



# The wheel®

VOL. 58 | OCTOBER 2017

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



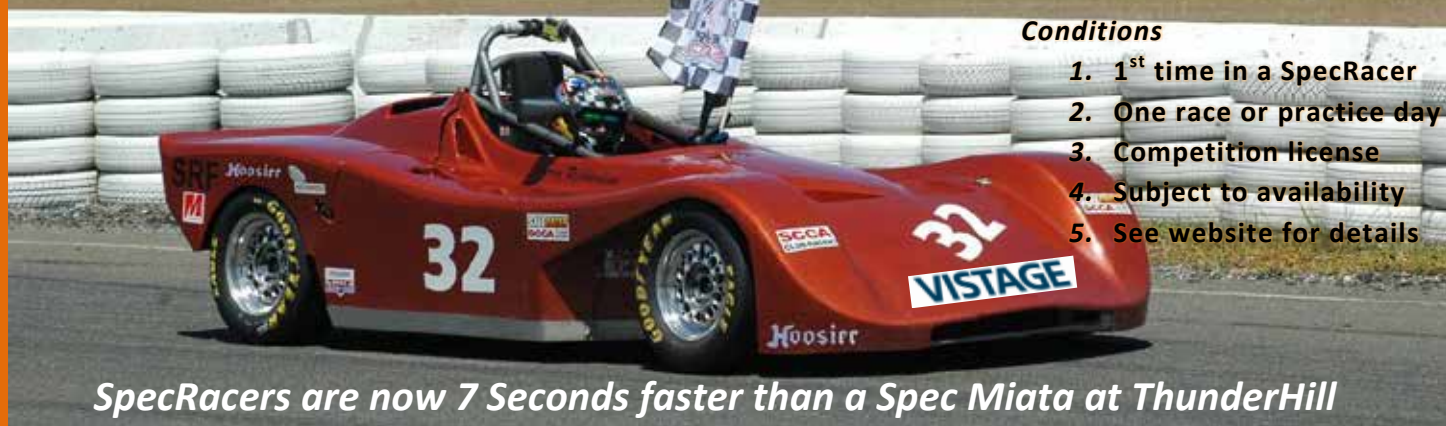
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DOUBLE REGIONAL 9 AND 10 MAZDA  
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Cover Photo: 86 David Kay, 61 Matthew Polk, 39 Stuart Baumgard  
 Above: Sacramento Solo Round 9, Photo by Dave Jeffords.

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The views expressed in The Wheel are those of the authors and do not necessarily reflect the position or policy of San Francisco Region or the SCCA.

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# CALENDAR 2017

## 2017 SFR ROAD RACING SCHEDULE

Any changes will be shown on [www.sfrscca.org](http://www.sfrscca.org)  
**OCTOBER**

PIRELLI WORLD  
 CHALLENGE  
 PRO SUPPORT  
 October 12-15 | Mazda Raceway Laguna Seca

REGIONAL 13 & 14  
 SEASON FINALE  
 October 27-28 | Thunderhill

IT'S BACK!!  
 RDC Four-hour Enduro  
 October 29 | Thunderhill

## SACRAMENTO SOLO 2017 SCHEDULE

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

See [www.sfrscca-sacramento.org](http://www.sfrscca-sacramento.org) for more info.

September 23 Round 11

September 24 Round 12

October 14-15 are now at Thunderhill Raceway  
 new skid pad

## FRESNO CHAPTER 2017 CALENDAR

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

Event 10 - October 8 - Buttonwillow Kart Track

Event 11 - November 11

Event 12 Enduro - November 12

**NOVEMBER 11**

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**SFR Autocross Post-Nationals Schedule**

Round 10 & 11 (with AAS) - Sept. 30th & Oct. 1st @ Crow's Landing  
 Starting Line School - Nov. 4th @ Crow's Landing  
 Round 12 & 13 - Nov. 4th & 5th @ Crow's Landing  
 Round 14 - Dec. 3rd @ Marina Airport




Photo by: Ric Quinonez

## TRAVEL TECH

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## 2017-2018 Region Board Election and Candidate Statements

### REGION BOARD ELECTION DATES

- September 10 Candidate statements on web and in The Wheel
- October 12 Voting opens on Motorsportreg.com
- October 31 Last day to request a mail-in ballot
- November 6 Voting closes
- November 8 Election results on [www.sfrscca.org](http://www.sfrscca.org)

### 2017-2018 REGION BOARD CANDIDATES

REGIONAL EXECUTIVE  
 Barbara McClellan

DIRECTOR  
 (THREE TO BE ELECTED)  
 Roger Eagleton

R.J. Gordy

Wilson Powell

Tim Sullivan

David Vodden

### REGIONAL EXECUTIVE BARBARA MCCLELLAN



I am a candidate for the position of Regional Executive for the San Francisco Region. We are a Region of over 3000 members and I believe the next few years are going to be very challenging and exciting.

First the Region will be hosting the 2018 SCCA National Runoffs at Sonoma Raceway. It is important that everyone understand—we will host but we will not be in charge. As your RE, along with our Race Chairman, I will be the liaison to the National Office and Staff. At our July race at Sonoma, three members of the National Staff visited the track and started planning for that event. Gary Pitts, our current RE, other Regional Board of Directors and I had an opportunity to discuss many of the issues they need to resolve. Our relationship with Sonoma Raceways continues to improve and we are already working with them to schedule at least one race weekend before the Runoffs.

Another challenge is the changing picture with Laguna Seca. SCRAMP and SFR have enjoyed a great relationship—one which allows SFR to furnish workers for their pro-events and, in return, we received a reduced charge for track use for our Regional races. SCRAMP is changing and they are currently searching for a new CEO. We hope to continue the same relationship even as things change with Laguna.

However to provide workers for these pro events puts a burden on our volunteers. Workers bear all their expenses at all of the races. There is no compensation. We need to recognize what our current volunteers do and we need to continue to recruit and train new members who are also willing to give their time and money for this wonderful hobby we call road racing. Your current BoD has been working to help accomplish this. We reactivated the Ambassador program which is headed by Lynne Hunting. She gives tours of our crews and insight to anyone who expresses an interest. We have reached out through social media with James Chartres to publish our racing activities and worker participation.

Another great and fun challenge is our relationship with Thunderhill. SFR owns that track, but SFR is not for-profit and Thunderhill is for-profit. For tax purposes, it is important for Thunderhill to treat our Region just like any of its other customers; Because we are a frequent renter, they may give us priority over dates, but they must charge us the same rental rate as everyone else. David Vodden has been a terrific CEO for Thunderhill and we hope he is there for many more years. But the time could come when he wants to step down. So it will become the responsibility of Thunderhill Properties Board of

Directors to identify David's replacement.

I've talked a lot about road racing, but our Region also has a very active Solo community. There are three chapters, Bay Area, Fresno, and Sacramento. Your current BoD has been working with the Bay Area Chapter to finalize a long term lease agreement with the Stockton Fairgrounds for a place to have their Solo events. This will require a loan from National to augment the SFR Solo Track Fund. Your Region BoD supports this plan. It will be our responsibility to ensure all legal issues in this endeavor are resolved to protect the Region.

These are just a few of the challenges ahead for our club.

My goals for this next year are ambitious.

First I want to ensure that the Road Racing Community has safe, fun, and fair racing. Second, I want to assist the Solo community obtain a more permanent site. Third, I want to grow our membership in all areas of the Region—drivers, Solo participants and volunteers. Fourth, I want to continue our successful relationships with our three area race tracks—and maintain a financially sound club. I know there are challenges ahead in meeting these goals.

For those of you who do not know me, next year I will receive my 50 year membership in SCCA. I started as a turn worker on the Communication crew and was also a Chief. I have been a Steward for the past 20 years and hold a National Steward and National F&C license.

It is integral to our club to have a good balance between business and club culture. Both are extremely important. Many workers and drivers do not really care about the running of SFR—they just want to race or work the races to have a good time. It is the role of the BoD to provide a safe, fair, and fun atmosphere, as well as a sound financial footing—which I believe our club has. Your previous boards have worked hard to provide that.

All of us—workers, drivers, and board members—have a responsibility to talk with each other and work together. Board members need to be willing to discuss issues with members and be accountable to those who elect them. I served on your region board from 1999 to 2005 as well as these past three years. I am always there and always willing to listen to members about problems, issues, and suggestions. I don't have all the answers, but I make an attempt to help solve the problem, give advice, take suggestions, or just be a sounding board.

I am a retired senior project manager in the biotech pharmaceutical industry, so I have time to commit to the Board of Directors. I bring professional management experience of people and projects to my candidacy for the SFR Regional Executive. I believe that there is a place for every SCCA member who joins our region.

## BOARD DIRECTORS

### R.J. GORDY



Wow! ... It was just two short years ago that I decided to get back involved in Region politics so I successfully ran for the Board of Directors. I felt that I could make a contribution to the Region's well-being. I enjoyed some success and experienced a lot of frustration. There is still work to be done.

Briefly, for those that don't know me: I joined SCCA in 1985, started racing a Spec Racer in 1986 and continued to do so for 22 years. I got involved in Region politics in 1998. In 2006 I was elected to

the National Board of Directors. I held the positions of Vice-Chair and Chairman of the Board and termed out after six years. I have been a volunteer race official since 1994 and a race Steward since then.

I enjoyed my time on the Region board most of all because I, along with many others, were able to effect change. As a die hard "clubby" I took pride in bringing all of the various facets of San Francisco Region together to enjoy motorsports. This included all three chapters of Solo and even our members who enjoyed Concours events.

During all of this time I kept hearing some common themes. Club membership is growing older and dwindling. We run our volunteer race officials into the ground. National doesn't support the Region and the Region has no use for National. We own one of the most successful racing facilities in North America but can't catch a break on entry fees.

These issues, among others, have been around forever, and while some progress has been made, we can't seem to move beyond some of these core challenges. Now I can't promise to fix all of these issues, I believe as a club we have the ability to improve things. For example: we are becoming more involved in social media to expose potential members to the joy of participating in live motorsports. We want to assist our Solo community in their continuing efforts to develop a new solo site. We are assisting some of our racers in developing a new spec cost-effective (?) class for C5 Corvettes. We will assist in holding the National Championship Runoffs in the fall of 2018. We will continue to reach out to automotive enthusiasts and expose them to the true joy of being on our side of the fence, and I believe that if we are going to expect as much as we do from our volunteer officials we need to provide them with the tools they need to get their job done and then feed them when it's over.

The membership that I have come to know in the San Francisco Region is smart, enthusiastic and dedicated. I truly enjoy working with you and would love to do so for another two years. Together I believe we can make some progress in making our club event better.

Thank you, R J

### TIM SULLIVAN



My name is Tim Sullivan and I am running for the BOD of the San Francisco Region of SCCA. This is my third season racing in Group 5 and Group 7 (ITX and SSM), and have had a great time doing this and have met lots of great people along the way. In addition to driving the #56 Miata, I have had the opportunity to work the track as a flagger, as well as doing announce duties this season. Both of these jobs are fun

and get you in touch with not only the driving experience, but how the whole event works as well. Without the volunteers that tirelessly work to keep our events going, SCCA would not be as successful, and well organized as it is. Everyone from the Chiefs to the corner workers donate their time and energy to make this whole thing work.

