



# The wheel

VOL. 57 | OCTOBER 2016

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

**HALL OF FAME INDUCTEES**

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MOTORSPORTS  
PRE-REUNION**

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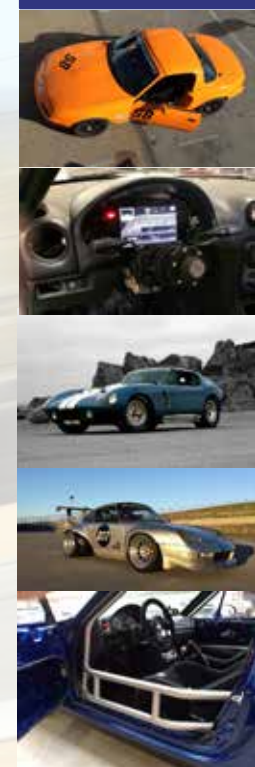
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The views expressed in The Wheel are those of the authors and do not necessarily reflect the position or policy of San Francisco Region or the SCCA.

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# 2016 CALENDAR

## SFR ANNUAL MEMBERSHIP MEETING

Saturday, November 19 at 1 pm - location to be announced

### 2016 SFR ROAD RACING SCHEDULE

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

#### OCTOBER

Pirelli World Challenge

PRO SUPPORT

October 6-9 | Laguna Seca

Season Finale  
Double Regional 13 & 14

October 21-22 | Thunderhill

## CARRERA DE SIERRA AND GOLDEN WEST ROAD RALLIES

October 15 - October 16

San Francisco Region Sports Car Club of America (SCCA) and Sacramento Valley Region, Porsche Club of America (PCA) jointly present a Time and Distance Rally Weekend.

The weekend's events will be held in the scenic Gold Country and on the west slope of the Sierra Nevada Mountains.

The events are open to the public and all types of cars are welcome. Entry fees are \$50 per day, or \$90 for both days if paid in advance.

Contact Chairman and Rallymaster:  
Richard Wetzel: 530.304.6555 or e-mail  
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Overnight parking Friday night

**SATURDAY: TECH 7:30**

**DRIVER MEETING 8:30**

### SAC '16 AUTOX SCHEDULE

The "Bill Fleig Memorial"

Enduro Day 1

October 15 | San Joaquin Fairgrounds

The "Bill Fleig Memorial"

Enduro Day 2

October 16 | San Joaquin Fairgrounds

### FRESNO SCHEDULE

Event 8 - October 2,  
Buttonwillow Kart Track

Event 9 - November 19,  
Fresno Fairgrounds

Event 10 Enduro - November 20,  
Fresno Fairgrounds

All events at  
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## SFR SCCA BOARD ELECTIONS

# 2016-2017

## CANDIDATE STATEMENTS



The following members have filed their petitions to enter the election for the 2016-2017 Board of Directors:

#### REGIONAL EXECUTIVE

Gary Pitts

#### DIRECTORS

Clint deWitt

Barbara McClellan

Blake Tatum

All these individuals are currently on the Region Board and are willing to return for another term as your representative. Please read their candidate statements so learn more about them.

#### ELECTION PROCESS

Voting will open October 20 and close November 15.

The election will be conducted through online voting on [MotorsportReg.com](http://MotorsportReg.com). Once voting is open, you go to: <http://sfrscca.motorsportreg.com/> to vote. If you don't have an account you can quickly set one up. Then go to the "2016 REGION BOARD ELECTION" on the registration page, and vote. If you would like a paper ballot, send your request to the Region Office (530-934-4455 or email [office@sfrscca.org](mailto:office@sfrscca.org)).

## BARBARA MCCLELLAN CANDIDATE STATEMENT



For those of you who do not know me, I am a 48 year member of San Francisco Region SCCA. I was Chief, Co-Chief, Assistant Chief or Chief of Pro Events for the Communications Crew for much of that time. I have been a Steward for the past 20 years and hold a National Steward and National F&C license. As you can see, I am an SCCA worker/official but know that to race an event you need workers and to work an event you need drivers. We have a symbiotic relationship that is integral to our sport.

The other relationship that is also integral is a good balance between business and club culture. Both are extremely impor-

tant. 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. This means determining what our members want in the number of races and how best to schedule for the benefit of most. It is great for drivers to be able to pick and choose which races they want to run. Many do not realize that we still need to staff all the crews to provide this option. Many drivers are not aware that our workers are truly volunteers and they do this for the love of the sport. Just as drivers have all the expenses to race (unless there is a willing sponsor), the workers bear all their expenses to attend and work an event

## BLAKE TATUM CANDIDATE STATEMENT



The world as we know it has changed immensely ever since Al Gore invented the internet. Part of that change has been the change SCCA has gone through. The days of mailing in the entry form and getting vouchers for your crew members are long gone. The days of over subscribed fields in all run groups are also gone.

What does that mean? Well I think in order to know where

we are going you have to know where we have been. I have been on the board for over ten years, I have raced ever since 1985, I was around when it was Sears Point and when we were trying to build a track in La Grange.

What is it going to take to lead this club into the future? It will take creativity, it will take vision, and it will take the knowledge of where we have been so we can plot a path to where we want to go.

I look forward to working with my fellow board members, I look forward to hearing from the membership, and I look forward to steering the club long into the future.

(without any sponsorship). And for those SCCA members who prefer a lower-key competitive atmosphere which is less expensive, SFR has a very active Solo program.

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 the past two years. My late husband referred to me as "the go-to person." I was 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 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 Board of Directors.

I believe that there is a place for every SCCA member who joins our Region. If you want to race, you have a choice of venues or classes or if you want to volunteer, you have a choice of over 20 crews to work. Involvement is what SCCA is all about. You have a choice and you have a voice. I ask you to use this choice to elect me to the Board of Directors. I want to be a representative who speaks for you.

I know one thing for sure, over the next ten years we will go through another transformation. Stick around it should be a lot of fun!

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## CLINT DEWITT CANDIDATE STATEMENT



My priorities for re-election to the Region Board include:

- (1) Improving worker and driver recruitment using social media.
- (2) Making sure we get the \$400,000 loan promised by SCCA to supplement the Solo Site Fund for the Stockton Solo Site Project.
- (3) Overseeing the negotiations for a long-term lease at the Stockton Fairgrounds based on SFR Solo's million-dollar investment to turn their 5-acre autocross site into a world-class 14-acre site.

(4) Making sure we have our top Sacramento law firm keeping us clear of any legal pitfalls with SFR Solo's million-dollar investment!

- (5) Continuing to encourage novice race entries by providing a First Place Novice Award in each class at every Regional Race.
- (6) Troubleshooting the contracts with our 3 race tracks, including full participant accident insurance coverage at pro events.
- (7) Making sure the Region gets the best deal possible following the Monterey County decision on who will manage Laguna Seca.
- (8) Continuing our efforts to find a Travel Fund sponsor so we can reinstate a successful PCRRC -- we almost connected last year, but lost out to an IMSA prototype team!

## GARY PITTS CANDIDATE STATEMENT, REGIONAL EXECUTIVE



50 year member of SCCA (plus 3 years as an affiliate before that)

30 year member of SFR

In some ways times change and in others they remain the same. I am running for the fourth year of my second stint as RE of the Great San Francisco Region of SCCA.

As you may recall I did this before and the results were particularly good for the club and the members. You may also know that similar calls to duty for our Club included six [6]

years as your representative for the NORPAC Division of the SCCA. While acting as your SCCA Director I served as the Treasurer, the Vice Chairman, and for two terms as the Chairman of the National Board of Directors. Following this service I was called upon to be the President of the club, the highest paid position in our organization, when our President Steve Johnson moved to another career opportunity. This was temporary assignment designed to fill the gap while a new leader was sought. Following these duties I returned to my roots in San Francisco where I have proudly served on the Thunderhill Park board of directors for nearly twenty years.

In "real life", I am a scientist and an attorney in the pharmaceutical industry, formerly serving as Vice President for Research, Development, and Engineering for the Johnson & Johnson Company, and currently since 1997 serving on the Boards of Directors of pharmaceutical start ups and working with inventors (including myself and partners) to commercial inventions based on biochemical technologies.

I share this with you because I want you to know that, as your RE, I bring a substantial and relevant resumé to the task being RE of the largest (and best) Region in SCCA. We are in a more competitive environment than we have ever experienced in our 65 years. With street car programs thriving and other race clubs finding creative new ways to do what we do, the burden is upon us to respond and move to the forefront. We have examples of SCCA regions that are doing well that we can study and we have other SCCA regions that are struggling just to sustain their existence.

We do not intend to "hold on for dear life". We will move forward, find new answers to long-term questions and create the San Francisco Region of tomorrow. Ours will be a region that others, even non-SCCA race groups,

look to with awe. We will recapture the glory of the "Region that knows how" and we will stand alone as a leader of recreational motorsports. We will do this because we want it really badly, because you want it really badly, and because we all have a deep and driving motivation to do better. Our membership will stand tall and lead the way through event after event that sets new standards for all to follow. We will make it happen, together.

To start this process I call on each and every one reading this material, who was or is a member of this club to re-commit to the San Francisco Region of the SCCA. You can start by renewing your membership if it has expired. You can renew your spouses and family membership if you have let them drop off of the club's roster. You can add to this "first strike effort" by making sure the people that share your pit space on SCCA weekends have a membership card in their possession. By restoring your commitment through membership in the SFR/SCCA you buy-in to the mission we are now launching to the make this club better today than it was yesterday and better each and every day as we move forward to 2017 and beyond.

