-6060 six-speed manual transmission with integrated cooling pump, 3.73:1 rear end and a Torsen T2R differential help put the power to the road. Brembo four-piston brakes provide stopping power with 14-inch front and 12-inch rear rotors, PFC pads, Ford Racing brake ducts, stainless lines and Ford Racing ABS system. A Recaro HANS ProRacer seat is outfitted in the cockpit along with a Hand window net, Sabelt six-point harness, cockpit rollcage, and onboard fire extinguisher system. Finished in School Bus Yellow, this 302S is #42 and of the 50-unit run and ready to race. \$85,000 Adam Simms 408-438-7129. 1510



1994 Pontiac Body/Hornaday Chassis/Victory Circle Race Cars. Former Darrel Krenz Southwest tour car. All aluminum 358ci 9.5/1, Fresh springs rebuilt Jerico trans/new drive shaft Winters quick change w/ 10 gears sets New Bilstein shocks/springs New Tilton clutch 390/750 cfm carburetors (comp carburetors) 1.5 hours since refurbished. Fast and Fun! Mark 775 771 9120 1508



GT1 Speedway chassis. Roller with 4 speed 5 Star fiberglass. Two sets of Duralites. Call for details. Jim Clayworth (510) 531-3229 \$3500/OBO 1508

GT1/TA Rockersports C5 Corvette, two motors, 5 speed, Weismann computer. Call for details. Jim Clayworth (510) 531-3229 \$45K/OBO 1508

'72 911 Racecar and licensed California car, built to PCA Club Racing GT-1; runs SCCA ITE 3.8L twin-turbo

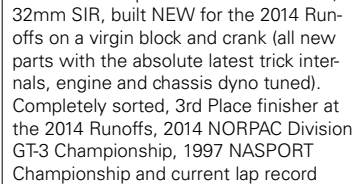
air-cooled motor, MSD Ignition, Haltech fuel control, est 700+ hp at safe boost levels. Meets 103db. 24-gallon FuelSafe. G50/50 transmission - rare, very strong. Elsinor/ERP front end, 993 multi-link rear suspension. RSR-type bodywork, mostly fiberglass and Plexiglas, drop-hood cooling, aggressive rear wing. 2170 lbs. 2 sets Fikse wheels 18/17, runs 285/30 fronts & 335/35 rears or 26*9*18 fronts & 25.5*12*17 rears. Full logs. \$75,000. Hank Watts, 408-245-4040 PDT hank@CAMDesigns.com. 1515



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



Chuck McKinney's 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. This car could position you to win the 2015 Runoffs. This is a very safe, well-maintained car designed and engineered to be managed by one person. \$58,500 or best offer with 2 motors, 3 sets of wheels 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 1411



1999 Miata. The current engine and setup ran for the 2013 season, primarily in the San Francisco Region of SCCA. We ended up with 5th place seasonal points for SMT and 1st place for ITS. In addition we won our class in the four hour RDC Enduro. The car is fast and ready to race. We had 7 first place finishes, 3 second placed finishes and 1 third place finish. Car Includes *SCCA & NASA Log books *Race Engineering head *1 set of 15" Team dynamic wheels *MiataCage.com Roll Cage *Mazda Motorsports SPEC Miata suspension *1.8 Suspension kit (second gen miata) * Stainless steel braided brake lines Valaya Automotive, LLC 447 W. Saint John St, San Jose, CA 95110 Tel: 408-297-1990 1505



Race Car for sale GT-1/SP Tube Frame/ Silhouette Body 1998 Monte Carlo (fiberglass by Revenge). Tube Frame (coil over). 396 CI Chevy Small Block by Comptech (2005), low hours - 550 HP, 500 LBft. (Edelbrock heads, roller cam, Mahle pistons,

Schoenfeld headers, MSD. Four speed Jerico. SCCA Log books from 1987. SCCA SF Region 1987-2006 The car runs and drives; only a fresh set of tires from track ready. \$12,500 OBO Call for complete specifications - Geoff at 916/870-6682



1984 Renault Alliance Cup car. Restored, «showroom fresh» \$3000 obo John (Eves) 916 454-1115 brabworld@sbc-global.net 1501

SPEC MIATA



1991 Spec Miata #93. The Topless Miata (hardtop, window net, and hardware included). This is an excellent entry-level Driver's School/Track Day car. Open trailer included. Some spares, including a rebuildable 1600 cc engine. \$7500. Contact Mike Neff at 916-448-3270 or proral@sbglobal.net. 1508