I have attended a few board meetings and realize it takes a whole lot of individuals to make this work. This includes the drivers. Club racing is a fun challenge. I have seen a decline in volunteers due to attrition, and see we don't have a whole lot of people stepping up to replace them. This could be problematic in years to come. Recruiting new volunteers and enticing drivers to choose to race in SCCA is vital to our continued success. This is not just an issue with SCCA, but also in other auto enthusiast events. I am currently President of the Northern California Corvette Association, and we as a club have the same issues: loss of volunteers to attrition and lack of new members willing to volunteer. I believe as a club, SCCA SFR region can reach out to younger people and get folks to join the SCCA family and compete.

Part of the problem in getting younger people involved is the cost. Spec Miata is one of the cheapest routes to Club Racing. Even so, the entry price to compete is close to \$15,000 or more to get your entry ticket with a car that can compete. I am a young 57, but I have to say I don't see a whole lot of real young folks racing. We do have a few, but I think we need to have an appeal for people to race in the SCCA SFR region without having to mortgage the house. If folks are going to spend \$500-800 a weekend to race, plus expendables, they need to be able to do it often. I am not sure how many folks attend and race all seven weekends, but from the numbers I see published, it's not a whole lot. To appeal to the younger crowd, I believe we need to somehow come up with ways to keep the costs down. At least for folks that can't spend \$5,000 a weekend on tires, brake pads, rotors, etc.

I think this can be done by expanding classes, and working with the veterans on the Board to attract not only new drivers, but new volunteers. To succeed in the 21st century world of racing, we will need to adapt and find a way to attract new volunteers and keep them interested.

If elected, I would want to be a part of getting ideas floated to make this a reality. I think in conjunction with current volunteers and driver input we can make this happen. Only by working together and coming up with new fresh ideas can this be achieved. If elected, I will make every effort to listen to ideas from both volunteers and drivers in order to bring these ideas to the Board for consideration. My ears will always be open to all members' ideas and I will always look for ways to make the club prosper and grow for the future. I do ask you for your vote to make this happen.

## BOARD DIRECTORS

### ROGER BAGLETON



I started club racing with SCCA-SFR in 2010 and won a championship that same year (Spec E-30, thanks David Allen for helping me get started!). At that time, I really did not understand or appreciate the significance and history associated with the SCCA. In my mind, there was SCCA, NASA and a bunch of track day groups (some of which also offered wheel to wheel racing).

However, after racing with many different organizations over the past seven years, I have come back to the SCCA with a new found appreciation for what makes THIS group so much different. First and foremost, it is the PEOPLE! Heck, most of the

same faces and names from 2010 are still here, almost a decade later, doing everything they can to keep the club going!

Second, it is the HISTORY! There is no other racing organization that can claim Bob Bondurant, Dan Gurney, Phil Hill and countless others as past members!

Moving forward, these two things (dedicated people & a unique history) are some of the main strategic advantages that our organization has over the countless other groups that are competing for members. If we want to move forward as an organization and survive, we need to leverage our people and history to attract the next generation of racers, volunteers and staff to keep this great organization alive!

### DAVID VODDEN



As a candidate for the Club Board of Directors I have made a case for my experience, business and industry education and commitment to work on a new vision and direction for the Club. Experience and a proven track record for making things happen is what you want and what we all need. You get that if I am elected. Beyond the words and summaries of the trite and true you should know what the candidate you

vote for WILL do.

Here is my agenda: [1] Develop a younger image for the Club as it is presented to new audiences featuring active and dynamic presence on the Web page, in the Wheel and in all other social media. To attract new people we must appeal to them in their world. Our target audience is in their twenties and thirties. These people will embrace amateur road racing just like we did when we were their age, but they are not interested in joining and hanging out with me. Seeing pictures of significantly older people with whom they have nothing in common will not capture their attention. This may not feel good but it is true. It is not about us. It is about the future and "new people". Without them, there is no future. Re-imaging the club to look more inviting to younger people will work. The leaders in NASCAR, F-1 and Indy Car are doing this right now.

[2] Set up a kiosk with an appealing presence at all of our events to greet the people we attract to our races and sell them memberships. Involvement starts with membership. The Wheel goes to members. If the Wheel is appealing and readable to a younger demographic their involvement in the sport will increase. It worked for us back in the 70's.

[3] Make membership a big deal. Solicit memberships. Solicit family memberships. Solicit "Associate memberships" from other regions that visit us or who just want to be members of the SFR/SCCA. Provide incentives to current members who recruit new members. New members become new volunteers, new drivers and new solo participants.

[4] Use race weekends to promote the Club in all ways. Start by promoting memberships, also promote entries at events. Promote the next event as the next best thing in all of road racing. Build up the magnitude of winning using the Public Address system and the winner's podium. Adopt a podium finish mentality such that classes with strong fields recognize the top three. Use the Wheel, Web and other social media to make our competitors heroes in our world and beyond.

[5] Embrace SCCA's Track Nite in America as a tool to increase our membership and awareness among an audience that will never find us unless we reach out to them.

[6] Embark on a program to develop Club growth and participation around Thunderhill Park. Membership follows venues. This was true with Sears Point, Vacaville and Laguna Seca. It can and will be true around Thunderhill Park. There are reasons why it has not occurred

here but we can fix that and build a large body of SFR/SCCA members, volunteers and drivers in the North Valley.

[7] Begin a specific plan to cross-pollinate our form or racing with other forms including increased outreach to the Solo Communities to bring them into road racing. The use of Kiosks and perseverance at select events will produce results. We did this at Baylands with drag racers, motorcycle racers and the circle track boys and girls. This will work but it will take time. What's the down side?

[8] Identify and create new sources of revenue to slow the reality of rising costs impacting race entry fees and nothing else. Recreate the SFR/SCCA merchandise program. This effort produced close to \$40k at its peak. Solicit and close sponsorships. Examine the cost of existing programs with an eye on Return on Investment [ROI]. Continue to market time slots in weekend schedules when doing so adds value to the experience of OUR racers.

[9] Re-write schedules so as to identify the cost of time to the racers. We cannot expect racers to pay what they pay for the track time that they get and then spend three-days to get a minimum return. We can and will do better on this critical value component in the competitive world in which we now compete for the "X" games value-proposition. [Road racing is "X" games.] I, for one, am not interested in track time without the components of racing.]

[10] Develop a High Performance Driving Experience [HPDE] component in our business model that can serve as "our" feeder system for road racing and also serve as a new income stream.

[11] Investigate the creation of a subsidiary corporation for our "unrelated business income" [UBI] activities as a means to mitigate the impact of this activity on the primary purpose of our 501 C-4 organization. Our charter says that we are to provide "educational and recreational opportunities with the automobile for our members."

[12] Implement a specific program for succession planning for Board member and Regional Executive candidates. We need a pool of people willing and able to run this Club in the years/ decades ahead. To achieve this goal we need a plan.

There is more but that will have to do for now. It is a lot of work but so was Thunderhill Park even though we made it look easy. It was not. The prosperous future of our Club will take a lot of work. I will do my part if you vote for me. Vote on line through Motorsports Registration and do not delay. It may be that, by the time you read this, time is of the essence. Check out The Wheel in this issue to see how to cast your vote.

See you at Thunderhill for the 2017 Season Final October 27th and 28th and the Illgen Endurance four-hour race on Sunday October 29th. There is a big dinner and lots of fun is on the agenda. The new 25th Anniversary magazine will be available for the first time for you to see and enjoy. This is a revenue generator that the Club could copy for promotional goals and money. There is no limit to what we can achieve. Now all we have to do is just do it!

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Katalina Eunice in the showcase turn



Derek Hui driving his OSP Honda

# SACRAMENTO CHAPTER ROUND 9 "BACK TO STOCKTON"

**BY DAVEY DROUIN, PHOTOS TAKEN BY DAVE JEFFORDS @ GORILLATORNADO.COM**

Returning to Stockton is like going back to the old sandlot you use to play baseball at in the summer times as a child. Yeah there are nicer places to play, but the Stockton Fairgrounds have always been there for the Sacramento Chapter. It really wasn't that long ago that we raced full seasons at Mather Airfield, Cal Expo, and I even remember racing at McClellan Airfield. Those days are long gone, but Stockton has always left the light on for us, and given us a place to play.

SSL was won by Gale Smiley in the family Z06 with a 45.257.  
 ASL had one competitor Marie Lindberg. She ran a 48.542 which was good for first place in class.  
 BSL was little bit more of a fight to finish in the top positions. Katalina Eunice driving a C4 Corvette finished in fourth with a 49.301 with one cone. Taylor Williams was just a few seconds behind her Aunt with a 50.134 which was good for third place. Penny Hubbard took second place with a 48.029. The class winner was Kelly Williams with a 46.113. I think it is pretty clear that Kelly has yet to teach her niece "ALL" of the go fast tricks to driving a Corvette.  
 Cheri Chord who was piloting her Nissan 350z won CSL with a 49.949.  
 DSL was won by Korynne Smith in her BMW with a 51.683.  
 XPL was won by a little Lotus 7 with a turbo engine driven by Rachel Smiley Martinez.  
 Now there was only one person officially entered into SSRL class, but there are two people who compare their run times regardless of the class

they actually run in. Susan Fontaine ran a 44.245 which gave her the win in SSRL. E.J. Fontaine ran a 44.441 which gave him the win for SSR. If there was a class just for the Fontaine family Susan would have been the champion today and E.J. would have taken second place. Fun was had by both as always.

The modified classes had one of the biggest turn outs in a long time six



Susan Fontaine waiting at the start line.

modified classes had drivers and all but one had multiple drivers.  
 A Mod had Mike Cilenti coming in second place with a 48.621. The champion was David Layne with a 45.084. They both were driving the O so feared 1990 Nemesis.  
 B Mod had two drivers a father son duo, with very close racing. . Davey Drouin ran a 44.998. Mike Drouin defeated his son with his fastest time of 44.983; margin of victory was .015 of a second.  
 E Mod had vehicles that you normally would see at an off road park not and autocross. Greg McNair took second place with a 44.172 in a VW Dune Buggy. Danny Ide took the over all win with a 43.882 in a Jeep. Yes, a Willies Jeep that is not a typo.

F Mod was an uncontested win for Doug Hargrove in his Ruth & Doug Special.  
 Street Mod had Derek Thacker and his Subaru WRX beating Brandon Adams' Ford RS with a 43.893.  
 Super Street Mod had the dynamic duo of Bob Weisickle and Tom Nivison battling it out in Tom's Corvette. Tom ran a 42.887 which was pretty fast for the course, but Bob was able to find a second somewhere and ran a 41.815 for the win.  
 The Bill Fleig Enduro will be held at Thunderhill on October 14th and 15th see you there.

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# GENTLEMAN OF SOLO

## JERRY MOUTON DEC 18, 1946 – SEPT 11, 2017

BY MEGAN ANDERSON

Jerry Mouton, a long time Jaguar E-Type owner and a member of JAG since 2000, passed away peacefully in sleep on September 11, 2017. He is survived by his wife Kate and sons Alex and James.

Jerry (one of 15 children) was from the Austin, Texas area and while serving in the army was for a period assigned to the White House to install the first computerized system for the administration. After his military service, Jerry joined IBM and had a long career there which included an assignment to Italy.