We have a lot to do and that "we" includes YOU! Commit now! Help me help you make the San Francisco Region of the SCCA the biggest, best, most influential and most fun club for all involved. We can do it. It starts with your vote in this important election and your membership commitment now for the long term. Do it now. Please.

Thank you for your vote of confidence is San Francisco Region of SCCA!

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# NOTES

from the *Archive*

## THE GLASSPAR G-2

BY GARY HORSTKORTA

As the fledgling sport of sports car road racing was taking hold in the early 1950's, want-a-be amateur racers were looking for affordable ways to get in on the action. British MGs, Jaguars and Allards were available to those who had the where withal to buy them but many other potential racers on tighter budgets took matters into their own hands and built their own "specials". The usual process began by gathering the necessary components from various sources, most often the local junkyard and assembling them into a running vehicle sans body. At this stage some owners fabricated their own bodies out of metal while others chose to buy a fiberglass body from one of the manufacturers who were just beginning to enter the market.

One of the earliest fiberglass body

manufacturers was a Cost Mesa, California based company opened in 1950 as the Glasspar Body Works by Bill Tritt. Tritt was an experienced fiberglass boat builder who was prompted to build a car body

for a friend's car project. One thing lead to another and Tritt added the car body business to his successful boat business. To publicize his car bodies, Tritt decided to build a car to enter West Coast sports



Geodes rounds turn four at Golden Gate Park in 1953



John Steers (behind Corvette) in Glaspar Special, Arcata 1956



Geodes suffers DNF at Pebble Beach 1953

car races. He built a Glasspar G2 with Mercury power and Ardun heads on a Mameco steel chassis, thus the name Mameco-Ardun Special. In 1953, the car was raced by Warren Gerdes and Bill Pol-lace with good success at Pebble Beach, Golden Gate Park, Santa Barbara, Palm Springs and March Field. "Race on Sunday, sell on Monday" certainly worked since it attracted the attention of other potential builders and Glasspar became the most popular fiberglass body in the U.S.

In 1955, local Bay Area racer and airline pilot, John Steers decided to build a racercar. He purchased a Glasspar body, built his own frame which looked similar to the Mameco frame Tritt had use on the Mameco-Ardun Special, and dropped in a hot-rod Ford V-8 engine. Steers took the Bugatti Blue colored Glasspar G2 racing at local SF Region events in 1956 and 1957 with good success. In 1958, he moved on to another fiberglass car, the Victress which was Chevy powered. The Steers Glasspar racer was sold and essentially disappeared until it was discovered in a barn in Colorado in the 1980's. The car was put into storage for the next twenty years.

Recently, a video was posted on You Tube ([www.youtube.com/watch?v=dFJbLrSvKfo](http://www.youtube.com/watch?v=dFJbLrSvKfo)) by the son of John Steers showing his father racing at Stockton and Arcata in the Glasspar in 1956. The current owner of the car saw the video, contacted the son and learned of the cars racing history and as a result, is restoring the Glasspar to its 1956 specifications with further plans to take it vintage racing. Incidentally, the Mameco-Ardun Special was also recently located and is being restored in Texas.

So even though Glasspar went out of business in 1955, a number of Bill Tritt's creations continue to live on with modern day

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Ad in May 1953 Motor Trend magazine



Martindale and Mangles at work on the Mameco Glaspar Special at Golden Gate Park 1953

collectors and car enthusiasts. For more information on Glasspar and other early fiberglass car manufacturers visit the following site, [www.fiberglasssportscars.com](http://www.fiberglasssportscars.com).

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## CORNER WORKERS A TYPICAL RACE DAY

FROM F&C NEW RECRUIT GUIDE

*For Flagging and Communications volunteers, a race day at the track involves a number of activities that you need to become familiar with to fulfill your responsibilities. Here's a description of each activity you will participate in.*

### GET TO THE TRACK

Unless otherwise advised, you will arrive at the track using the main gate (see individual track links for maps and detailed information about each of the three SCCA-SFR race tracks). Be sure to comply with parking instructions provided when you register for a race at the track or provided in the email you received two weeks prior to the race event.

### REGISTER ON RACE DAY

Until you have your hard card, you must register for every SCCA sanctioned race (e.g. regional races) at the racetrack, and sign a new waiver form

to be able to participate in that event. Each race event will have specific times and locations for registering for upcoming race events. Refer to the F&C Newsletter email that was sent to you prior to the event with specific registration information for that specific event including: Days available, times and location.

### ATTEND MORNING MEETING

For regional races, at the beginning of each race day the F&C Chiefs will convene a morning meeting with all of the volunteers 45 minutes before the first race cars are scheduled to be on course. It is extremely important not to miss these meet-

ings, and to be there on time. Morning meeting topics may include pertinent details about the day's race events, any issues that need clarification or correction, review of F&C procedures, and the turn crew assignments.

Coffee, water and muffins/rolls are sometimes provided to the volunteers prior to the meeting, but are not a guarantee so plan accordingly. When turn assignments are being presented, be sure to pay attention to the people with whom you will be working and meet up with them as soon as possible after the meeting. Stay close and be sure to travel out to the corner with them.

### REPORT TO THE TURN

At the conclusion of the morning meeting, turn crews will pick up their flag bag and be transported by vehicle to their assigned turn stations. If the turn station is close by, crews may elect to walk to their station, and if it's necessary to walk on the course you should be very alert as there may be a variety of vehicles (sweepers, emergency vehicles, safety vehicles etc.) operating on the track.

Upon arrival at the turn, the crew will position the fire bottle, oil-sweep and broom. In addition, the flags will be placed in a flag holder and communication will be established with Race Control immediately upon arrival at the turn. Prior to the first event, the Turn Marshall will review hand signals with the crew.

Five minutes before the start of the race, the Turn Marshall will ensure that all crew members are at their station and that the track is ready for race traffic, and will then authorize communications to give the "clear" message to Race Control.

### LUNCH BREAK

At approximately the mid-point of the day, there will be a lunch break. Lunch is provided by SCCA for you. You will usually be transported to a lunch break area in the same manner you were transported to the corner,

but it is possible that lunch will be brought to you at the corner. The lunch break length will vary according to the schedule of events for the day's racing. After lunch, if necessary you will be transported back to the corner at least 10 minutes prior to the commencement of on course activities. The Turn Marshall and crew should review the morning's performance, afternoon station assignments and conduct any other relevant discussion prior to commencement of on course activities.

### AFTER THE LAST SESSION

At the end of the final session, the Communicator will receive "end of the day" messages from the Flag Chief (procedure changes, etc.) and the Communications Chief. In addition, there will be communications regarding what to do with equipment, how each turn's crew will be returning from their corner and other event info as needed). The Communicator will pass on the information to the crew. If the event

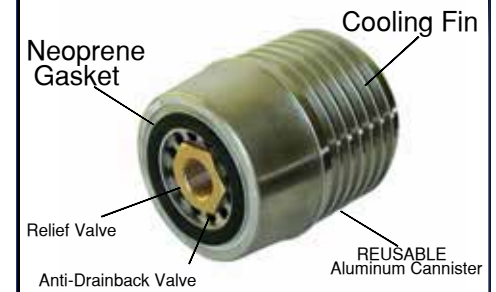
is to be continued the following day, some equipment may be left at the turn station (for example, communication headsets may be left connected but put away in their storage box). Chairs, fire bottles and cleanup equipment will be returned to the turn box regardless. Flags will always be returned to the designated F&C Meeting area, and you should always bring your personal gear with you when you leave.

The F&C Chief may or may not convene an after-race meeting at their discretion. Be sure to report any equipment problems or other issues related to your day's activities that warrant attention with the F&C Chief, especially if they impact the safety of the crew and drivers! Never be afraid to ask questions; there is no such thing as a dumb question!!!

### HELPFUL HINTS FOR THE NEW WORKER

- F&C is not a spectator activity. You are playing a critical role to transmit information to the drivers via flags and to Race Control via the land line, so make sure you are taking care of your responsibilities at all times.
- You are not a reporter; you should not be texting and passing on information about the day's events via social media or smart phones.
- In general, you should not be taking pictures while working at the corner.
- Keep your eyes and ears open for incidents occurring around you.
- Be mindful that race cars and debris may come flying at you unexpectedly so never become complacent.
- Watch your crews' back both in the box and out. You're relying on each other for your safety.

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The San Francisco Region Hall of Fame Committee is pleased to announce the three inductees for 2016. They will join the 41 previous HOF members to be recognized for their contributions to the Region.

The HOF induction will be part of the Championship Awards Banquet on Saturday night, October 22 in Willows.

## MARY LOU ROBSON

Mary Lou Robson was first introduced to racing on a date at Cotati Race track and she started working turns as a Communicator in 1962. A year later she was asked to become Chief of Communications and joined SCCA in 1964.

Along with racing, she was very active in the SF Region's Concours de'Elegance program serving as Chief Field Marshal at Hillsborough, Sacramento, Livermore, and Palo Alto. In 2005, she renewed her concours work as announcer at Palo Alto and Marin.

Besides being Chief of Communications, she has been Chief Announcer, worked in Race Central, was Region Membership Chair, founded the Chapel services at club events and in 2004 joined the Stewards team. She has been on the SFR HOF committee since its inception and has also been on the National HOF Selection Committee.

She went through Drivers School in 1993 at Thunderhill and eventually bought a Crossley Hot Shot which she raced at the Monterey Historics for three years. Over the years she has received numerous awards from the Region and Thunderhill.

## CHUCK TATUM

While he is best known for building the Crusader Formula Vees he began his car building career shortly after returning from WW II where he served as a Marine in the battle of Iwo Jima. While in his early 20's, Chuck build several Jalopy stock cars to compete in oval track racing based out of his Stockton, CA home. This lead to road racing in 1953 with his own car.