1999 Miata. The current engine and setup ran for the 2013 season, primarily in the San Francisco Region of SCCA. We ended up with 5th place seasonal points for SMT and 1st place for ITS. In addition we won our class in the four hour RDC Enduro. The car is fast and ready to race. We had 7 first place finishes, 3 second placed finishes and 1 third place finish. Car Includes *SCCA & NASA Log books *Race Engineering head *1 set of 15" Team dynamic wheels *MiataCage.com Roll Cage *Mazda Motorsports SPEC Miata suspension *1.8 Suspension kit (second gen miata) * Stainless steel braided brake lines Valaya Automotive, LLC 447 W. Saint John St, San Jose, CA 95110 Tel: 408-297-1990 1505

1989 SMT Miata. Extra set of rims and couple random parts. 21' fully enclosed trailer. Raced in SF Region SCCA. Selling car and trailer together. Asking \$12000 Contact Greg Smoot 510-381-3029 1501

Re-tub your Spec Miata! For sale: 1999 Miata bare chassis, red: unibody with windshield, fenders, doors, bumpers, lights, subframes. No motor/suspension/interior. Excellent condition, never raced nor crashed. \$1000. A few other parts available separately. Contact Viet-Tam Luu (Tam): tam@sfrscca.org / 408-59M-IATA 1411

PTE AND ITA MIATA TOP EQUIPMENT: \$18,500 - 1800/94 FOR SALE - STL and PTE MIATA - TOP EQUIPMENT \$18,500 - 1600/93. Miata hard Tops - \$800 [2]. Miata Transmissions \$250. Spec Miata Shocks \$50 each. 94 Head - \$150. Wheels with tires \$100 ea. 1600 Differential \$250. Sway bars - big & little - \$100 ea. Voden [530]934-5588 e-101.

'99 Miata close ratio transmission, Quaife gear set, built by Prather mid 2013, used three (3) weekends: \$3,000. '99 Miata 488 differential, REM gears, Torsen, all new bearings, used four (4) weekends. \$1,100. Call Jess @ 503-208-3712 or 503-407-3854



1990 SSM, Built by OPM, maintained by Premier Auto Service. Three sets of wheels. All Steel 16" repainted open Carson Trailer with wench, storage box and tire rack. Extra transmission and some parts. \$8,000 for both the car and trailer or separately negotiable. To see call Ed Railton to 925-549-0444.

VINTAGE RACER



1971 Triumph GT6 - Fresh (zero hour) Jim Clark engine, rebuilt trans, rear end. New paint in & out. Spares. Current VARA log books. Ed (760) 492-3814 edunn@afsfuel.com

IT/ST



1984 Honda Civic ex ITC car for sale. The car was originally purchased for the 24 hrs of Lemons, but plans change. It has an ITC legal cage, new 5 point harness, Mallory tach with rev limiter, Sparco seat, new ball joints, rebuilt bottom end, front camber plates, rear coil overs, 13x10" steel wheels, lexan windshield. Very light weight and amazing handling. Fun and cheap car. \$2,500 obo. stevec1456@gmail.com 1511



2007 Civic Si 4-door For Sale
Built in 2008 for World Challenge, our Civic currently runs SCCA's STL class. Built as a race car from new, it has fewer than 8,000 miles on the chassis. Super high quality build, in great condition. Lots of content and spares as well. Located in Southern California. Too many details for a small ad so please write us for more details at: forumal1@earthlink.net Eric Rosenberg 310-291-2555 1507



1975 Fiat X 1/9. NorPac Div H
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John (eves) 916 454-1115brabworld@sbcglobal.net01/13

1983 MAZDA RX7 Race Car Spare eng & trans and complete car. \$5000.00
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STREET CARS



1997 MIATA WITH EXTRAS AND TRAILER: New canvas top/rear window, Koni adjustable shocks, Hawk brakes with 2nd set of rear (Hawk) pads, K&N air filter, Hard Dog Hard Core roll bar, Mazdaspeed 20mm front sway bar, Dunlop Direzza Sport Z1 tires. Includes additional set of four Hoosier A6 R-compound tires mounted on 2nd set of alloy rims, plus a Hidden Hitch receiver hitch and Northern Tool Shed tire-and-accessory trailer. Whole package ready to go: \$5,000; 408 656-1524, danwolford@earthlink.net. 1508