On return to the USA he completed his career with IBM in the Bay Area. He and Kate continued to live part of the year in their second home in Austin, TX where much of his family lived.

After driving a friend's E-Type Jerry became determined to own this Jaguar and purchased 1964 Series 1 Coupe MIK, 28 years ago. Jerry became passionate about his new vehicle and became an expert on the E-type operation, maintenance and restoration. Jerry used his professional training by being the JAG Club Webmaster for a period and by being a continuous contributor to the JAG-Lovers forum particularly the E-Type forum. Both online and face to face, Jerry contributed generous amounts of advice and assistance to others on the care, maintenance and restoration of E-Types. Jerry's E-Type was a working car which he used frequently for events which included Autocross. Jerry would drive MIK to various Autocross events and compete intently as often as he could.

Jerry was one of the founders of the Oil-Leakers tour when a band of E-Type drivers collected each year for an E-Type tour on some of the most scenic and also twisty side roads of the western states. Jerry organized the very successful 2016 Tour in California and at the time of his death had travelled to the Big Sky Oil Leakers tour of Montana and Idaho.

Since news of Jerry's death was shared, many comments have been posted commenting how selfless, calm and pleasant Jerry was. Jerry can be summed up as a real gentleman who enjoyed helping others. Jerry will be greatly missed in all the communities that he was part off and will live on in the many pieces of advice and opinions that he published in Jag-Lovers and elsewhere.



Charlie Davis

# SFR SOLO NATIONALS TROPHY WINNERS

Join us in congratulating our fellow competitors bringing home awards, jackets and other hardware from the 2017 Tire Rack Solo Nationals. Lots of talent present in the region, so the list is quite long!

### 2017 Driver of Eminence - Mike Maier

### Dick Berger Perseverance Award - Charlie Davis

- Super Street - 26 Drivers
  - Scott Fraser - Champion, Karlton Lew - 3rd, Monty Pack - 6th
- B Street - 54 Drivers
  - Jacob Dawson - 12th
- C Street - 46 Drivers
  - Maurice Velandia - 11th
- D Street - 58 Drivers
  - Mark Scroggs - Champion**, Jonathan Stroud - 15th
- D Street Ladies - 6 Drivers
  - Eileen Blando - 2nd
- E Street - 64 Drivers
  - Tony Rodriguez - 5th
- Super Street R - 39 Drivers
  - Alex Muresan - 2nd
- Street Touring Ultra - 29 Drivers
  - Bryan Heitkotter - Champion**
- Street Touring Ultra Ladies - 5 Drivers
  - Teddie Alexandrova - 2nd
- Street Touring Xtreme - 58 Drivers
  - Justin Tsang - 5th, Mack Tsang - 7th
- Super Street Prepared - 14 Drivers
  - Steve Lau - 5th
- D Street Prepared - 14 Drivers
  - Shelly Monfort - 4th
- X Prepared - 19 Drivers
  - Andy Mckee - 3rd, Teresa Neidel-McKee - 5th
- C Prepared - 45 Drivers
  - Mike Maier - 2nd, Frank Stagnaro - 8th
- B Modified - 12 Drivers
  - Tom Ellam - Champion**
- C Modified - 23 Drivers
  - Ben Martinez - 3rd
- CAM-C - 54 Drivers
  - Chris Cox - 10th



Bryan Heitkotter



Mark Scroggs



Mike Maier (on left)



Tom Ellam

# ENHANCING THE RACING EXPERIENCE

**WHEELWORKS BY BLAKE TATUM**

I am on a mission to make your club experience better. THE WHEEL is the best tool we have and preserving the activities of the club. I know that there is new technology, like Facebook, Snapchat, and even the Region's own web page. But to this day the only thing that retains what we do and with whom is THE WHEEL.

That being said it makes me and everyone that contributes to THE WHEEL key cogs in the recording of our history. Because once it is printed, it will always be available. That cannot be said for all other forms of media.

So even though most people claim that the printed form of communication is on the way out, I have to disagree. Our club's magazine is the only form of communication that works without you having to click on it, recharge it, or update it. THE WHEEL magazine works by just sitting on a coffee table: it begs you to pick it up when you are bored, it tempts you into thumbing through the pages without having to update its app or wait for the pop up ads to appear.

Thirty years from now when the next Gary Horstkorta comes around he will be scouring through the pages of old WHEELS to see the names of the competitors and the cars we drove.

I have a confession: I liked THE WHEEL when John Kelly was the editor. I liked the fact that his race reports were very in depth, I liked when he recognized my efforts, I liked when he covered events that were not our club events, but were about racing in our area.

John Kelly and later Paul Zimmerman wrote great race reports. I would look forward to reading about them because it verified my efforts. It let me know somebody was watching. Most importantly it made me feel good about my racing.

Let's fast forward to when I took over THE WHEEL, back in March of 2011. My goal was to go to every race and write great reports. I figured it would be easy because what is a race report other than a chronological recap of an event (um, sounds like a police report to me)? Those dreams quickly vanished once I realized that my two boys were very involved in sports and being with them was more important.

I tried to do the racing thing and be the sports dad at the same time, but I quickly realized going to races was not as much fun for them as it was for me. Pretty soon I was going to the racetrack by myself and that was just not good. I guess I should have seen the writing on the wall when my oldest boy would play video

games at the racetrack and not even leave to watch my race. When I would return he would not even ask how I did -- talk about deflating!

Anyway, back to the reason for this article. This year we have made great strides in our race reports. I have Lynne Hunting doing the writing and she prides herself in making her pieces interesting to the readers. She spends the time getting the story behind the story. But one thing that makes our racing weekends very hard to report is the fact that once the races start, they go on for several hours. There are virtually no breaks. Then when the first day of racing is over, it is followed by a second day of non-stop racing.

So if you are the only person writing these reports it is virtually impossible to watch the on-track activities and then talk to the participants after the race. Another complicating factor is there are so many classes in each run group; to write a detailed personal account of each class winner's exploits is very difficult.

Earlier in the story I declared how technology should never replace the printed medium, however I think the two can work together. Recently I have been text-messaging participants in several of the classes to get a first-hand account of how the race weekend went.

What I got back was not surprising. Over 70% of the people I texted got back to me. Not only did they get back, they gave me excellent first-hand accounts of what happened during the weekend. These are the things that the results sheet does not tell you, these are the things that lap charts cannot say, these are the interesting things that happened during the races that make the thrill of victory and the agony of defeat a story.

Without these text messages I would not have found out that Mike Edick ran out of gas on the last lap of his race while leading. I would not have found out how Robert Rodriguez lost his brakes approaching the corkscrew. Without these texts I would not have discovered the writing talents of Helmuth Jones.

Starting with the Sonoma race report we have incorporated these texts into the story. I

think you will find that it makes the race report a much more interesting read.

James Chartres has also been key in helping me with the race reports. He writes an excellent article about his races on his web site. James has given me artistic liberties with his material which we have been known to take advantage of.

My goal going forward is to use the text messaging system as a way to reach out to the drivers and make sure we recognize their efforts. But I do need some help from you. First off make sure the SCCA has your current cell phone number, secondly text me or e-mail me back once you see something from me. Remember I can't report your last lap pass for the championship unless you share it with me.

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# FULL BODY CONTACT

**BY BRUCE RICHARDSON, INDY RUNOFFS UPDATE FOR THE SPECRACER**

**GEN3 Timing Cover Gap** - The gap at the head mount and timing belt cover has caused problems with debris being sucked into the timing belt cover and causing belt wear and potential damage to the crank pulley, back plate, and aluminum timing gears. Closing up the gap with some racer tape is a recommended preventative fix. If the belt has to be replaced the motor must be shipped back to Enterprises for repairs and replacement. Mike Davies will be sending out a Tech Bulletin on this issue shortly. See the photos for a picture of the gap and the proposed fix.



**GEN3 ECU ISSUES** - At the Laguna race two cars had an ECU problem. In high temperatures the electronics drive to the #4 cylinder fails and ECU turns the injector full on, dumping fuel into the engine. The symptoms are a rough running motor running very rich and/or fuel dumping out of the exhaust. If this happens do not continue to run the motor. Replace the ECU and it should fix the problem. We will be stocking extra ECU's if you end up needing one. In most cases, this will be a warrantee item and should be replaced at no cost.

**GEN3 CLUTCH STATUS** - The current clutch from SCCA-E is performing well and giving a good service life. The current Tilton organic clutch material disk is the only one available at this time. SCCA-E is testing a new design with a torsional dampener but it will still be months before it is tested and available.

**GEN3 GEAR SETS** - The first batch of straight cut gears went into transmissions and they are performing well. SCCA-E is will be placing a larger order soon but there will be a lead time of at least 4 weeks. There have been a few small issues with 3rd gear and fit but other than that, they are working as well or better than the stock ones.

**RETURNING MOTORS** - Any motors being returned for repair must have packing list documentation as to the reason for the return. The more information you can give SCCA-E the better.

**WHEEL HUB UPGRADES** - Great news, wheel Hubs have been revised to provide a tighter fit to the bearings. All hubs from SCCA-E from this point on will have the new tighter fit. These new hubs should give longer service life with multiple bearing changes.

**BRAKES** - The new Wilwood calipers have been approved for production. The new calipers will not be available for distribution until after the 2017 Runoffs.

## SCORCHING SPECRACER FORD DOUBLE REGIONAL 11-12 UPDATE

The race at Laguna was hot; at the track the temperatures reached 110 degrees. The racing weekend started with HOD test days on Wednesday and Thursday. HOD created a special group for SCCA racers to test and practice. Testing included a few Spec Miata's but most of the cars testing were Spec Racers. Having the "Open Test" group of cars with similar performance was great, the really powerful street cars that go fast in the straight and not so fast in the turns were in another group. David Ray at HOD's goal is to have more of these test days prior to race days next year, thanks to David.

The weather was not typical for a race weekend at Laguna with the temperatures in the 100's most of the weekend. The SRF run group was one of the smallest this year with Burning Man and people saving their cars for the Runoffs.



Nei Ng and his two 1st Place flags with Ric Heer

Nei Ng, won both races and Joe Briggs and Yehia Eissa had their best finishes this year with podium finishes. This is the first time Nei has won a race and he started on pole and finished in 1st place on both races.

The Hard Charger awards went to Robert Kullas, he moved up 4 places in the Saturday race and Bruce Richardson who moved up 5 places in the Sunday race.

RACE 1	GEN3	GEN2
#1	Unberto Milletti	Nei Ng
#2	Bill Booth	Joe Briggs
#3	Mike Smith	Yehia Eissa
#4	Bill Jordan	Ken Woolley

RACE 2	GEN3	GEN2
#1	Unberto Milletti	Nei Ng
#2	Bill Jordan	Joe Briggs
#3	Bill Booth	Yehia Eissa
#4	Court Cardinal	Bruce Richardson

With only one weekend left the point standings for SFR & SFR3 are listed below. As it currently stands, both Bill Booth and Connor Solis have a strong lead in the points for the season championship title.