Chuck was also quite active in helping to promote road racing in Stockton which began at the Stockton Airport in 1952. This was a sorely needed addition to the SFR schedule which included only three other road races that year. Working behind the scenes, Chuck actively worked to bring the races to his hometown. There were 103 entries for the first race and 12,000 spectators in attendance which not only made this a successful event but also ensured it would be on the SFR Race Calendar for 1953. Chuck won his class at the Stockton race in 1953 driving the car he built, the Tatum Special. In fact the Stockton Road Races remained a part of the SFR Schedule until the last race in 1966. At that time, Stockton had been the longest running event in the club's history.

## DAVID VODDEN

David was born in Billings, Montana, and is one of seven siblings. Before leaving for Orange County, California, he acquired a taste for auto racing courtesy of his older brother and mentor, Lee.

David founded the California Jalopy Association on KTLA-TV running on Sunday afternoons. While growing up in the dirt-track circle world of racing, David earned AA, BA and MBA degrees in business. At this early juncture his resume did not include driving. After college he purchased a sprint car and then later a three quarter midget. David drove at Ascot, South Gate, Ventura, Orange County, Saugus, Las Vegas and lesser known spots in between.

In 1980 he became the General Manager of Baylands Raceway Park in Fremont. He got behind the wheel again. Sprint cars would dominate his racing agenda until retirement in 2003. When Baylands closed, a friend of a friend, Geoff Provo, suggested that David be considered as a candidate to run the San Francisco Region of the Sports Car Club of America's (SFR/SCCA) new road track. This was 1987, almost thirty years ago.

David was a consultant to our track effort when our beloved Region Manager, Don Wixel became ill. David was asked to take over as Region Manager while Don recovered. Once in the seat at the clubs office on Pacific Avenue in San Francisco, he was on his way to not only make our track a reality but to help the clubs bottom line as well. He moved our office to Livermore. He brought a successful merchandising program to the club that not only added a bottom line but spread our logo and our message wherever the shirts, hats and jackets were worn.

Using his business education and unusual resume in the sport, David worked with a bevy of great people to build Thunderhill Raceway Park from a dream to what it is today, a \$14M multi-dimensional motorsports business that enjoys success at the bottom line and a fantastic reputation in the motorsports industry.

In 1990 David climbed back into the driver's seat and began racing in SCCA. He has raced in ITD, ITC, ITB, ITA, SSA, PT, RX7, SM, STL and anything else he could talk people into letting him drive. He has won several Regional Championships as well as Pacific Coast Road Racing (PCRRC) titles.

Davis is most proud that Thunderhill has no debt and is positioned today to survive well into the future for members of the SFR/SCCA. David is also blessed to have three successful children and five awesome grandchildren. He is further blessed to be connected to Terry Taylor as his partner in the mission of life.

# Letters to The Wheel

Share your thoughts by sending them to: wheel@sfrscca.org


Dear Editor and Board of Directors,

The September issue of the SCCA's Sports Car magazine shows, on page 77, a lovely picture of 17 Formula Vees on track at Summit Point. The photo is remarkable for a number of reasons. 17 is a reasonable number of cars so perhaps those drivers are not paying a \$595 entry fee for their Club race. Even more remarkable is that there are only FVs in the photo, no Formula Continentals.

Formula Continentals were moved from Group 2 to Group 4 about a half dozen years ago after a then Director, who drove an FC car, argued that Group2 was chaotic and that the move to Group 4 would bring out a lot of drivers who chose not to race as long as FC was included in Group 2. The recent number of FC cars running in Group 4 has been between 3 and 4 mostly, about the same number that ran when FC was in Group 2. The speed differential between FC and FV is very large and in the presence of FCs the FV driver cannot really race while focusing mainly on his rear view mirrors. In the presence of the 17 FCs at the June Laguna Seca regional and the 13 FCs at the July Sonoma regional, the situation was hopeless. Those numbers of FCs resulted from including the Pacific F-2000 group race in Group 4.

Formula Vee is essentially dead in the San Francisco Region though healthy in other regions. Entry fees and having FC in Group 4 are but two of the possible reasons. Has there been a serious discussion of letting FV die in the SFR?

Dave Schrady



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CHUCK KOEHLER  
PHOTOGRAPHY

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Chuck Koehler 916-409-5205

Aloha,

First I would like to thank the wonderful emergency crew who came to my rescue when I had my 'too close' encounter with the driver's left T1 wall on Sunday morning, July 24 (more on that in a minute). It has been very gratifying to have received so many good wishes for my speedy recovery from so many folks. My broken heel bone is healing, as are all the other crash-related injuries. Thank you all for your kind words and thoughts!

I would like to offer clarification, from my perspective (I was there), on a couple of details in Steve Jaroch's write up of the July 22-24 races:

First, in the Race 1, Group 5 write up, last paragraph: it was novice Anish Ramrakhyani (#97) who dive-bombed me (#95) on the entrance to T2 (not the other way around)- his nose contacted my left rear corner/tire, and spun me off, but I was able to restart and finish the race (and 1st GTL).

Second, Race 2 Group 7: on the lap nine restart, my on board GoPro shows that as I was passing #56, going under start/finish, Tim suddenly moved left into me, pinching my car against the pit wall, and into an unrecoverable slide into the T1 barrier.

I realize these details are offered well after this edition of The Wheel was distributed, but I felt a need to add these clarifications.

Thanks for publishing a fantastic magazine- I look forward to it every month!

Best wishes,

Patrick Casey  
#95 SSM/GTL Miata  
Kailua, HI



Thunderhill from the top of turn 5

## RUNOFFS AT THUNDERHILL? WHY NOT!

**WHEELWORKS** BY **BLAKE TATUM**

*As amateur Sports car racers, we all know the mecca for us is the National Runoffs held in September. For those chasing the title of National Championship the season starts early and is all about getting enough points to be invited to the big dance.*

For years the race was held at one location such as Road Atlanta or Mid-Ohio. The reason for this was the National office was able to sell the event to those tracks as an exclusive agreement. The sale of the event to the track meant relatively low entry fees. In return the tracks were able to recoup their expenses by charging for testing, admission, garage rentals, etc.

After the agreement ran out the SCCA National office would send out a request for proposal (RFP) to tracks across the country to see where the next Runoffs were going to be held.

Somewhere along the way the tracks got smart and figured that they could rent the track to SCCA and still charge for the testing. I am not sure why it all changed, but I am sure it had something to do with the loss of Speed Vision coverage and at the end of the day the tracks figured they were not in the business of paying people to use their raceway.

One of the big knocks on the Runoffs is it has been East Coast centric. With extended stints at Road Atlanta, Mid-Ohio, and even Road America, these were all very extended tows for us living on the West Coast. As a result I feel the San Francisco Regional program was able to flourish and the National program suffered.

The National Office has been looking for ways to make the Runoffs more appealing to a larger segment of the club without washing down the significance of winning the National Title. They have eliminated the old regional/national licensing system and replaced it with the Majors program. They have opened up the ways in which a person can qualify for the Runoffs. They got rid of the old system in which you had to be in the top three of the National points in order to receive an invitation. They also got rid of the tow money that was at least a small consolation to living on the West Coast.

Probably the most significant change has been the rotation of the tracks. The concept was to make the Runoffs more accessible to a wider variety of club members. It was supposed to rotate from West Coast, to East Coast, to Mid-America.

The first example of that was when the Runoffs were held at Laguna Seca in 2014. From there the Runoffs went to Daytona International Speedway. Following the pattern that the National board has set in place they are racing at Mid Ohio this year. Therefore logically the 2017 Runoffs should be held someplace on the West Coast. However because the club was able to secure a one-off deal with Indianapolis Motor Speedway, the trip out west is delayed one year. The 2017 Runoffs will be held at Indianapolis Motor Speedway on the road course inside the oval.

The reason for the divergence from the planned rotation is that Indianapolis became available and the National Board felt that the natural draw to Indianapolis was too great to pass up. See the National board is of the mindset that in order to attract large fields of cars the Runoffs need to be held at bucket list type tracks.

As I hear it the Runoffs next visit to the West Coast will be in 2018. The West Coast has a limited number of options. Southern California has Button-willow Raceway, Willow Springs, and California Speedway in Fontana. The northwest has Portland International Raceway and Pacific Raceway. The problems with all but California Speedway is they have limited paddock space. They also are not typically bucket list type race courses.

Northern California has two bucket list courses: Laguna Seca and Sonoma Raceway. Both of these tracks fit the bill, but they both have issues, namely paddock space. They are both real road courses that are not some super speedway with a flat infield road course.

As rumor has it Sonoma has the inside track to becoming the next venue for the Runoffs on the West Coast, however, I think the National office is sadly missing the mark. The best road course and the best amateur road racing facility on the West Coast is Thunderhill Raceway.

Thunderhill is by far the most fun to drive. Thunderhill has the best paddock options. Thunderhill is the safest of all of these tracks.

What Thunderhill is not, is not a bucket list track, namely because it has never been the site of epic battles between Donahue and Follmer. Dan Gurney has never driven his Westlake Eagle at the track, the orange McLaren Can-Am beasts have never raced in anger there. The reason Thunderhill is not a bucket list track is because it does not have the history of these other tracks. It is that way by design. It is the only major facility that never pretended to be a spectator venue. It was designed so the amateur racer could have the safest, most exciting experience possibly.

SCCA will not find a better maintained race facility. They will not find a racetrack that is more

committed to the club members. They will not find a track with better creature comforts. In all areas Thunderhill outperforms the other race-tracks. The only thing is: it is not a destination race track.

What it does offer is a price point that could make the Runoffs a much more affordable race. Thunderhill does not charge the fees Laguna Seca or Sonoma has to charge.