TRAILER/TOW

'93 Chev/CAT toterhome. Fully self-contained 5 spd/diesel set up for TAG trailer. Call for details. Jim Clayworth (510) 531-3229 \$23K/OBO 1506



FINEST TOW VEHICLE AVAILABLE! 2000 Chev, 3500 LS, extended cab, dually, glasstite shell, alcoa wheels. 7.4L, auto, only 56K original miles w/new motor (long story). New paint, excellent condition, \$10K firm. 925-683-1283

Open trailer for formula car/ SR \$250.00
Bob at (415) 285-2573 12/12

1994 Thor Pinnacle class A RV. 2 owner, no pets or smoke, excellent condition. complete remodel and numerous upgrades. call for list of features. Can email photos and specs.650-728-7273

Spec Racer Trailer. Single axel open trailer w/ramps & 3 new tires \$1200. Tarzana CA. Barryataylor@yahoo.com. (818)515-1946.

Unique 17 foot Hanson enclosed trailer for. The trailer is set-up to haul 2 Spec Racers. The box dimensions are 17' 6" by 101" wide, it is insulated and interior walls are lined with white aluminum. It has a work bench with cabinets and a built in toolbox in addition it has chemical and oil storage racks. It is wired for 110 volts and has both 110 volt lights and 12 volt lights. Tires are new, and bearing have been repacked. It has a unique hoist system that attaches to the roll cage and lifts one car up, load bars are installed and the upper car attaches to the load bars. When the cars are out of the trailer the entire inside of the trailer is open space. This trailer is in good condition and is built like a tank. \$5,500 Kevin Rogers, (916)744-1914, rogersk@crc.losrios.edu

MISC FOR SALE



Miata Top great condition \$1100
Kirkey Road Racing seat w/HD back brace. \$235
Dennis Murphy 209-610-3000 1511

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gauge and fixture, Classis Height Gauge and Brake & Tire Pyrometer all for \$825
call Fred, 925 280-0730 1509

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1976 Fiat X-1/9 parts: Hood, seats, vinyl top, wheels and misc. engine and body parts. All in good shape. \$650 for all or will piece out. (209) 613-8625 1506

1300cc Cosworth engine block and oil pan \$250. 5-spd Hewland gear sets (20+) in heavy duty wooden case. Some new and used. All in good condition, \$450. Accusump dry sump, new, still in original box. Low profile (non-hydraulic) jack for use on sports/spec racers. Designed and built by Chuck Billington, \$75. Contact Dennis Wilson (209) 613-8625 1506

For Sale: Goodyear Racing rain tires, 25.5-14x16 28.5-14.5x16, stickers (4 years old but never used) \$950, 707-769-8608 1505

Do you want to join the exciting world of LEMON car racing?? FOR SALE 1976 BMW 630 CSI sunroof- rusty fenders rear trunk etc, has fair running 3.0 engine, with an extremely rare GETRAG ultra close ratio 5 speed, gear splits approx 900 rpm, direct 5th gear. Project was started and stalled, has resurfaced flywheel, new clutch, pressure plate, TO bearing, trans mount and driveshaft, alone worth \$1000+, nice Racing Dynamics alloys, crap tires. Not a restoration candidate. Best offer- can send pics. 831-917-5952 1505



SIX brand new BFGs R1 "S" 225/45X17 tires in our garage stored since new in black bags. On Tire Rack they retail for \$260/tire (\$1,040 for a set of four). We're only asking \$185/tire!! Please let me know if you'd like additional photos or have any questions. This is a great set of tires at a fraction the price of retail. Eric, 310-291-255Five 1504

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MEMBERS SEEKING ...

Searching for a member - Rick Gould. I have acquired an old RX7 that Rick used to race and I would like to learn more about the car's history and build. Please contact me via email or phone. Thanks! Len Qualls, Lenqualls@msn.com 541-261-9407 1503

HELP ME FIND ...



MAYBE YOU CAN HELP, Stolen from Oakland Hills near Keller: dual axel Texas Roll Back Trailer license number 4EL5006. Trailer is aluminum with big tire box on front with Built Right tool box in front of the box. Oakland police report number 322. The thieves may visit a locksmith to rekey the two compartments. Michael DiGiacomo mddpm2003@yahoo.com 510-406-4818 1503

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