SFR3	#	Driver	Points
	1	Bill Booth	465
	2	Umberto Milletti	404
	3	Bill Jordan	379
	4	Court Cardinal	331
	5	Brandon Lewis	289
	6	David Kay	284
	7	Dustin Decker	253
	8	Jerry Aplash	234
	9	Jim Devenport	222
	10	Lee Douglas	214

SFR	#	Driver	Points
	1	Connor Solis	550
	2	Joe Briggs	498
	3	Nei Ng	436
	4	Hank Raymond	413
	5	Bruce Richardson	397
	6	Yehia Eissa	364
	7	Geno Barbera	302
	8	James Chartres	262
	9	Gary Umphenour	213
	10	Tanner Briggs	201

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# THUNDERHILL BOARD OF DIRECTORS VOTES TO SUPPORT 2018 SCCA SEASON FINAL AT THUNDERHILL WITH \$25,000!

**EVENT TO CELEBRATE THE 25TH ANNIVERSARY OF THE TRACK!**

On a motion by Steven Archer and seconded by Dr. Gary Pitts, the San Francisco Region Properties, Inc., dba Thunderhill Park, Board of Directors voted to provide a \$25,000 sponsorship to make the 2018 SFR/SCCA season finale at Thunderhill a big attraction for all road racers. The action was aimed at inspiring all Club drivers to participate in the regional-championship event that will end the 2018 Club racing season.

“This is a great way to celebrate the amazing success of Thunderhill Park over these many years,” noted Board Chairman Emeritus, Tom McCarthy. “It has been an amazing process that has far exceeded the expectations of even the most optimistic proponents of the project when it all began,” he added.

The specific details of the sponsorship, although not yet identified, are expected to focus on making the event attractive to a large body of competitors. The goal is 300 entries.

“We do not need to address the details at this time,” noted track Presi-

dent and CEO David Vodden. “It is clear that events of magnitude can attract large fields of entries. Our hope is that, with this sponsorship and other added attractions, the season finale for the Club in 2018 will be a must-do event on a lot of road racers schedules.” “I think it would be the best tribute to the track’s success if we could have a BIG event with excitement, different races and lots and lots of entries,” Vodden smiled.

The 2018 race schedule for the many classes that make up the Club program is taking shape as you are reading this. Regional Executive Dr. Gary Pitts expect and Competition Director Rod Simmons expect to make the schedule public soon.

James Chartres has also been key in helping me with the race reports. He writes an excellent article about his races on his web site. James has given me artistic liberties with his material which we have been known to take advantage of.

My goal going forward is to use the text messaging system as a way to reach out to the drivers and make sure we recognize their efforts. But I do need some help from you. First off make sure the SCCA has your current cell phone number, secondly text me or e-mail me back once you see something from me. Remember I can’t report your last lap pass for the championship unless you share it with me.



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**ILLGEN ENDURO IS BACK FOR 2017!**

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

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

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

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

The Enduro is open to a broad spectrum of cars and drivers. SCCA membership is required. Complete Supplementary Regulations can be found at: [www.sfrscca.org](http://www.sfrscca.org)

Registration on [sfrscca.motorsportreg.com](http://sfrscca.motorsportreg.com)



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## ENERGY REAL ESTATE FIVE STAR PROPERTIES MANAGEMENT TO SPONSOR SEASON FINALE AT THUNDERHILL PARK

Five Star Property Management, President and dynamic SCCA Spec Mustang race driver, Roger Eagleton, has signed on to sponsor the season final Regional Championship road race at Thunderhill Park October 27-28.

Eagleton, whose racing resume in recent years has been huge and includes the 2017 Spec Mustang class championship, was pleased to support the Club racing program with his \$2,500 sponsorship. “I recently expanded my REAL ESTATE SALES AND PROPERTY MANAGEMENT business to include properties in Willows so this sponsorship carries many benefits,” Eagleton said. “I will be there in force to support the Club, race in the Mustang class and make people in attendance aware of what we do at ENERGY REAL ESTATE, INC AND FIVE STAR PROPERTY MANAGEMENT,” he added.

Eagleton is also one of four candidates running for a seat on the Club Board of Directors. “Once again this is about giving back to the Club and the many people who make Club racing work in a time when it is not easy to do so,” Eagleton said. “Being a business owner and an entrepreneur will help me make my time on the Club Board productive.”

Roger Eagleton’s Mustang will be featured on the season final event tee shirt and he will be interviewed on the public address system where he can promote ENERGY REAL ESTATE, INC AND FIVE STAR PROPERTY MANAGEMENT and its new role in the Willows area.

For event sponsorships in 2018, contact David Vodden @ 530-934-5588 E-101. The entire 2018 race season, composed of about nine weekends, is available for \$3,000 per event. The return on such sponsorships is priceless!



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Chevron '73 B23	Jaguar '67 E-Type Series I Roadster
Devin '59 Buick Special	Jaguar '62 XKE Roadster
Ferrari '59 250GT Series I Pinin Farina Coupe	Lamborghini '67 400 GT 2+2 by Touring
Ferrari '62 250 GTO Recreation	Lotus '64 30 Sports Racer
Ferrari '67 330 GTC	Mercedes-Benz '57 300SL Roadster
Ferrari '78 308 GT4	Mercedes-Benz '71 280SL
Fiat '70 Dino 2400 Spider	Porsche '79 930 Turbo
Hagemann-Sutton '59 Special	Porsche '87 930 Turbo
Jaguar '65 E-Type Series I Roadster	Porsche '73 911E
Jaguar '62 XKE Roadster	Porsche '79 930 Turbo
Lamborghini '67 400 GT 2+2 by Touring	Porsche '89 Speedster
Mercedes-Benz '71 280SL	Porsche 2013 997.2 GT3 Endurance Spec
Mercedes-Benz '71 280SE 3.5 Cabriolet	Shelby '66 GT 350
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# NOTES

from the *Archive*

## BEV SPENCER

BY GARY HORSTKORTA

By the 1960's, sports car racing was a well established sport all around the United States. Purpose-built road race tracks were replacing a good number of the airport and street courses the sport had used in the 1950's. Another change occurred during the 60's as a plethora of big horsepower cars were introduced to the race grids with new cars from familiar names like Ferrari, Maserati, Corvette, Cooper and Lotus were now up against new names like Chaparral, Cobra, Genie, GT-40, GT-350 and McLaren. It was an interesting time to say the least.

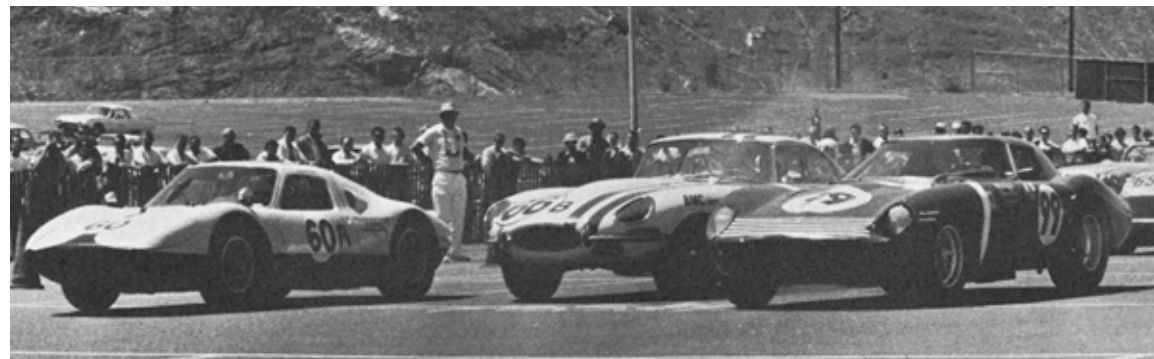


The Spencer Ferrari TR 61 at speed at Vaca Valley 1963

1960 also brought a new name to racing in the SFR, Bev Spencer, a successful San Francisco car dealer with a penchant for Ferrari's. Spencer, the son of a former executive with the Packard Motor Car Company, had been smitten with cars and racing as a small boy but it was his many trips to watch the races at Pebble Beach where he gained an appreciation for European GT cars. His interest was further enhanced by his friendship with Phil Hill whom he had met several years before in Southern California.

Not far from Spencer's home on the Mid-Peninsula in the San Francisco Bay Area, was the sports car shop of Rod Carveth Enterprises. Passing by one day, Spencer saw a pontoon fender 250 Testa Rossa in the shop window, a car Carveth had raced all around Europe. The car was for sale and shortly was soon purchased and sitting in Spencer's driveway. He had the car restored and it became his second Ferrari street car along with a California Spyder. From 1955 and over the next ten years, he would acquire every desirable street version Ferrari available and would become an authorized Ferrari dealer in 1963.

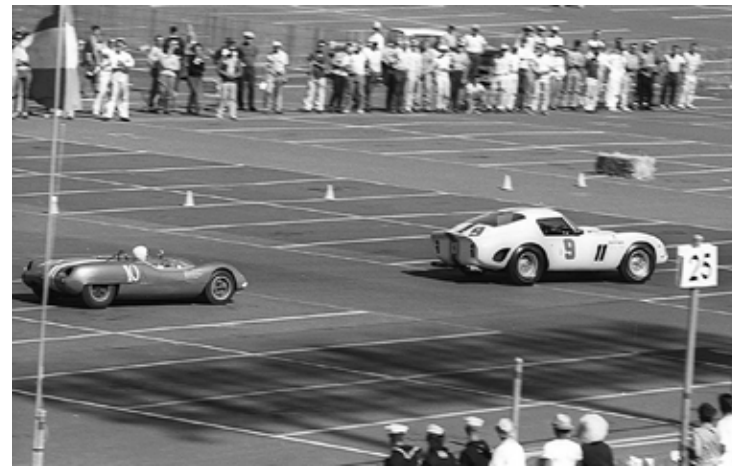
With such high powered sports cars in his garage and his interest in racing, it wasn't long before Spencer joined the fray. His first sponsored entry was a race at Laguna Seca in October 1961 with



Spencer Maserati Tipo 151 on front row at Vaca Valley 1963



Owner Bev Spencer talking with mechanic Colin Sparks and driver Frank Crane - 1963



Spencer GTO at Candlestick Park 1963 leads Lotus 23.

driver Stan Peterson in a modified Lotus 7 powered by a Spencer supplied Buick V-8 engine.

The next event was at Stockton in April of 1962 again with Peterson and the Lotus-Buick followed by Cotati, where he entered a Buick Skylark which ran in C Modified class with Peterson again at the wheel. In the meantime, Spencer had acquired the ex-Briggs Cunningham Maserati Tipo 151, 4 liter V8 which Peterson would drive at the August race at Vaca Valley. Unfortunately after completing one lap, the car took an off course excursion, flipped over and was out of the race.

Having sold off the Maserati, the California Spyder and the TR, he took delivery of the ex-Pedro Rodriguez Series I Ferrari GTO, in May of 1963. The car would run both Regional and National events into early 1964. Now a Ferrari dealer, it only made sense to add another Ferrari to his racing stable, a TR 61, a car Spencer had seen racing at Candlestick in September. With two cars to race, Spencer engaged the services of Frank Crane and Bill Sherwood to drive both cars in SFR events.

Spencer also acquired the ex-Rod Carveth Buick powered Lotus 19



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Spencer Buick ad from 1963 race program

which Phil Hill agreed to drive in the 1963 Pacific Grand Prix. Unfortunately, after a few practice laps, Hill parked the car deeming uncompetitive to drive in the race. The car was soon sold off and replaced with another ex-Briggs Cunningham car, a well seasoned and winning Cooper-Buick.