One of the knocks on Thunderhill is the lack of hotel accommodations nearby. The town nearest to Thunderhill is Willows. Willows has six hotels that have over two hundred rooms. The town of Corning is less than 30 minutes from the track it has at least one motel. Chico is only 45 minutes away and is a college town. They have over thirty hotels, plus there are two Indian casinos within an hour of the track. Sacramento is only an hour away and the possible accommodations are endless.

I realize these accommodations require some driving but I feel the majority of the competitors drive RVs to the racetrack and a thirty minute drive is not really that far. I had to stay thirty minutes away from Sonoma just because there are not too many hotels in close proximity to Sonoma Raceway.

Our track manager, David Vodden, has been beating the Thunderhill drum for a very long time. He is an innovative person who thinks the glass is half full. David only thinks of the ways in which Thunderhill would be the ideal Runoff's facility. But when the idea is mentioned I hear from our very own people reasons why it will not work. I hear that Thunderhill is not a worthy Runoffs facility. I hear our own advocates sell it short. Frankly I get tired of the defeatist attitude. For some reason NASA has no problem having their premier event at our racetrack. Obviously they see they value.

The SCCA is the celebration of the amateur racer. It is about the guy who is the chief mechanic, the chief designer, the tow vehicle operator, the sponsor, and the driver. Thunderhill is the track designed and built by those very people. It was paid for by a grass roots effort. It is run by SCCA members. It is an SCCA success story. I have to ask why the National Board feels that it is not worthy of the Runoffs?

THE RACERS DENTIST



ART MUNCHERYAN, D.D.S.  
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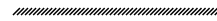
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# FIBERGLASS REPAIR

BY BRUCE RICHARDSON

*This is a guide to fiberglass repairs. These guidelines are for non-carbon graphite repair and for generic fiberglass repairs or repairs specific to Spec Racer Fords.*



## TOOLS

1. **HAND ANGLE GRINDER** – A small hand grinder is recommended, a 4-1/2" grinder from your local hardware store works.
2. **DA SANDER** – A DA (Dual Action) sander is recommended. An air drive sander works faster but an electric one will work. You can get either of these from your local hardware store.
3. **SPRAY GUN** – A low cost spray gun from Harbor Freight, the basic gun costs about \$30. These guns are great for primer but not the best for finish coats. If you really want a great finish consider a better gun for the top coats.  
Central Pneumatic 67181 20 oz 8 CFM Gravity Feed Spray Gun

## MATERIALS

1. **POLYESTER RESIN** – Use only polyester resin for SpecRacer repairs. Epoxy resin is a lot more expensive and after you use epoxy resin you cannot use polyester resin, polyester resin does not bond to it. An example of a resin to use from Tap Plastics; [http://www.tapplastics.com/product/fiberglass/polyester\\_resins/tap\\_bond\\_coat\\_laminating\\_polyester\\_resin/37](http://www.tapplastics.com/product/fiberglass/polyester_resins/tap_bond_coat_laminating_polyester_resin/37)
2. **FIBERGLASS MAT** – For most repairs, fiberglass mat works the best. It is held together with a bonding agent until the resin is applied. After the resin is applied, the mat bonding agent will release the fibers and it will conform to the body shape. We use the thicker or heavier mat to save time in layup. An example of a mat to use from Tap Plastics; [http://www.tapplastics.com/product/fiberglass/fiberglass\\_fabrics/standard\\_g...](http://www.tapplastics.com/product/fiberglass/fiberglass_fabrics/standard_g...)  
Fiberglass Mat, 1.5 oz. (38" wide \$2.75 per foot)
3. **PRIMER** – A polyester primer like Evercoat's Feather Fill is a good product to use and is available from Summit racing for about \$80 a gallon. The polyester primer is similar to the resin used in the fiberglass step and bonds well to the base resin.  
Evercoat 715 - Evercoat FeatherFill G2 Primer Surfacer
4. **BODY FILLER** – A body filler like Evercoat's "Lite Weight" filler is a good product to use and is available from Summit racing for about \$25 a gallon.  
Evercoat 156 - Evercoat Lite Weight Body Fillers
5. **SANDPAPER** – You will need sandpaper for the angle grinder, DA sander, and some for hand sanding. A rough and medium grit of 36 and 50 are good for the angle grinder. For the DA sander three grits can be used: 80, 180, and 320. For hand sanding grits of 36, 60, and

320 grit are required. The 320-grit paper should be wet paper to be used with flowing water remove dust. Wet paper also cuts faster than dry paper.

6. **TOP COAT** – For a top coat we recommend using Summit Racing. The paint is of reasonable quality, good pricing and ships in a few days.
7. **OTHER SUPPLIES** – You will need cheap brushes, gloves, tack rags, and mixing buckets. You can get these from your local hardware supply store or Tap Plastics.

## REPAIR PROCEDURE PREPARATION

Grind the cracks or repair spots using an angle disk grinder with a 36 grit wheel. Grind with the cut direction perpendicular to the direction of the crack. Grind to the full depth of the panel at the site of the crack. The width of the grind of the repair site at least 2 inches and more if is areas that have high stress like above the front wheel wells.

## SUPPORT

If the repair area is not self-supporting, additional steps will need to be taken. An aluminum plate can be pop riveted to add support or c-clamps and a backing plate can be used. If the support has the possibility of coming into contact with the fiberglass repair, a layer of household wax paper can be used as a barrier.

## FIBERGLASS APPLICATION

After preparing and supporting the repair, the area is ready for the application of fiberglass and resin. You will need a mixing cup, a means of measuring the catalyst, gloves, polyester resin, glass mat, and a paintbrush.

Getting setup prior to mixing the resin is important. First, cut or tare pieces of mat that match the repair areas. Different sizes of mat should be used, smaller ones will be necessary to fill the center or deeper part of the patch. Second, measure up the correct amount of resin and catalyst. Third, check to be sure everything is ready and fourth, put on some gloves. Last, mix the catalyst with the resin and mix it thoroughly.

Now apply a coat of resin to the patch area. Place a piece of mat to the area and then proceed to add resin. Use the bush to work in the resin and to get out all of the bubbles. More of a poking rather than stroking action give better results. As the resin is worked into the mat, the mat will begin to release the binding agent and conform to the shape of the panel. After the first piece of mat is fully saturated and conforms to the panel, add another piece of mat. Add as many pieces of mat as necessary to fill the repair site to a level above the original height of the repair area.

## POST FIBERGLASS APPLICATION GRINDING

After the resin cures, about an hour or so, use a rough or medium grit disk grinder to remove excess fiberglass. Use the surrounding paint as a guide to the amount of grinding. Leave some excess fiberglass to be sanded later with the DA sander. If there are low spots that are not at the height of the finished panel, it is recommended that an additional layer of fiberglass be applied. If the low spots are shallow, a layer of body filler can be used but this will not add to the strength of the repair.

## PRE-PRIMER SANDING

After the rough grinding, comes the pre-primer sanding. A dual action sander (air driven) or an orbital (electric) sander can be used. Start with rough sandpaper or a grit of 80 grit. Use this step to get the shape of the repair close to the correct anatomical shape of the body. After the shape is close to correct, go to a medium grit paper like 180 grit. This grit is used to remove the sanding marks created by the rough grit. The marks left with the medium grit paper will be filled in with primer.

## FIRST PRIMER STEP

After sanding, the first primer layer applied. Clean the surface by blowing off with air to get all the dust off the panel. A polyester primer like Evercoat's Feather Fill is a good product to use and is available from Summit racing for about \$80 a gallon. The polyester primer is mixed up with the same proportions as the resin and uses the same catalyst. A cheap spray gun is recommended for applying this primer. Once the primer cures it is almost impossible to clean the gun, a cheap primer gun from Harbor Freight tools for about \$40 is a good choice. Again measure out the primer and catalyst and a small amount of Acetone can be used to thin out the primer to spray better (about 5 to 10%). At this point, you should put on a respirator. When you

are ready; mix the two, stir completely, and then transfer the mix to the gun. Apply the primer to the repaired areas of the body. Put on at least three very thick layers, it is OK if the primer runs or sags. It is important to clean the gun with Acetone right after you are done.

## POST FIRST PRIMER FILLING

After the primer is dry, you will see areas of imperfections that will need to be filled with body filler or Bondo. The body filler can be used to fill low areas and/or voids left in the resin process. The body filler is also a polyester based product and is similar to the fiberglass resin and primer. Almost any reasonable quality body filler will work but a good place to get it is Summit racing. Use the instructions on the product to prepare the mixture. Use a plastic spreader to apply the body filler. Apply only as much as needed; remember you will have to sand off the excess. In addition, mixing multiple smaller amounts of filler that cure faster (using more catalyst) is usually better than large batches.

## POST BODY FILLER SANDING

After the filler is dry, the primer and body filler is sanded. For this sanding step, a medium paper is used 180 grit. At this point, either a DA (dual action) sander, a vibrator sander, or a long board air sander can be used. The long board air sander works great for long flatter surfaces. Before sanding spray on very light coat of black rattle can spray paint. This fogged layer will be your guide coat to sanding. As soon as the black paint is sanded off, you will know you have sanded enough. Sometimes you will sand through the primer layer before sanding through the guide coat, this is typical and OK. These low spots will be filled with another coat of body filler or if they are very small or shallow, the next coat of primer might fill them.

## PRE-COLOR PRIMER STEP

After sanding the second primer layer, the second layer of primer is applied. Clean the entire section or panel to be painted. Use the same process to mix and spray the final coat of primer. Apply the primer to the repaired areas and the whole panel if necessary. Put on at least two thick

layers and more in areas the still have imperfections. Remember to clean the gun with Acetone right after you are done.

## PRE-COLOR SANDING STEP

At the start of this step spray on very light coat or fog of black rattle can spray paint like the first primer step. For this sanding step, a finer paper is used typically 320 grit. Again, a DA (dual action) sander, a vibrator sander, or a long board air sander can be used. Another option is to use 320 grit-wet paper. Wet paper is used with water to remove the dust particles, wet sanding takes a little longer but usually give better results. After all or most of the guide coat is sanded off, you can move on to adding the color.

## COLOR SPRAY STEP

Before you spray the color layer, it is important that the surface be clean. The final surface can be cleaned with a wipe down of lacquer thinner of a good wash with soap. After the panel has dried, it is important to blow off and wipe down the panel with a tack rag. This will remove dust a particles that might remain. After the panel is dry and clean, you can start the paint process. The best place to paint is in a clean room but good results can be had outside or under cover of an overhang. If painting outdoors is best to not paint in direct sunlight or when it is windy. Now it is time to mix up the paint to the manufacturer's specifications, put on a mask and start laying down the paint layer by layer. Put as many layers as necessary to get full coverage. If you plan to color, sand and buff the panel to get the best finish, consider adding an extra layer of paint. Be sure to clean the gun after use. If you do not plan to color sand and polish then all you are done.

## COLOR SANDING AND BUFFING STEP

If you are looking for the show or best looking paint at the track, you will want to color sand and polish the panel(s). The first step in this process is to wet sand the panel with 1500 grit paper. This paper removes, roughness, and imperfections in the paint. After sanding with this very fine paper, you will need to polish the panel. Use a slow speed rotary, not vibrating, polisher with rough polishing compound like 3M 5955 to get the best finish. It will require 2 to 3 applications of the rubbing compound to get the fine scratches from the 1500 grit paper removed. After the scratches from the 1500 are removed from the entire panel a final pass of a fine or glaze polish will get out the swirl marks out. At this point, you should have a high gloss finish ready for your favorite wax.

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Greg Powell at Speed



Joe Conte's 1968, Group 10, Sunday Pre-reunion Practice

## ROLEX MONTEREY MOTORSPORTS PRE-REUNION & REUNION

AUGUST 13 & 14, MAZDA RACEWAY LAGUNA SECA

BY STEVE JAROCH

*Back to back weekends featured the 100th anniversary of BMW and, as with all “pro” events, I was behind the wheel of “Rollback One” joining the Emergency Crew for six days of vintage automobile racing.*

Saturday morning had practice sessions for eleven different run groups ranging from 1947-1955 Sports Racing and GT cars through 1981-1991 FIA/IMSA GTO and GTP cars and everything in between. The only action I saw during the morning sessions was during the Group 7, 1973-1981 FIA, IMSA, GT, GTX, AAGT, GTU/GTO, when the #153, 1976 Chevrolet Corvette, of Mike Thurlow from Kingsburg, CA., required a flatbed tow. The afternoon had all eleven groups having their

first of two races of the weekend. During the group 2 race, which were 1955-1962 GT cars, the #74, 1961 Ferrari 250 GT SWB of Ned Spieker, of Menlo Park, was in need of my services, which would be the only tow I had the entire afternoon. (Glad I brought a book.)

That evening James and Jodi provided the workers with garlic buttered chicken, Mississippi Mud potatoes, creamy basil carrots, salad, and dessert. Yummy, to say the least.

Sunday had the same practice sessions as the day before and had no major issues. In the second race for group 2, Carlos Martinez de Campos, from Madrid, Spain, would have his #61, a 1962 Chevrolet Corvette, taken back paddock. In the group 5 race, 1961-1966 GT cars under 2500cc /

1966-1972 under 2-Liter Trans-Am cars, Steven Lawrence, from Alamo, suffered the same fate with his #17, 1966 Lotus Cortina. Late in the group 8 race, 1963-1974 USRRC & Can-Am cars, the #26 of Edith Arrowsmith, from Fallbrook, had a tire blow in T10, in her 1965 McLaren-Elva Mk1A. Group 9, 1970-1984 Sports Racing cars under 2100cc, had the #34 of Dean Meiling, from Incline Village, Nevada, requiring my services for his 1971 Chevron B19.

The above incidents did not include the numerous flat tows and lift tows performed by Tow 1, (Mike Cantu, Seth Reid, & Jake Graham), Tow 2, (Rick Bynum & Ray Sizer), Rescue 1, (Bob Heisig & Jeff Olinger), & Rescue 2, (Karen Cantu, Dale Hoag, & Michael Ryan Cantu). The Emergency Dispatch duties were handled by Josh Lanners.



Pre-Reunion Group 9 Race, Turn 5 Parking Lot



Friday Reunion Group 5B Practice

Reunion Weekend, August 18-21, Mazda Raceway Laguna Seca

Thursday had practice/qualifying sessions for groups 1A through 8A and groups 1B through 7B. Group 2A, 1955-1961 Sports Racing cars

over 2000cc, had Al Arciero, #9, out of Foothill Ranch, required his 1958 Lister Knobbly to be transported to the back paddock. The same would go for Steve Walker, #38, from Amity, Oregon, in his 1960 BMW 700 Coupe, in group

3A, 1955-1962 GT cars. In group 8A, 1966-1972 Trans-Am cars, Robert Canepa's #81, 1970 Mustang Boss 302, had issues exiting Turn 3. During the lunchtime Demonstration laps, Professional driver, Bill Auberlen, put his car, #39, 1966 McLaren F1 GTR, in the T2 gravel trap. Jesus Martinez, "Rollback Two" driver, transported the #49, 1963 Thewes Porsche Special of Los Angeles resident, Pen Pendleton, before mechanical issues would plague his truck for the remainder of the weekend. Pen was in group 2B, 1955-1961 Sports Racing cars under 2000cc.

After the day ending checkered flag it was time for the Annual Participant Welcome Party, with the theme of "Oktoberfest". The festivities were catered by Michael's Catering and the array of food was fantastic!

Friday consisted of the same practice/qualifying sessions with the same groups as on Thursday. During the group 5A session, 1963-1968 USRRC & Can-Am cars, Tom Farrington, El Cajon, had to have his #93, 1963 Elva Mk VII transported to his paddock space. And, again, the only other



Saturday Reunion, Turn 11, Broken Axle, Wooden Spokes



1972 McLaren M8. Group 8 Sunday Morning Practice



Last Transport of the Weekend, The Display Car



Sam Smith's 1970 BMW Alpina 2002 ti in Group 3B Second Race, Reunion



Bill Cord's 1976 March 761 Formula One hit from behind on the way to Turn 6

tows were handled by the other Emergency vehicles. (Very quiet day, the way we like it.) The tow crew had Bob Groth joining them for the weekend and Mike Short took over the dispatching duties, as Josh moved back on one of the tow trucks.

Once again, the workers were treated to another awesome spread by Jodi's crew. Apple butter pork loin, rice pilaf, Italian zucchini, salad, and dessert.

After the Saturday morning "Trackside Breakfast", it was on to a full day of races. Sixteen races, two each for groups 1A through 8A. In the 3A, 1955-1962 GT cars, the #444 of Terry Sullivan from Monte Sereno, had his



Reunion Friday Group 7A Practice, Scott Drnal's 1974 Shadow DN4

1958 Denzel 1300, brought back to his paddock space.

A number of our Club racers participated in the weekend event but the one that was "out of his element" totally had to have been Spec Miata driver, Greg Powell, out of Oakland. He pulled the #16, into Turn 5 during the group 1A afternoon race for Pre 1940 Sports Racing & Touring cars & 1927-1951 Racing cars, in a 1935 Riley-Ford Champ car, suffering from ignition and carburetor problems. I was shocked when he removed his helmet. (He will be back behind the wheel again with the SVRA group as part of the Coronado Fleet Week.) He had gotten a call from car owner, Dale J. Barry, just two weeks before the event and was asked if he wanted to drive. Well, what would your answer be? DAH!

The second race for group 4A, 1973-1981 FIA, IMSA GT, GTX, AAGT, and GTU cars had Alan Terpins's #01, 1975 Porsche Carrera RSR 3.0, needing a transport. He hails from Sao Paulo, Brazil. In the second group 5A race, Davis Jacobs, from Boulder, Colorado, needed his #98, 1966 Lola T70, removed from T1.

Volunteer worker dinner for the evening consisted of Tri-Tip, Garlic mashed potatoes, fruit compote, salad, & a birthday cake to celebrate Pit Marshal, Lee Ellis's, 80th!

Sunday morning had group 6B driver, Frank Zucchi, #86, 1965 Ford Mustang, pull off in the hole at T11, with a blown engine. He hails from Livermore. The group consisted of 1963-1966 GT cars over 2500cc. In the second race for group 2B, 1955-1961 Sports Racing cars under 2000cc, Edward Nigro's #2, requiring a transport of his Las Vegas, Nevada based 1960 Lola Mk1. The final trip to the back paddock was for car #95 in group 5B, 1981-1991 FIA Manufacturers Championship; IMSA GTO/GTP cars. It was a 1989 Nissan IMSA 240SX piloted by Philip Mendeloditz, out of Tarzana.

I received one final request after the event had concluded, which was to transport the "Display" car off the podium at the top of the entrance to Mazda Raceway Laguna Seca down to the Skip Barber garages in the paddock. Thanks for the assistance, Mike Cantu, Michael Ryan Cantu, & Jeff Olinger.