Unfortunately for Spencer, the cost of running three race cars in competition was beginning to take its toll on his finances. As a result, in mid-1964, he sold the Cooper-Buick and GTO but retained the TR 61 and acquired a Series 2 GTO which he asked Augie Pabst to drive at the second Candlestick Park. Not having the best of luck during the race, Pabst collided with Merle Brennan's Jaguar, damaging the car. He was able to re-enter the race only to suffer a DNF.

By mid-1965, Team Spencer was winding down, both the TR 61 and GTO were offered for sale, asking price was \$6,500 for the TR and \$11,500 for the GTO. Anyone car to venture a guess what these cars are worth today? By the end of the year, there was no more racing and the fortunes of Spencer Buick and Spencer himself would take a downward turn. However, it had been an exciting few years racing some of the greatest race cars of that period.



#29 Igor Gandzjuk, #17 Dereck Stewart, #89 Scott Carter

# DOUBLE REGIONAL 9 AND 10 MAZDA RACEWAY LAGUNA SECA

BY LYNNE HUNTING PHOTOS BY AARON MEYER

The weather was typical of Mazda Raceway Laguna Seca in summer - foggy mornings segueing into warm sunny days. It was SFR Championship Series Double Regional Races 9 & 10, with Guest Group Porsche GT3 Pirelli Cup with 35 cars. This group is a Pro Series, with four classes. Some of those Porsches also raced in Groups Three and Five. As the season draws on, the numbers of Novice drivers diminishes as they successfully complete their required races and get their log books signed off to receive their Regional Licenses. SFR now has 53 Regional Classes, but only 30 were represented this weekend. The only Groups fully subscribed were the two single-marque groups, SRF's and Miatas, which continue to be the most popular classes. Two groups continue to warrant split starts: Group Two for Formula Cars, which have measurable speed differentials, and SRF's due to large fields for each of the two generations.

The race weekend, as a whole, was more hectic than the June race. With lots of tows and course clean-ups, along with firm track starting and finishing times, for the most part there wasn't room in the schedule for Victory Laps.

## GROUP 2A

This group had a larger entry than is often seen, with 34 entries, of which 28 qualified. There were six of the ten classes represented. Nineteen came from SFR, with other entries from Cal Club, Las Vegas, Alabama and Gulf Coast Florida. The race was the last before lunch on Saturday, and was busy, to say the least. It had a split start. The Safety Car was first dispatched on the second lap when the Florida visitor, Robert Iverson in No.10 Radical P2 went off in Turn Six and required an immediate tow due to his hazardous position. He was credited with first in P2 Class. There were several spins, some mechanical retirements, and an early checkered flag



#31 Lynne Griffiths, #51 David C. Smith

due to an Alert in Turn Five. Bruce Semler from Montana spun and hit the wall in his No. 89 Formula Mazda. He was unhurt, but the race ended early, after 14 laps.

Pole Sitter, P1 driver Todd Slusher in No.12 Elan DP02, won the race, but it took three laps before he regained his first place position after being passed at the start by Jeff Lederman in No.55 Stohr, also a P1 car. He won by 12.260 seconds and turned the fastest race lap of 95.899 mph/1:24.013. This was the fastest lap of all the Round 9 races. Runner-up was P1 driver, Chip Romer from AZ in No.29 Elan DP02, followed by Paul LeHaye/No.32 Mazda Elan. Lederman was running third when his car slowed in Turn Six. He was able to make it back to the pits where he retired on Lap Ten. He was credited with a seventh place finish.

First in FA was Jim Mali/No.38 Pro Mazda, with Colin Mullan/No.72 Formula Mazda and Jay Horak/No.37 Pro Mazda finishing second and third in class. Fourth was 16-year old Courtney Crone in No.99 FM, doing well while being mentored by Lyn St. James, who was present for this race and Crone's previous run at Sonoma in July.

The FM Class, largest in the group with 11 cars, was won by Bill Weaver in No.67 FM. Second and third were Derry O'Donovan/No.77 FM and Stew Tabac/No.28 FM.

FE Class was won by Bradford Shaffer/No.8 FE, with Allan Sveta coming in second in No.5 Van Diemen. Robin Riner/No.91 Mazda Formula pitted on Lap Two, but was credited with first in FS Class.

Another of SFR's up and coming young drivers, Carter Williams of Clovis CA drove his No.58 FA Class Formula Mazda from the back of the field to finish fifth in class, tenth overall. And this after he spun late in the race. Williams missed Qualifying, as he was at Mid-Ohio on Friday for the first round of interviews of the 2017 Team USA Scholarships. He flew back Saturday morning and drove straight to the track and the grid. Williams has been selected as one of ten candidates, which will ultimately be winnowed down to two finalists. The Scholarships send two young American drivers to compete in international auto races later this year, as well as earn an invitation to the Mazda Road to Indy \$200K USF2000 Scholarship



#11 Mike Miserendino, #48 Nei Ng

Shootout. Six previous SFR drivers were Team USA winners, including JR Hildebrand, Dane Cameron, AJ Allmendinger, Joey Hand, Memo Gidley and Jimmy Vasser. All are currently racing professionally, save Vasser who has retired.

## GROUP 3A

The fog had cleared for this late-morning race. The sun was out and there were gentle breezes. The Big Bore group had six of its 13 classes represented, with 26 of the 35 starting the race. The majority of the drivers hailed from SFR, with a few from Cal Club, Reno and Utah. Darrell Anderson has covered his once all-black SS Class Mustang with beautiful streaks of color, the better to see him up front with his eager start. He started from the pole and led ever lap, to win by 6.032 seconds ahead of Spencer Trener's GT2 No.1 Porsche. Anderson was the only driver in his class, and he

turned the fastest race lap of 86.729 mph/1:32.896. Trener was first of five in GT2, with Tom Mueller/No.67 Porsche GT3 and Mark Kibort/No.19 Porsche 928 second and third in GT2.

The Caution came out immediately as the course was blocked by Vince Belotti in No.83 Corvette who had spun and stalled in Turn Two. He was unavoidably hit by Don Van Nortwick/No.75 Mustang. Michael Fine/No.66 Camaro was also involved and ended up behind the wall. No one was hurt. They were all at the back of the field at the start, with Van Nortwick and Fine not having qualified. This brought out the Safety Car. Miss-



Group seven snaking around turn two



#57 Bill Booth, #89 Dustin Decker

ing the accident was Kyle Kelley in his father's restored 1966 Corvette running in GT1. He hadn't qualified either, was late to grid, and had started rather exuberantly on Lap Two from the Pit Lane.

After that, things settled down. There were some spins and a few mechanical retirements.

Scott McPherson/No.57 Porsche GT3 finished first in GT1, ahead of David Lockwood/No.42 Porsche 997 and Rob Davis/No.19 Camaro. Alexander Marmurea had the class pole in No.12 Porsche, and started second overall. But he spun early on and finished fifth in class, two laps down. Kelley managed to finish fourth in class, two laps down. He was using the race as a shakedown for the Pre-Reunion and the Rolex Monterey Motorsports Reunion races.

Brian Anderson/No.30 Mitsubishi won ITE from the class pole, with David Smith/No.51 BMW and Carl Young/No.23 Honda Prelude second and third in class. Tom Wickersham won T2 in No.01 Mustang. Clark Nunes was second in class, driving No.79 Mustang, with Lynne Griffiths in No.31 Mustang.

Bruce Trenery, father of Spencer, won SP in No.2 Acura, his second victory that morning in the car. Second and third in class were Don Inferrera/No.40 Pontiac Grand Prix and SP Pole Sitter, Fred Lind/No. 07 Ford Lightning.

EP was won by Richard Apodaca, his second win of the morning in his No.5 Mazda RX-7. Mike Karpinski/No.8 was second in EP, driving the other RX-7. Class pole sitter, Wilson Powell/No.77 Miata finished third, his second race of the day, practically back to back, with only the Porsche Cup cars practice in between.

#### GROUP 4A

This was the last Saturday race, mid-afternoon. It was sunny and warmish. This group was the smallest of the weekend, with four of its seven classes represented in the 23-car field. The only non-starter was veteran FV racer, Bob Negron, who has moved up to FC in No.1 Van Diemen. This race also ended early, after 14 laps. Pole Sitter, FC driver JR Osborne/No.14 Van Diemen led the first ten laps, and turned the fastest race lap at 91.259 mph/1:28.285. Alas, he came to grief on



#27 Brandon Hitchman, #88 Mark Gordon, #8 Marco Gallaher



#12 Michael Bernstein, #19 Jack Baringer

Lap 11. He had no place to go when he came upon the No.81 FC of Ken Rozeboom, who had spun. They both spun again, and required immediate tows. This brought out the Safety Car. FC driver, Scott Vreeland/No.51 took the lead. Then another FC driver, Peter West/No.61 Van Diemen, spun requiring another Tow Now, and the checkered flag came out rather than finish under caution. Vreeland won by 4.080 seconds.

Vreeland took a Victory Lap, despite the drivers being told there were none to be had. Second and third in class and overall were Jason Reichert/No.32 Van Diemen and Dennis McCar-

thy/No.59 Piper.

Brad Hayes/No.74 Piper won the FF class, finishing sixth overall. Young Scott Huffaker was a late entry in the No.9 Piper. The car had been qualified on Friday by Joseph Hopkins, who later withdrew his entry as he wasn't comfortable in the car. Huffaker started sixteenth, and lap by lap worked his way to the front, finishing second in class, seventh overall. Huffaker had been at the races with his Dad, crewing on the car. He had to go home to get his suit and helmet, and confessed he forgot the cardinal rule of all drivers - always carry your race gear to the track. FF Pole Sitter,



#29 Chip Romer, #11 Lisa Devlin



#68 Angela Durazo, #99 Courtney Crone, #62 Bruce Brown



#36 Michael Edick, #19 Jack Baringer, #31 Dave Zurlinden



#89 Kevin Carter, #15 Rob Fuller

Steve Meyer/No.48 Swift finished third. Finishing seventh in class was Dave Zurlinden in No.31, his newly-restored 1969 Merlyn Mk17 FF, which he also intends to campaign in vintage races.

Jeff Jorgenson/No.84 Novakar had the pole for the F5 class, the only car in the class, starting eighth overall behind seven FC's. He finished fifth overall and set a new track record of 1:34.367.

Club Ford was won by Michael Edick/No.1 Le Grand, with Jack Baringer/No.19 Crossle and Alan Dezzani/No.75 Royale coming in second and third, respectively.

#### GROUP 5A

This group had the second largest number of entries-42, but topped all groups with 18 classes, although only half were represented. All but one driver started, the lone DNS being Marco Gallaher and his No.8 Miata. SFR was the home for all but three of the drivers, who came from Cal Club. This race was before the mid-morning break, so the fog had started to lift and the sun made valiant efforts to appear. This group didn't get a full chance to show their stuff as there were two Alerts, the first bringing out the Safety Car for 11 minutes. The second Alert came near the end of the 13-lap race.

Roger Eagleton, who had started second overall in his SMG No.31 Mustang won the race and set the fastest lap of 80.702 mph/1:39.834. Pole Sitter Clark Nunes/No.79 Mustang finished second. They changed positions on Lap Three. David Ray/No.30 Mustang started and finished third in class.