Next up, for me, is back in the driver's seat at the Road to Indy event, September 9th, 10th, & 11th



Spec Miata Driver, Greg Powell



## ANOTHER STEP UP FOR PRO RACER-EDGAR LAU

*As you might have read in a recent issue of The Wheel, Edgar started in the San Francisco Region a little over five years ago. He left the Course Marshal crew to join us in Announce before pursuing his goal to become a professional race car driver.*



**SEPTEMBER 2-4, 2016 IN EDGAR'S OWN WORDS:**  
Here is a recap of the week.

This was a last minute deal to fill in for a driver in the final round of Asian Le Mans Sprint Cup in a Ligier JS P3 LMP3. I got notice the Sunday before the race weekend and only confirmed the deal on Monday evening. The weekend started with two test sessions shared with my co-driver Yoshiharu Mori on Thursday morning at the Malaysian F1 circuit Sepang International Circuit.

First impression of the car was that there is no doubt it drives like a formula car. The downforce is comparable to a Formula 3 car although the LMP3 weighs significantly more at 950kg and is powered by a 5.0L Nissan Nismo VQ50 V8 engine rated at 420hp.

The weather had been very unstable but it hung on just enough for us to have all sessions in the dry. The main theme of the weekend was learning how to work with a downforce car. It is definitely a different animal compared to a touring or a GT car. Driving and getting used to G-forces you have never experienced before was challenging. The G's went up to around 2.2 to 2.3G's in a 4th gear corner. It felt like I was going to fly off the track for sure yet the car was actually on rails and at the same time you still had some margin to push the car.

I improved a second each session with the help of data analysis with the team and our ace driver, also the record holder of Le Mans Prototypes at Sepang, James Winslow. The multi F3 champion was a cool guy and answered every question I had. At the end, our car qualified 3rd for both races that weekend on Friday evening.

Saturday morning, there was a torrential shower as you would imagine in the tropical latitudes. Things got complicated from there because 30

minutes before the pit opened up for grid, the rain had stopped and the sun shone through. We were prepared to go out on wet tires with a last minute setup change to the car to compensate which was when trouble hit. The alignment tool got stuck to the chassis, the team had to saw it off and by that time the pit lane was closed and I had to start from pit lane for the race. But with that extra time, we realized how fast the track was drying so we opted for slicks while most people on grid were still on wets.

I took the first stint in the hour long sprint race. The first couple of laps were tricky driving on slicks on a damp track. Fortunately, the rain setup on the car took some of the burden off and I was able to get up to speed in 3 laps. It was a consistent measure of how much I could push the car to the limits as the track dried and I made it up to 3rd place

when I handed the car over to my co driver Yoshi at the 30-minute mark. He then made up the remaining spots and came home in first place! Everyone was surprised by our pace and of course the result we got starting from pit lane.

Sunday's race went closer to our plan though. Yoshi started the car in 3rd and I finished the race in 2nd while matching the pace of James to the thousandth of a second. With James taking the win, he made up the points deficit to win the driver's and team championship.

All in all, it was a very successful and positive weekend. I have learned a lot while adding the title of being an Asian Le Mans Sprint Cup race winner to my resume. Now I hope I will be competing in the Asian Le Mans Series and fight for the invitation to Le Mans 2017.

Thank you again to everyone's support and special thanks to you, Steve for the continued support!



#32 Jeffrey Cook leads a large pack of SRFs. Photo by Chuck Koehler.

## FULL BODY CONTACT SFR NEWS

BY BRUCE RICHARDSON

With the end of the season nearing and with only one race weekend left we are planning for next year. We plan to run most if not all of the West Coast Majors with the goal of supporting drivers on the Road to Indy. We will be making the trip to Indy and will have space for all drivers that want to go. We also will be offering something unique in the levels of support.

### ENTERPRISES UPDATES

**BRAKES** - New SRF Wilwood calipers and brackets are in development. SCCA-E is testing the Wilwood production brakes and still need to clean up a few issues but they look and work well. The brake package should be good to go in 4th quarter.

**CLUTCH UPDATE** - The clutch is being made now and will be available in 4th quarter. It should solve most of the current tranny problems.

**WEIGHT** - Over the last few months Enterprises has been looking at the minimum weight limit for the Gen 3. After taking data and talking with racers the Gen 3 weight will remain at 1,560 lbs.

### INDY RUNOFFS

We plan to offer three levels of service to drivers that are interested in going to the Runoffs an Indy. We will have cars to rent, arrive and drive service, and transportation plus packages. We will also help you develop a plan to give you the best chance to qualify.

**THE 1ST OPTION:** the rental package is the classic "we own the car, we take care of and cover all maintenance, and you just show up and drive."

**THE 2ND OPTION:** Arrive and Drive is when you own the car, we take care of all maintenance (you pay for the parts and service), and you show up and drive.

**THE 3RD OPTION:** Transports Plus - we will transport your car, have tools available, bring all spare parts, and only support you if necessary. You will be responsible for your car. One hour of support/labor will be included, but any maintenance or support beyond one hour will be charged at standard rates.

Before the end of the year we will have the cost for all three options published on our website. If you have interest in any of these options please let us know so we can be sure we have space for all drivers.

### ACCELRACTEK REWARDS COMPETITION

In thanks to our customers, AccelRaceTek has added a rewards competition with a purse of \$1,000 for qualified drivers. The SFR points for the last two race weekends will be added and the top finishers will receive prize money in the amount of:

PLACE IN POINTS	GEN 2	GEN 3
1st	\$250	\$250
2nd	\$150	\$150
3rd	\$100	\$100

To be eligible you must be a driver and customer who purchased services or parts over \$200 from March through September 2016. To be eligible only purchases direct from AccelRaceTek apply and not purchases through prep shops or distributors.



1934 Packard 1104 Dual Cowl Phaeton Super 8



1929 American LaFrance Fire Engine



1940 American Bantam Roadster

## FERNDALE CONCOURS ON MAIN 2016

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

*The First Annual Ferndale Concours on Main was held on Sunday, September 4th on Main Street in downtown Ferndale. The entire City of Ferndale is on the National Register of Historic Places. Ferndale The Victorian Village™ aptly describes the well preserved homes and businesses of the community. The SCCA SFR Concours d'Elegance Chapter Board accepted the Ferndale Concours this year even though it was not held on a lawn in recognition of the elegance of Main Street as a venue for their first Concours d'Elegance. There were 23 entries in 7 classes. City officers, The Chamber of Commerce, The Humboldt Lodging Alliance, and numerous local businesses were highly supportive of Pat Wille, Executive Director, in bringing the show to fruition. We look forward to their 2nd Annual Concours on Main in 2017.*

### THE 2016 CLASS AWARD WINNERS

Class: American Classics  
**2nd** 1937 Packard 1508 LWB Club Sedan—John and Nancy Van Speybroeck  
**1st** 1934 Packard 1104 Dual Cowl Phaeton Super 8—Larry and Susan Nannini

Class: American  
**2nd** 1964 Shelby Cobra 289—Gordon and Sandy Gimbel  
**1st** 1964 Ford Mustang—Dr. Gary Cotton

Class American Sports 1940-1950  
**1st** 1940 American Bantam Roadster—Peggy and David Douglas

Class: Jaguar  
**2nd** 1977 Jaguar XJ6C—Michael Pomtetta  
**1st** 1964 Jaguar E-Type Roadster—Jim Brown

Class: Foreign Sports  
**2nd** 1965 Sunbeam Tiger—Kris Luiz  
**1st** 1957 Triumph TR-3 Roadster—Dr. Randy Lacy

Pat Wille, Executive Director and Ed Gilbertson, Grand Marshal, [Photo ID] were emcees for the day.



Class: Foreign Sports 2  
**1st** 1964 Alfa Romeo 2600 Touring Spider—Robert Yeager

Class: Ferrari  
**1st** 1984 Ferrari 308 QV GTS—Kevin Enderby

### THE 2016 SPECIAL AWARD WINNERS

Ferndale Chamber of Commerce Award  
 1964 Ford Mustang—Dr. Gary Cotton

Humboldt Lodging Alliance Award  
 1928 Pierce Arrow Series 36 7-Passenger Touring—Dave White

Sid Colberg Award  
 1956 Oldsmobile 88—Paul Turkovich

Grand Marshall Award  
 1941 Willys Speedway Coupe A-Gas—Jack Warren

Honorary Judges Award  
 1929 American LaFrance Fire Engine—Ferndale Fire Department

Best of Show Award  
 1934 Packard 1104 Dual Cowl Phaeton Super 8—Larry and Susan Nannini



1928 Pierce Arrow Series 36 7-Passenger Touring



1964 Alfa Romeo 2600 Touring Spider



1941 Willys Speedway Coupe A-Gass

# BRIAN MCCARTHY

BY BLAKE TATUM



*Brian McCarthy, the Area 9 National Director, passed away suddenly from cancer on September 24. Brian was an avid Formula Vee racer, and was always the champion of the budget racer.*

He grew up in Reno, Nevada. His parents were entertainers with musical and dancing talent. None of which Brian inherited. Brian was more of the analytical type and took a liking to accounting.

At an early age Brian developed an interest in auto racing even though no one in his family had that type of background. His interest was so keen that one time he traded a horse for a go-kart.

Brian served his country in the United States Air Force and specialized in instrument repair. Part of his duties was to go up in the helicopters after the repairs were carried out. Needless to say Brian survived three crash landings during these test flights.

He attended California State University at Sacramento where he graduated with a Bachelors of Science degree in business with a focus on accounting.

Sacramento ended up being the ideal location for Brian where he put his accounting talents to use at America Whole Foods and Blue Diamond Almonds. Once he retired he ran BRM motorsports out of his shop in Sacramento.



His analytical abilities played out well for him in his racing career. He designed and built his own racecar that fit him like a glove. It was always frustrating racing with Brian because the design of his car did not promote drafting. Unlike most Formula Vees Brian was able to drive away from his competitors. His ability to extract horsepower out of a Formula Vee engine and his ability to drive led him to numerous track records and a June Sprints victory.

Brian was a strong supporter of the club and

served as the Area Nine National Director for two terms. If he had an opinion he certainly would voice it, but at the same time he would listen to what the opposition had to say.

Brian is probably most famous for his two heart attacks. Both happened while Brian was behind the wheel of his racecar. The first one ended with an off in turn seven at Thunderhill. The second ended when he self-reported to pit lane at the Road America medical station. After receiving a new stint Brian drove home by himself from Wisconsin.

Brian believed in volunteering at the local schools, helping the under privileged kids with their studies.

He was particularly concerned about the kids that grew up in single mother households.

Ever since Brian was a young man he had a dog as a constant companion. His first dog was an Irish setter, who went everywhere with him except on his motorcycle. As Brian moved to a suburban location he adopted Boston terriers from the

local animal Shelter. Again his Boston Terriers went everywhere with him even on long trips to Oregon to visit his Sister Micha. His last dog, Bella, was by his side when he passed.

Brian did not want a service. His sister is going to spread half his ashes on top of a hill in Oregon where he always wanted to build a house and his friend Rob Shaw is going to spread the other half

at Turn five at Laguna Seca. Brian introduced Rob and his wife to each other at that turn.

The Formula Vee community will have a gathering in the paddock at the October 21 finale, where everyone in attendance will have one final rum and coke in Brian's honor. Good bye good friend, your memory will last forever.

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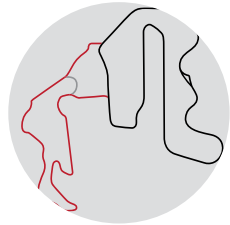
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# THUNDERHILL REPORT

BY DAVID VODDEN



*Well, we are about to end another season of road racing under the banner of the San Francisco Region of the Sports Car Club of America. Time marches on. The final race of the year will take place at everyone's favorite road course, Thunderhill Park.*

Hopefully that is a few weeks off and you still have time to enter and be a part of history. For some this final race of 2016 will result in the realization of a driving championship after a season of racing with fellow competitors in a specific class. Notwithstanding the difficulty of the class you are in, some podium finishes in points at year end are equally significant. For the runners-up in these classes, I suspect that there is a burning drive and a strategy in the works to be that class champion when the 2017 racing season reaches this point in twelve months.

Being a racing champion is a big deal. Over the 60-plus years that our Club has recognized racing champions, many of those drivers have gone on to greatness in auto racing. One or more of the 2016 champions may do the same.

When this all started in the early 50's, our racers were pure sports-car people. Membership in the "Sports Car Club" required a blessing from a board selected to say yea or nay to drivers joining our ranks. Oval track guys, the untested and unknown and some known drivers regarded as barnstormers, were denied access. They called it "black-balling".

With the introduction of Improved Touring cars in racing; the requirement of SCCA membership to participate; and the general dumbing down of the high-brow nature of European-style road racing on the American scene; things changed. The IT form of racing attracted a different class of racer. Production classes abandoned the pedigree nature of foreign made sports cars and so it went until today we have Spec Miata. Thank god for Spec Miata. It is the life blood of our Club and many others as it offers cheaper racing for less refined racers who have learned to road race in the style of NASCAR. Not bad unless you remember the good old days and somehow believe that those good old days could actually exist in today's world. They could not for more reasons than space here allows me to explain.

SFR/SCCA road racing is good and it still offers major rewards for the kind of people that like to take risks, compete in high-stakes games and win. Winning is what racing is all about and we create a pretty neat playing field for that reward opportunity for all who participate. Has that changed? No, not really. The drive to compete remains strong. The demand is there. Only the interpretation of how this should come about presents problems. When you cannot see what the future demands from its racing offerings you offer the wrong things. You try to hold on to the past, avoid upsetting old friends and key people and you defer to status quo as the world you cherish begins to crumble. I was told that Nero played the fiddle while Rome was burning but that is not the case here. We recognize that our old ways and old members and old classes and old in general, is not attractive to the new, the young, the next generation of men and women who will carry our club into a world. I wonder

sometimes if that is all that is holding us back? By "that" I mean the reasons we are not attracting new, excited, highly motivated, young racers to our club.

If this were an airline and we were the stewards and stewardesses would we still be serving the clients we hoped to fly with us? I think not. There are many examples of this situation in business. If we are to embrace the young racers that today fill the small circle tracks, drag strips, skid pads and other race places, maybe we just need to get some young leadership and young, good-looking greeters and some Millennial officials. Why not? We all want this to work. Otherwise all that we have done for these 60 plus years could go up in smoke.

Speaking of Smoke, do you think some drivers stay around too long and impact their legacy's in a bad way? Tony Stewart? What's the difference for us other than the number of people and the magnitude of the negative-impact? Think about this. If we want new people in our club we need to reach out to them with people of like minds, like experiences and like values. We are the past and the past belongs in the past and on DVD's about history for the young folks who want and need to do it their way. Ever raise a child? I rest my case.

The October 21 and 22 final race event will take place on Friday and Saturday and skip Sunday so that the Reno Region van take over the three-mile course for an event of their own making. Even with the great racing and the title fights on the line, the big deal over the weekend will be the fun party on Saturday night at the Willows Memorial Hall. There we will honor the 2016 driving champions in a big way and recognize some of our volunteers who have also distinguished themselves in service to the racers and the Club. Added to all this there will be San Francisco Region Hall of Fame Inductions adding to the celebration and fun.

Remember, you get from all this in accordance with that which you give. Meeting more SCCA members, attending events like this where you can see you track friends in a social environment, all add to the value you receive. Make new friends. See what the guys whose names you have heard non-stop on the track PA, look like. Meet their families and find common ground upon which to build meaningful and lasting friendships. Plan now to race at the final Club event in October at Thunderhill. Come test on Thursday and make it a late season break from the routine of life.

Enjoy what gives you that most rare sense of personal value and achievement and come to Thunderhill. Finally, do not miss out on the Saturday night party. You will end your race season on a high note and realize just why you do what you do in order to be among those who are racing champions on and off the track. See you there.

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6. Total Paid Distribution (Sum of 6a, 6b, 6c, 6d, 6e, 6f, 6g, 6h, 6i, 6j, 6k, 6l, 6m, 6n, 6o, 6p, 6q, 6r, 6s, 6t, 6u, 6v, 6w, 6x, 6y, and 6z) 2671 2666

7. Total Paid Distribution (Sum of 7a, 7b, 7c, 7d, 7e, 7f, 7g, 7h, 7i, 7j, 7k, 7l, 7m, 7n, 7o, 7p, 7q, 7r, 7s, 7t, 7u, 7v, 7w, 7x, 7y, and 7z) 2671 2666

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16. Total Paid Distribution (Sum of 16a, 16b, 16c, 16d, 16e, 16f, 16g, 16h, 16i, 16j, 16k, 16l, 16m, 16n, 16o, 16p, 16q, 16r, 16s, 16t, 16u, 16v, 16w, 16x, 16y, and 16z) 2671 2666

17. Total Paid Distribution (Sum of 17a, 17b, 17c, 17d, 17e, 17f, 17g, 17h, 17i, 17j, 17k, 17l, 17m, 17n, 17o, 17p, 17q, 17r, 17s, 17t, 17u, 17v, 17w, 17x, 17y, and 17z) 2671 2666

18. Total Paid Distribution (Sum of 18a, 18b, 18c, 18d, 18e, 18f, 18g, 18h, 18i, 18j, 18k, 18l, 18m, 18n, 18o, 18p, 18q, 18r, 18s, 18t, 18u, 18v, 18w, 18x, 18y, and 18z) 2671 2666

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21. Total Paid Distribution (Sum of 21a, 21b, 21c, 21d, 21e, 21f, 21g, 21h, 21i, 21j, 21k, 21l, 21m, 21n, 21o, 21p, 21q, 21r, 21s, 21t, 21u, 21v, 21w, 21x, 21y, and 21z) 2671 2666

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30. Total Paid Distribution (Sum of 30a, 30b, 30c, 30d, 30e, 30f, 30g, 30h, 30i, 30j, 30k, 30l, 30m, 30n, 30o, 30p, 30q, 30r, 30s, 30t, 30u, 30v, 30w, 30x, 30y, and 30z) 2671 2666

UNITED STATES POSTAL SERVICE - (All Periodicals Publications Except Requester Publications)

**The Wheel** September 2016

1. Total Paid Distribution (Sum of 1b, 1c, 1d, and 1e) 3000 3000

2. Total Free Distribution (Sum of 2a, 2b, 2c, 2d, 2e, 2f, 2g, 2h, 2i, 2j, 2k, 2l, 2m, 2n, 2o, 2p, 2q, 2r, 2s, 2t, 2u, 2v, 2w, 2x, 2y, and 2z) 2661 2666

3. Total Paid Distribution (Sum of 3a, 3b, 3c, 3d, 3e, 3f, 3g, 3h, 3i, 3j, 3k, 3l, 3m, 3n, 3o, 3p, 3q, 3r, 3s, 3t, 3u, 3v, 3w, 3x, 3y, and 3z) 2671 2666

4. Total Paid Distribution (Sum of 4a, 4b, 4c, 4d, 4e, 4f, 4g, 4h, 4i, 4j, 4k, 4l, 4m, 4n, 4o, 4p, 4q, 4r, 4s, 4t, 4u, 4v, 4w, 4x, 4y, and 4z) 2671 2666

5. Total Paid Distribution (Sum of 5a, 5b, 5c, 5d, 5e, 5f, 5g, 5h, 5i, 5j, 5k, 5l, 5m, 5n, 5o, 5p, 5q, 5r, 5s, 5t, 5u, 5v, 5w, 5x, 5y, and 5z) 2671 2666

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Submit your ad by email to editor, Blake Tatum: wheel@sfrscca.org

## SPEC RACER FORD



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



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



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

## FORMULA CARS & SPORTS RACERS

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



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

## FORMULA VEE



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

## SOLO RACER & TRACK CARS



Prepared-class Autocross car for sale. Well built, but needs suspension development. 1994 Camaro "Convertible", with Autocross cage.