STL was won by Nathan Pope/No.23 Honda Prelude, with Wilson Powell coming in second in No.77 Miata, his first race of two that morning. And all before lunch. Third in class was Mark Gordon/No.88 Mazda RX-7.

Christopher Qualls set a new track record for AS Class, at 1:43.604. He was the only driver in the class, and he finished sixth overall, after starting twenty-second.

Bruce Trenery ran his first of two races in his No.2 Acura, and won the STU Class, finishing seventh overall - the only driver in the class.

The IT cars, mostly Miatas, had good representation. ITS winner was Ben Brandt/No.57 Miata, with Tao Takaoka/No.72 Miata second and Jeff Wilcox/No.26 Miata finishing third. ITX was won by Derek Stewart/No.17 Miata, followed by Brendan Hermallyn/No.16 Miata and Helmuth Jones/No.63 Miata. ITA was won by a non-Miata-Kurt Kaub driving No.80 Volkswagen Scirocco. Second and third placers went to Miatas: Scott Carter/No.89 and Brandon Miller/No.92. Finally getting on track after missing qualifying and getting placed in the proper class-ITA- was Pit Fire Marshal Al Bourdet, running a Mazda RX-7. He finished ninth in class, his first outing this year. The only Novice in the field, Brandon Hitchman/No.27 Miata drove his ITA to sixth in class.

The lone ITB driver, Dave Allen/No.69 BMW 2002 won the class. He also has served as SFR's Membership Chief for years, but is retiring at the end of this year, and the search is on for someone to

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take over. Resumes are now being accepted. Another Lone Driver, this time is GTL, was Richard Apodaca, who won driving No.5 Mazda RX-7. He was one of several drivers who would practically go from Impound to Pre-grid for his next race, as he/they run in Group Three also.

#### GROUP 6A

This was the second race of the morning, and the first of two to have a split start. The Gen 3's started up front, with 20 starters, and 13 older SRF's in the second wave. Seven of the 40 entries DNS. The field consisted mainly of SFR drivers, with a sprinkling of Cal Club, Oregon and Reno drivers. Two drivers came from Texas and DC Regions. Considering the size of the fields, it was a relatively calm race for this group. There were some spins and several body contacts. There was no Safety Car and the race ran the most laps of the day - 15. It was foggy for the start, but it was lifting and wasn't a problem.

Mike Miserendino had the SRF3 pole in No.11 and he led flag to flag, setting the fastest lap of 81.310 mph/1:39.087. Lee Douglas took over second place on Lap 12 when Mark Ballangee/No.97 went from second place to the pits and retirement. Bill Booth/No.57 finished third. Fourth and fifth were Mike Smith/No.64 and young Dustin Decker in No.89. He's got his Regional License now

Connor Solis/No.22 had the SRF pole and won, finishing sixteenth overall, gaining six positions. He set a new class record of 1:41.645. Starting and finishing second in class was Nei Ng/No.48. Hank Raymond/No.12 finished third. Fourth and fifth were Joe Briggs/No.9 and son Tanner Briggs/No.19. When he's not racing, often Joe flags. The other Briggs son, Parker, finished eleventh in class.

#### GROUP 7A

This was the first race of the day, as always. The Miatas run three regional classes, and the field had 37 entries, five of whom were Novices. The Miatas are largely a SFR bunch, with only two out-of-region drivers, from the West. Thirty-three drivers started the race. And true to form in summery Laguna Seca, there was fog for the start. As there was line-of-sight between all turn stations, the race started on time. It was cold and there was no wind. The often rambunctious group was relatively well-behaved. There were no cautions or Safety Car situations, and no body contacts.

Marco Gallaher/No.8 had the overall and SMT pole, and he led for one lap before being overtaken by young Nick Sommers/No.83, also in SMT. Sommers led for eight laps before being passed by Gallaher who went on to win the 14-lap race. Sommers finished second but not for lack of trying. Third in class, and fourth overall was Roland Kamber/No.90. Fourth and fifth in class were Mike LaBouff/No.4 and Leeson Grant/No.03.

SM Pole Sitter, Tim Weaver/No.19 Started and finished third overall and first in class.

Finishing second in SM was another of the Miata teenagers, Robert Rodriguez Jr/No.4. He started fourth but very soon had a spectacular spin at the start which dropped him from to last. Rodriguez recovered and immediately began picking off his competitors, to finish second in SM, fifteenth overall.

Third in SM was another recent high school graduate, Tommy McCarthy/No.23. McCarthy had started fifth overall, third in SM. He had a couple of



#63 Helmuth Jones, #23 Nathan Pope



#20 Lorne Leibel, #57 Ben Brandt



#61 Peter West, #14 JR Osborne, #32 Jason Reichert

spins, one in Turn Nine, which brought him into the pit lane to clean off all the dirt from his wheel well. RE Gary Pitts, who was a Black Flag Steward, did double duty as Clean Up Crew, sweeping up all the debris. Unfortunately, McCarthy had another spin in Turn 7 flattening his RR tire, so he limped back into the pits. It was the start of another character-building weekend for the third-generation Mazda racer. He does all the hard work on his car, with help from his Dad, Terry McCarthy. All is overseen by Grandpa, Tom McCarthy. Tommy is a 2016 Gen G driver, one of six, selected from a pool of 100 applicants. For the past two years Team Owner Chip Ganassi has selected a few young drivers. They are paired with a current CGRT driver, and a CRGT person from racing competition and another from business operations. Tommy participates in a monthly teleconference with all the CRGT drivers (from NASCAR, IndyCar and IMSA). Gen G takes its name from the Generation X, Y and Z monikers given to new demographic groups. Gen G refers to the young race car driver who aspires to take racing from simply a passion to a profession.

SSM was won by Brendan Hermalyn. According to Helmuth Jones with the absence of Joe Rombi this race weekend was ripe for the picking (see text message exchange). Brendan said even though the fog was out the track had good grip. He had a good time racing Gjedsted, Jones, and Miller.

Mark Abouzeid/No.27 SMT was the top finishing Novice, starting and finishing eleventh in class. Three of the five Novice entries ran the race.

#### GROUP 2B

This was another split start, for the 28-car field, of which 24 had qualified. It was the first afternoon race Sunday, after the Porsche Cup cars had their second qualifying session. The skies were clear, with a gentle breeze and it was warming up. The grid was confusing as several of the fast cars were late to grid.

It was another Todd Slusher sweep, with the Las Vegas driver starting on

pole, leading every lap in No.12 Elan DP02, and turning the fastest lap of 96.388 mph/1:23.587 - the fastest of the whole weekend. He won overall and the P1 Class by a margin of 16.380 seconds, which was only the third largest spread of the day. Second and third in class were Chip Romer/No.29 Elan DP02 and Charles Chi/No.98 Norma. The top six cars overall were in the P1 Class, and the only cars on the lead lap of the 18-lap race. They ran in position all but the first lap.

Jim Mali/No.38 Pro Mazda again won FA, starting third overall and finishing seventh overall, behind the P1 pack. Jay Horak/No.37 Pro Mazda was second in FA, with Carter Williams/No.58 Formula Mazda finishing third after starting fourth in class.

FM was won by Bill Weaver/No.67 Formula Mazda, followed by Stew Tabak/No.28 Formula Mazda and Randy Sturgeon/No.88 Formula Mazda.

Bradford Shaffer/No.8 won FE, with second and third going to Joe Reppert/No.47 FE and Alan Sveta/No.5 Van Diemen. Jeff Callaghan/No.79 Swift again won S2, with no one to race for class honors. Robert Iverson/No.10 Radical was alone in P2.

There were no cautions and relatively few spins or incidents, so the race ran two laps longer than the next fastest race.

#### GROUP 3B

This large group was nearly cut in half by DNS drivers by Sunday's race right before noon. There were 19 starters and 13 DNS, including Bruce Trener, Saturday's winner's in GT2; as well as podium winners Don Inferrera, Mark Kibort, Fred Lind, and David Lockwood and Clark Nunes.

Everyone behaved in the race, with no incidents or cautions. The field spread out as the race ran 16 laps, with the top four finishing on the lead lap, and the rest finishing one or two laps behind.

Pole Sitter Darrell Anderson/No.50 Mustang again won overall and in SS Class. He also was fastest in the race at 86.860 mph/1:32.756. Second overall was the GT1 Class winner, Scott McPherson/No.57 Porsche GT3. Third overall was Tom Mueller, GT2 Class Winner in No.67 Porsche GT3.

Further back on the track were the rest of the pack. Finishing second in GT1 was Michael Fine/No.66 Camaro, who didn't qualify for this race after his accident in the Saturday race. Rob Davis/No.95 Camaro qualified and finished third in GT1. Kyle Kelley showed his exuberance this race by power-sliding the No.32 1966 Corvette through Turn Two on the cool-off lap, as he took fourth in GT1.

Jim Rappaport/No.17 Porsche Caymen was second in GT2, the only two in the class. Jeff Francis/No.4 BMW represented the GT3 Class. Wilson Powell/No.77 Miata again took the EP honors in No.5 Mazda RX-7, with Richard Apodaca and Mike Karpinski/No.8 Mazda RX-7 as runners-up in class. Something for almost everyone.

#### GROUP 4B

This was the penultimate race of the afternoon, and it kept everyone busy. They had qualified that morning. Despite being the smallest group of the weekend, the Wings and Things made up for it by activity. The weather was warm, sunny and clear with a gentle breeze. Wonderful weather for spectating, and there were lots of park visitors meandering through the paddock or roaming and viewing from the hillsides and/or grandstands.

Pole Sitter Scott Vreeland/No.51 Van Diemen won overall and in FC, but it wasn't a cakewalk. He had a problem on the start and fell to fourteenth. Second fastest qualifier, Mitch Egner/No.14 Van Diemen from

Canada took the lead. Right away drivers started hitting and spinning. FC driver, Dennis McCarthy/No.59 Piper spun and stalled in Turn 11 while running fourth, bringing out the Safety Car. Egner pitted while in the lead and came back out, while Jason Reichert/No.32 Van Diemen took the overall lead and in FC. Vreeland was charging forward between cautions. The second Safety Car came out when FV driver, Ron Wake/No.41 Mysterian spun and stalled in Turn Two. By then Vreeland was up to second position. When the track when Green, Egner got the lead which he held until two laps from the finish when he spun in Turn Eight. He pitted with a broken suspension. Vreeland took the lead on the penultimate lap and won the race. Egner turned the fastest race lap of 92.162 mph/1:27.420. Vreeland beat Reichert by 2.031 seconds. Finishing third overall and in class was Jeffrey Pietz/No.80 Van Diemen. The top overall finishers were Van Diemen FCs.

First in FF was Pole Sitter Scott Huffaker in Joseph Hopkins' No.9 Honda Van Diemen. Second and third in class were Steve Meyer/No.48 Swift and Dave Jalen in No.50 Swift. He's come a long way from his Solo II days. Dalmo de Vasconcelos/No.10 Van Diemen was relegated to last overall position and sixth in FF resulting from a three class positions penalty assessed for passing under double yellow flag.



#81 Ken Rozeboom, #24 Majorie Lundberg



#71 Jerry Aplass, #89 Dustin Decker

Michael Edick took CF honors in No.36 Le Grand, with Alan Dezzani/No.75 Royale and Daniel Wise/No.76 Crossle came in second and third, respectively. With the victory Mike Edick clinched the CF title and is entertaining the idea of renting a FF from Porter Racing.

It was nice to see FV's back out again, even if there were only two. Marjorie Lundberg/No.24 Caracal won the class, with Wake credited with second.

Speaking of Vees, former FV veteran Bob Negron continued to have mechanical problems and didn't run. Dave Zurlinden also sat out the race in his 1969 MerlynMk17.

Jeff Jorgensen was the only racer in F5, so he won in No.84 Novakar. He was selected by the Timing & Scoring Crew to be the Driver of the Weekend. "With no other F5s to help defend, and up as high as in podium territory, held off the likes of FF's, even Continentals, for the first part of their last race. Fighting hard all the way through, slowly did the F5 fall to the Goliath FF's and FC ranks, to still finish eighth overall. He set a new Track Record of 1:34.367 on Saturday. BTW, that's breaking his own record here held for seven years."

#### GROUP 5B

This was the third race of the morning. The fog was lifting and the very gentle breeze helped

it leave. The sun came out for the race. This was a field of 33 starters, and nine DNS. They mostly came from SFR with three drivers from Cal Club.

Pole sitter Roger Eagleton/No.31 Mustang spun on the grid, allowing front row starter David Ray/No.30 Mustang to take the lead and run with it. Eagleton regained the lead by Lap Three, but the top three had a nice race - Ray, Eagleton and Clark Nunes/No.79 Mustang. At least until Nunes pitted on Lap 12 with mechanical problems. Then it was Ray nipping at Eagleton's heels. Other drivers were spinning here there or everywhere. Eagleton turned the fastest race lap of 80.636 mph/1:39.916, and took the Checkered Flag, pulling away from Ray, who finished second, 1.03.702 minutes behind. But the Stewards frowned on Eagleton's spin on the grid under yellow, and penalized him three class positions. Therefore, Ray collected the victory overall and in SMG. Second and third in class were Lorne Leibel/No.20 Mustang and Michael Lowe/No.21 Mustang. Eagleton was credited with fourth overall and in class.

Natan Pope/No.23 Honda Prelude won STL, finishing fifth. Second was Wilson Powell/No.77 Miata, who finished eighth overall, after not qualifying. Third in STL was Mark Gordon/No.88 Mazda RX-7.

Bruce Trenery/No.2 Acura was one and done, in STU. Richard Apodaca/No.5 Mazda RX-7 skipped qualifying and won GTL, his first of two races Sunday. ITB was another orphan class, and Dave Allen/No.69 BMW 2002 won it. T3 was won by Jeff Francis/No.4 BMW Z4.

In the ITs classes (Mostly Miatas), ITS Class was won by Ben Brandt/No.57 Miata, with Tao Takaoka/No.72 Miata and Preston Lerner/No.41 Miata came in second and third in class. ITX was won by Derek Stewart/No.17 Miata, with Helmuth Jones/No.63 Miata and Brendan Hermalyn/No.16 Miata finishing second and third, respectively. ITA winner was Lawrence Murdter/No.94 Miata, with Volkswagen driver, Kurt Kaub/No.80 Scirocco coming in second, followed by Brandon Miller/No.92 Miata.

Christopher Qualls/No.73 AS Mustang, who set a track record in Saturday's race, blew an engine and retired after six laps. He was the only AS entered.

#### GROUP 6B

This was the first race of the day on Sunday, so the start was in foggy and cold conditions, with no wind to blow away the fog. But as it does at Laguna Seca, the fog drifts from place to place and there was line-of-sight as determined by the Safety Car laps, so the schedule went as published. The SRFs have a split start, with the newer, faster Gen3s up front - all 19 of them. Fourteen SRF's started in the second group behind their own Pace Car. There were seven DNS. The majority of the drivers were from SFR, with a representative sprinkling of Western region drivers plus Texas and Washington DC. The race ran 14 laps, and

twenty-three of 30 finishers were on the lead lap.

Mike Miserendino/No.11 had the SRF3 pole position and he led every lap to take the win and turn the fastest lap of 81.763 mph/1:38.538. Behind him the cars were spinning in almost every corner. Indeed, Nei Ng/No.48 SRF spun off and on at Turn Five during the Pace Lap. He spun several more times and pitted to retire. Dustin Decker/No.89 SRF3 and Mark Ballengee/No.97 SRF3 hit each other a couple of times, but both continued. Impound was so busy recording all the calls for the Steward's to speak with drivers that the race was declared a Full Pull. That was one busy Impound.

Finishing second through fifth in SRF3 were Paul Mario/No.14, Lee Douglas/No.2, Dustin Decker/No.89, and Bill Booth/No.57.

Winning the SRF class was again Connor Solis/No.22. He finished seventeenth overall. Second through fifth were Hank Raymond/No.12, Joe Briggs/No.9, Mike Boyle/No.53 and Tanner Briggs/No.19.

#### GROUP 7B

The last race of the weekend was the Miatas - Youth and Good Looks vs Age and Treachery. Thirty of the 37 entries stuck around for the race, before fighting the traffic home through Gilroy Garlic Festival, Aptos Antique Faire, and everyone else enjoying the summer weather. This group is strictly SFR-oriented with just two drivers from nearby Western regions.

Veteran Marco Gallaher/No.8 had the pole position ahead of first-season SFR driver, Nick Sommers/No.83. Qualifying had been first thing Sunday morning. In the Saturday race, Gallaher and Sommers started 1-2, and finishing positions were reversed. Sunday's race proved to be the same. They run in the SMT Class. Starting third and fourth overall/first and second in SM Class were Robert Rodriguez Jr and Tommy McCarthy, who had spent the day working on his car. Only one of the four Novices entered in the race actually ran - young Kevin Carter who attends college.



#79 Robert Kullas, #89 Dustin Decker, #89 David Kay, #4 Frank Valente

He's off for the summer.

The usually eager and aggressive drivers in this group test the limits of the track considerably and keep the Course Marshals busy sweeping the track. Sunday afternoon there were some off and ons and a couple of spins but all in all the group was pretty-well behaved.

Gallaher used his experience and got the lead from Sommers at the start and held on for five laps before Sommers caught him up and passed for the lead and went on to win the 15-lap race. The teenager also turned the fastest race lap of 75.544 mph/1:46.650. Gallaher came in second, 19.102 seconds behind. Roland Kamber/No.90 finished third in SMT. Fourth and fifth were Cole Gibson/No.55 and Derek Stewart/No.17, in his second race of the day. Novice Kevin Carter/No.89 finished eleventh in SMT, fifteenth overall, after starting nineteenth.

Rodriguez won SM class, finishing fourth overall, with McCarthy as runner-up, in sixth position. Third in class, was Tim Weaver/No.18. He retired after 12 laps. They were the only three Miatas in that class.

SSM was again won by Brendan Hermalyn. With the second race of the weekend later in the day and the sunny weather you would think that the track would be better then when this group went out in the fog the day before, but Brendan said the track was not as sticky as it was the day before. Despite the less than ideal grip level he went on to win for the second time of the weekend. The top four were Hermalyn, Gjedsted, Jones and Miller.

All in all it was a relatively safe and sane weekend, with no known injuries. The next race will be the SFR Championship Double Regional Races 11 & 12, with the Guest Race Group being the BMW Car Club of America Club Racing group, over the Labor Day weekend at Mazda Raceway Laguna Seca, the last club race of the season in Monterey.

Straight from the racers themselves! Comments received directly from the drivers!

Robert Rodriguez Jr.

Saturday's Race 07/29/17

Hey Blake, I started the race in 4th position as I went into turn 2 I locked the brakes up for a second letting a couple people by, pushing me back to the 6th or 7th position. I was right behind #23 Tommy McCarthy, I thought this would be good as we could join up and push past everyone else.

I'm right on his tail up until we approach the corkscrew. As we crest the hill I start braking, the pedal then went right to the floor. I wasn't slowing down at all so I toss the car to the inside so I don't rear end Tommy while I pump the brakes at the same time. As soon as I pump it once the brakes come back and immediately all lock up. The car spins faster than I could react and I fly over the track backwards going in between 3 other cars somehow not hitting them.

As I sit on the side of the track I wait for an opening to get going again and finally take off, now in 33rd place (last). I decide to put my head down and start picking off cars one by one. I make it up to 17th place when I come up behind #89 Kevin Carter. With 4 laps to go and no one but Kevin in view in front of me, We start our own mini race, diving on the inside in corners and making passes in the corkscrew on each other. It really made the race better after flinging it off on lap one. Finally with one lap left in the race I pass Kevin for the last time and this time put my head down again and take off, finishing the race in the 16th position.

#### SUNDAY RACE LAGUNA SECA

I started the race in 3rd place, after not my best start I was surrounded by cars on my left and right. We all going into turn 2 when the outside car pinched down on me forcing me to brake. As we go around turn 3 I am now in the outside and as we track out the car on the inside of me keeps moving out until my tires are off the edge of the rumble strip, in the dirt. I got back on track but not by much and stayed on the edge of the berm until the entrance of turn 4. By this time I am now in 7th place and the two front runners are leaving my view around the next corner.

The rest of the race it was a fantastic race against Tommy McCarthy and Tim Weaver. We went back and forth swapping positions throughout the whole race. I tried my hardest to catch up to the front runners but with all of our passing one another that was impossible.

Finally with three laps to go I make a mistake in turn 11 which allow Tim Weaver and Tommy McCarthy by. I pull Tim back in and passed him the next lap. Soon after I close in on Tommy and manage to sneak my nose in going into turn 6 and took the 5th position. On the last lap I start reeling in the 4th place car, who was the original car that shoved me off turn 3 on lap 1. He makes a mistake in turn 6 and we are door to door going over the crest leading to the corkscrew. I push closer to him until he hits he brakes and pulls in behind me I stay in front of him to take the checkered flag. The car behind then bumps me on our cool down



#22 Connor Solis, #97 Mark Ballengee

lap, I'm not sure if it was him saying good race or him full of hatred but either way I loved it.

#### SSM

##### HELMUTH JONES

When (Joe) Rombi didn't show at LS, it left Laguna ripe for the picking. Right off the hauler, the 16 (Hermalyn) car had new found pace, the 14 (Gjedsted) car was right there as usual, along with the 92 car of Brandon(Miller), now celebrating a month of marriage (he missed last race at Sonoma to get married, wow!!). That's kinda how race one finished. Qual for 7B was crowded, but the 63 (Jones) car found enough open track to find Q1. The 7B race was late in the day, and the grip on track was nowhere to be found. The 16 (Hermalyn) wasn't phased by the slick conditions, and by lap 4, was past the 63 (Jones). The 14 (Gjedsted) was dealing with a baulky misfire, but that didn't keep Al from getting by the 63 (Jones) by lap 8. The race had close, tight, but clean competition, making the coming race at Laguna looming large in the final points race. I enjoyed all the hard, but fair racing this last LS race. Thx.

#### BRENDAN HERMALYN

Cool conditions - with a side of fog- on the first race with a nice sticky track. The 2nd race was the last race of the weekend and was pretty slippery. I had a good weekend racing with those guys!