"Brand New" Paul Caseles-built 302" (3.0" stroke) L98-style motor. AFR Aluminum heads, Gromm ported - Holley Double-pumper. Roller cam, Canton pan. (~450+HP) MSD. Lakewood scattershield/bellhousing, Centerforce Clutch, Super T10/Hurst. 3.73 w/ Auburn posi Koni coilovers, 2002 Brakes front/rear. 16" Real 3-piece wheels. Herb Adams Torque arm. All Autometer gauges. Kirkey seat. Rear Battery, Electric water pump. Perfect Red paint. Upper-half finish at my first SCCA Solo 2 Nationals! \$6000 - Many spares/alternatives. More Photos if desired: Email to: [sethracer@aol.com](mailto:sethracer@aol.com). Seth Emerson - San Jose, CA (408) 247-2237 1600



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



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



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

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

Additional ducting for front brake cooling. Partially stripped interior. Many extras. [https://docs.google.com/document/d/1CeJOr\\_QLHOvkEbUe61Mx8qnUAh-7buL09F1-Y\\_kCCbGg/edit?usp=sharing](https://docs.google.com/document/d/1CeJOr_QLHOvkEbUe61Mx8qnUAh-7buL09F1-Y_kCCbGg/edit?usp=sharing) for full details and pictures. [bryn.dole@gmail.com](mailto:bryn.dole@gmail.com), 650-224-5029 1605



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



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

## GT/PRODUCTION RACER



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



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



2005 NISSAN 350Z GT-3 or GT-2 Built by Ken Murillo on a Neely/Murillo chassis. 2 Runoffs wins, 3 podiums, 4 poles in GT-3, 1 pole in GT-2. It is race ready with current annual tech good till May 2017. Hewland trans newly rebuilt, Speedway Mini Stock newly rebuilt. Two KA24DE engines, new spare Speedway Supermax, 3 sets of rims, new cool suit not installed. Contact: John 530-412-0649 [jblacksrf17@hotmail.com](mailto:jblacksrf17@hotmail.com), \$32,000 1600



2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX "Wonderbread" Car. Square tube chassis, Lotus link, flat floor, driver's side exhaust, Rebello 2015 Spec KA24 3-Valve motor, 32mm SIR, built NEW for the 2014 Runoffs on a virgin block and crank (all new parts with the absolute latest trick internals, engine and chassis dyno tuned). Completely sorted, 3rd Place finisher at the 2014 Runoffs, 2014 NORPAC Division GT-3 Championship, 1997 NASPORT Championship and current lap record holder at the Thunderhill "new" 5 mile course and previous lap record holder at the Thunderhill 3 mile course. PRICE REDUCED - INQUIRE - Includes 2 motors, 3 sets of wheels, extra carbonfiber body parts, 24' Haulmark

enclosed trailer and spares. With 19 years of continuous development and more than \$125,000 invested, this is a winning car! Call or e-mail me for a complete spec sheet and photos. Chuck McKinney (510) 812-1140 [chuck@amtmetals.com](mailto:chuck@amtmetals.com) 1602



T1 2013 Ford Mustang Boss R Fastest T1 Mustang on the West Coast. Ford Factory Built Race Car. New Huf-faker Motor with zero hours, New Dry sump system, New fuel cell bladder and pumps, complete Cortex Extreme Suspension with JRI double adjustable shocks. This car has the best of the best! Call for more details.

Darrell Anderson, American V8 Supercars 510-928-2423 1602



Spec Mustang/T2 Mustang. New build by American V8 Supercars. Ran two races and a test. Car is ready to win a championship!! This car has the best of the best! We can also build you a car to your spec.'s or Rent you a Spec. Mustang for the season or a race weekend. Call for more details. Darrell Anderson, American V8 Supercars 510-928-2423 1602

## SPEC MIATA



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



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

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



1991 Seal Spec Miata For Sale. Chassis up build with all suspension parts new during build. Lots of thought went into this build with too much to list in the ad. Driven for two SFR region seasons and a clean SCCA Logbook. Sale includes a spare engine and transmission. Asking \$14,000 please email for details Graduate. [JoshuaFine@gmail.com](mailto:JoshuaFine@gmail.com) 1603



1999 Spec Miata - Nearly Race Ready. 1.8L / 5 speed / Torsen, Haag motor with only one break-in weekend, Team Dynamics race wheels w/ RA1s, Upgraded roll cage, Evil Genius exhaust, Kirkey 71300 seat, Advanced Autosports splined quick release, Renne metal ballast weights



and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013 Clear CA title with plate ñ drive it to the track! Extras! Stock wheels w/ new Dunlop Direzzas, Advanced Autosports fuel pressure regulator (2x), Lightweight tow hitch and ball mount. Fluids, filters, brake pads, restrictor plates, etc. Tim Ryan tim@seventhcircleaudio.com \$17,950 1803

## VINTAGE RACER

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

## IT/ST



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

## KARTS



TAG Parilla Kart for Sale. 2008 Rocket Kart RK2. 100cc Pirella tag motor. Micron 4 data acquisition. Extra seats. Never raced, very fast \$2500 Blake Tatum 209-403-2452 sfrwheel@gmail.com 1805

## STREET CARS

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



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

## TRAILER/TOW



2007 Pace Shadow Ramp Stacker, Bumper, Pull 3 Dexter 6k axels, all wheel brakes, 25 ft box, 5 ft tongue, Double side doors 58" w x 80" total, 20 ft awning, needs new cover, floor to ceiling 105", 81" between wheel wells, rear ramp 98" + 18" extension, 4" beavertail, includes new 5500w Generac portable generator. \$12,500.00 obo. Larry 707-462-9088 1810

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

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



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

Trailer, light and strong. 12' x 5' flat bed on an aluminum frame. long ramps with secure stowage. with a set of Willans tie down straps. \$800. johnhstreets@gmail.com. 650 704 9200 1805



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

## MISC FOR SALE

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

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



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

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



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

Have two trannies for sale one m21 muncie fine spline with shifter, one super t10 with out, make offer. also have 5 star fiber glass 4th gen camaro body was run as gt1 make offer. Don at 510 531 6632 disprace1@aol.com 1812

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

## SHOP/STORAGE SPACE

Garage Space Available at Thunderhill, located along the paddock, near AIM Tires. You would share space with two other cars, one car is unused/storage only, the other is Spec Miata. Garage is furnished with storage rack, fan, table/ coffee maker, fridge & tools. Plenty of

free space. Will consider track day or race weekend short-term rentals also. If interested, contact Al Gjedsted @ 415-694-8519 or alangj@comcast.net.

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

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

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

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

## SERVICES

Race Car Fabrication and Dyno Tuning Chassis Fabrication, Fiberglass, Custom Bodywork, Engine Building, Welding and Dyno Tuning. 925-455-1066 Hoover Chan HooverC@TurboHoses.com TurboHoses R&D 1509



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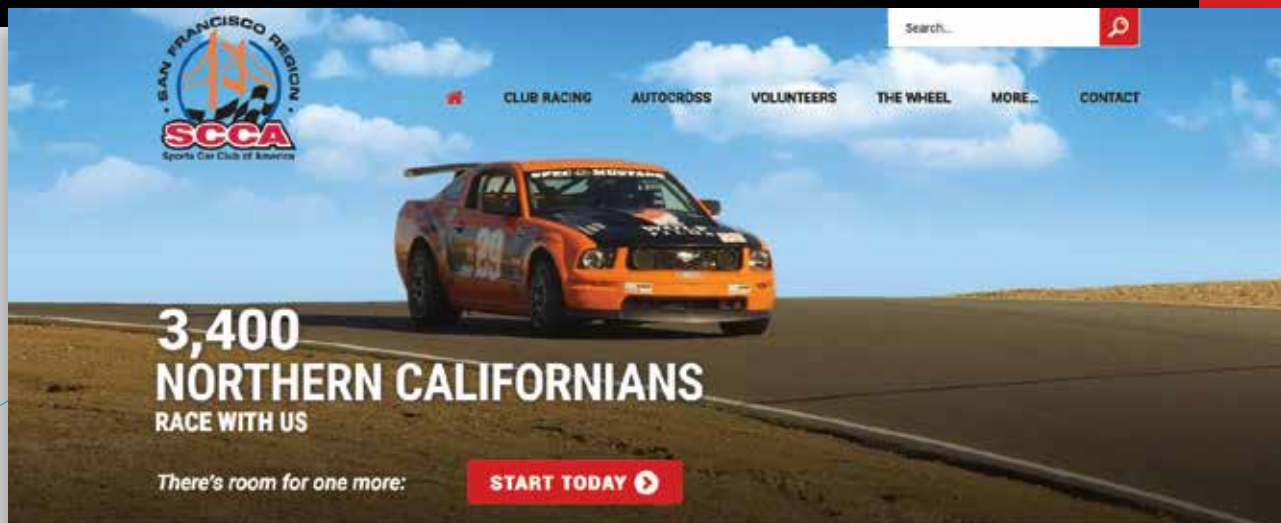
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