#### ALLEN GJEDSTED

Blake, they were both good races, clean, no yellow flags that I recall. (the car came home in one piece then?) Yep. No bent metal. Unfortunate engine issue though. (Did it break? Or down on power?) Bit of a mystery. Misfire on accel off idle. At least I have a month to track it down. (Electrical, obviously that affected your race?) Probably not. Brendan was on fire this weekend!

#### FORMULA ENTERPRISE BRADFORD SHAFFER

My two races went great!! Qualified pole and won both of them - although the field wasn't very large unfortunately

#### P1

##### CHARLES CHI

The race was a lot of fun. Saturday I wasn't on my game and even had a mechanical problem. But Sunday went very well. It was difficult to meet the speed of the IMSA lite configured DP02 but I managed to make some respectable laps in a lot traffic.

#### CF

##### MICHEAL EDICK

Well, I had a great weekend: pole and race win for both days (fastest lap in CF as well), and clinched the 2017 CF championship too.

I even qualified up amongst a few FF's as well, and had a good dice going with David Jalen and Brad Hayes during Sundays race until my handling went away after the second full course caution period.

(I had so much fun running with the FF guys that I'm talking to Porter about renting a DB-6 for the next race at Laguna!)tioning bodies, not just on this weekend, but over decades of service to the SCCA is truly inspiring. And her cheerfulness and great demeanor while coaching and mentoring her team members is remarkable and greatly appreciated."

Congratulations Rhea!

David Bunch, PCA Grid Steward had so much fun working with Karen Lamm and the SFR Grid Crew at the July Sonoma Double Regional, that he asked to have his photo taken with the crew. And he specifically asked that the PCA group be invited back again to run with SFR.



Best of Show Award : 1949 Alfa Romeo Convertible

# DANVILLE CONCOURS D'ELEGANCE 2017

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

The 13th Annual Danville Concours d'Elegance was held on Sunday, September 17th in downtown Danville. Parkinson's disease research and patient care have been the beneficiaries of their fundraising and this year they exceeded \$1 million for a life-of-the-Concours total of over \$5 million. This was the second year that SCCA/SFR/Concours d'Elegance Chapter sanctioned the show. Even though it is held on the street it has been a very classy show and has met our requirements for contributing to charitable organizations and showing high quality vehicles. 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 121 cars (26 of them Ferraris) from 26 different manufacturers, 5 motorcycles, and 2 wooden boats were listed in the exquisite 76-page

program book. Several thousand spectators admired the classic and modern vehicles. The restaurants and other businesses benefited from the families and others who came downtown to see the magnificent display of vehicles. This show draws lots of families and that is good for the collector car world when young people are exposed to the beauty of classic (and modern) cars in such of lively and enjoyable setting

The Danville Concours d'Elegance from its inception has featured sports and exotic cars provided by local owners. Over the years the quality of the show has drawn entrants and their vehicles from the San Francisco Bay Area and a fair number of Northern California communities. For more information go to: [www.danville-delegance.org](http://www.danville-delegance.org).



Class F2 – 2015 LaFerrari



## THE 2017 AWARD WINNERS

### CLASS A – ALFA ROMEO:

1st – 1949 Alfa Romeo Convertible

### CLASS B – CLASSICS 1930-1950:

1st – 1933 Chrysler Imperial Le Baron C.C. Sedan

### CLASS C – SPORTS CARS \$5-10K 1945-1970:

1st – 1966 Sunbeam Tiger  
2nd – 1964 Austin Healey BJ8  
3rd – 1958 Triumph TR3A

### CLASS D – SPORTS CAR OVER \$10K 1945-1970:

1st – 1965 Jaguar XKE 4.2  
2nd – 1957 Aston Martin DB2/4  
3rd – 1958 Abarth 750 Zagato

### CLASS E – SPORTS CARS OVER \$10K 1971-1987:

1st – 1980 BMW M1

### CLASS F – CORVETTE 1953-1987:

1st – 1967 Corvette C2  
2nd – 1967 Corvette 427/435  
3rd – 1973 Corvette C3

### CLASS F1 – FERRARI:

1st – 1989 Ferrari 328 GTS  
2nd – 1997 Ferrari 355 GTS

### CLASS F2 – FERRARI:

1st – 2015 Ferrari LaFerrari  
2nd – 2014 Ferrari F12 Berlinetta

### CLASS F3 – FERRARI:

1st – 2001 Ferrari 575M Maranello  
2nd – 2007 Ferrari 599 GTB Fiorano

### CLASS G – GERMAN (BMW-MERCEDES) 1950-1987:

1st – 1971 Mercedes-Benz 280SE 3.5 Coupe

### CLASS H – PORSCHE 1950-1987:

1st – 1970 Porsche 911S  
2nd – 1973 Porsche 1973½ C.I.S. 911 T Targa

### CLASS I – AMERICAN – 1959-1979:

1st – 1970 Plymouth Superbird  
2nd 1969 Pontiac Firebird TransAm  
3rd 1968 Ford Mustang Bullitt

### CLASS 2 – AMERICAN 1948-1958:

1st – 1952 GMC Pickup  
2nd 1957 Ford Thunderbird  
3rd 1955 Ford Thunderbird

### CLASS J – RACE CARS:

1st – 1970 MGB GT FIA Car  
2nd – 1932 Alfa Romeo Monza  
3rd – 1982 March 82G



Class J – Racecars – 1970 MGB GT FIA Car



Class E – 1980 BMW M1



Class K – Motorcycles – 1955 BMW R 25/3



Class G – 1971 Mercedes-Benz 280SE 3.5 Coupe



Class B – 1933 Chrysler Imperial Le Baron C.C. Sedan



Class H – 1970 Porsche 911S

### CLASS K – MOTORCYCLES:

1st – 1955 BMW R25/3  
2nd – 1958 Parilla 185 Wildcat Scrambler  
3rd – 1978 Kawasaki Bimota KB1

### BEST OF SHOW:

1949 Alfa Romeo Convertible



Class I – 1970 Plymouth Superbird

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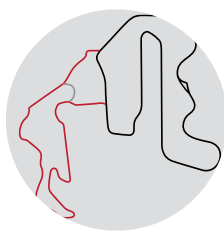
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STANDING

# THUNDERHILL REPORT

BY DAVID VODDEN

October is the best month of the year at Thunderhill Park due in part to October also being the best weather month. November is good too but October is easy to rent every day on both tracks so it clearly wins the "Month of the Year award" for revenue generation.



So far October has included the big NASA West Coast Championships held on the 5th through the 8th, plus Hooked on Driving, the Shelby Club, and Pacific Track Time on the three-mile track. We will end October with the SCCA season finale, an event that has some big doings including close to \$5,000 in awards and prizes. My hope is that everyone will race this weekend so that we can end the year on a high note and have a lot of fun in the process. Test on Thursday too!

The Two-mile course should be fully booked in October too. That said, there are ten days, of the thirty-one available, as I write this. The fun thing about the new track is that when people call about renting a track and we tell them that the three-mile is booked, they are more than happy to rent the two-mile and so it goes.

October will also bring us our first major Solo event. The Sacramento Chapter of the Club ran an event on the two-mile earlier this year. The October 14 -15 weekend will be a traditional solo event on our seven-plus acre pad. My hope is that this will be the start of all segments of the SFR SCCA using the site on a regular basis. Yes, there is the vision of a "Business Park" in this area someday but, for now and maybe forever, solo is welcome to use this site for autocross events.

If we could get a Rally Cross program going on our new UATV course in the dirt, that would be cool too. Imagine an SFR SCCA weekend with a road race on the three-mile, a Reno Region event or SFR HPD event on the two-mile, a solo event on the big pad, a control clinic on the smaller pad, and a rally cross event on the UATV course. WOW! We have had all these venues running at one-time in the past, but the vision is that these venues would be supporting all motorsports facets of the club. Imagine that.

The SCCA season finale, the last weekend in October this year, will offer one lucky winner a full season of FREE Entries for SCCA events at Thunderhill in 2018. The same process will select a lucky winner of FREE test days before those SCCA races in 2018. There is more. Remember, to qualify for these fabulous perks you need to have run a minimum of three [3] SCCA race weekends at Thunderhill in 2017. If you expect to qualify, please e-mail me @ dvodden@thunderhill.com or

Sherry Grantz at the SCCA office [sherry@sfrscca.org]. We have a tracking system in place but your e-mail helps us make sure that we do not miss anyone. Winners are chosen by random draw from all eligible drivers. You must be present to win. Good luck!

Also note that Linda Rogaski and a plethora of her best friends are planning a BIG dinner at the track as part of this season finale. It will be soooo good and you are invited! She is looking for help in a form that she can share with you. Call her at 916-600-7555.

Thanks are due Roger Eagleton for stepping up to be the title sponsor of the season finale. You can thank him in person at the race and by purchasing one of the event tee shirts that will have his hot-rod Mustang on the front. Event tee shirts and all sorts of Thunderhill Park merchandise will be available for all comers to satisfy those winter needs and assist in your early Christmas shopping for dozens of your best friends.

The Thunderhill Board of Directors composed of the following members: Steve Archer; Clint deWitt; Brian Ghidinelli; R. J. Gordy; Gary Meeker; Jon Norman; Gary Pitts; Stuart Seitz; Richard Siri; Michael Smith; Tom McCarthy and yours truly, voted to post a \$25,000 cash fund to be distributed at the season finale event held at Thunderhill Park in 2018. The Board did this to make the celebration of 25 years of Thunderhill Park a big deal! Wow! No details yet on how this pot of gold will be distributed on that special weekend, so stay tuned.

Amateur road racing seems to be getting ever more lucrative. You may recall that MAZDA posted a \$75,000 to win purse for their October event that took place earlier this month. It came from a \$110,000 total purse and was payable to the MX5 Cup race drivers for a race held at the Monterey track. I am sure that there is more of this to come. For our program next October, the starting point is \$25,000 which I hope will be increased by serious contingencies and other incentives. Would you like to be involved? Call me at 530-945-5588 Ext. 101.

Please note that the Classic Sports Racing Group [CSRG], BMW Club and two motorcycle groups will be on the three-mile track in November. Also mark down Friday, November 24th for the final teenage car control clinic of the year for your young drivers. Think grand-children.

December will feature the biggest event held at the track each year with the 14th running of the 25 Hours of Thunderhill. If you have not seen

this race, do yourself a big favor and come. It takes place on Saturday December 2nd and continues, non-stop until Sunday December 3rd, ending at noon.

If you need a place to play, test, party, drift, or celebrate your passion for motorsports, call Thunderhill. We are open seven days a week from 7am to 7pm and we would love to have you here. Call 530-934-5588 Ext 101 to make your event happen. Discounts available for Christmas and Thanksgiving days.

In closing it seems likely that the SCCA season finale this October will be my last road race. After years and years of racing every race all season long it is time to close that chapter of my love affair with racing. I have a ride in a Mazda for the weekend and hope to race in Groups 5 and 7. Hopefully I can win. That is the plan. If I do win, I will have a winner's flag for every corner using my collection started back in 1990 resulting in a pool of SFR SCCA winner flags. It has been fun and I will miss it just as I missed sprint car racing when that door closed.

I will still be here at Thunderhill and, maybe, as a Director for the Club. We'll see about that last part. You have to vote for me for this to be a new chapter in my sixty-years of involvement in the sport of auto racing. Stay tuned.

See you at Thunderhill!

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