



The wheel®

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



SFR SOLO 10 & 11
p. 6

FRESNO SOLO 9, 10, 11
p. 10

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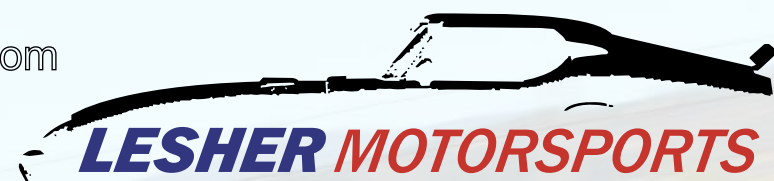
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NOVEMBER 2017

#33 Vic Pizzino, #77 David Depillo, and #24 George Kiblov
Above: Formula Continentals racing in group four

FEATURES

- | | | |
|-----------------------------------|------------------------------------|--------------------------------|
| 5 USPS The Wheel Circulation Form | 10 Fresno Scca — Rounds 8, 9, & 10 | 18 SFR Double Regional 11 & 12 |
| 6 SFR Solo Round 10 | 13 Sacramento Chapter Round 10 | 26 SCCA Road Racing Classes |
| 7 SFR Solo Round 11 | 14 Wheelworks | 28 Thunderhill Report |
| 9 SFR Election Results | 16 Notes from the Archive | |
| 9 Full Body Contact | | |

IN EVERY ISSUE

- | | | | |
|------------|---------------|---------------------|-------------------------------|
| 4 Calendar | 4 Travel Tech | 29 Race Car Rentals | 30 The Garage: Classified Ads |
|------------|---------------|---------------------|-------------------------------|

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

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CALENDAR

SFR Autocross Post-Nationals Schedule

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

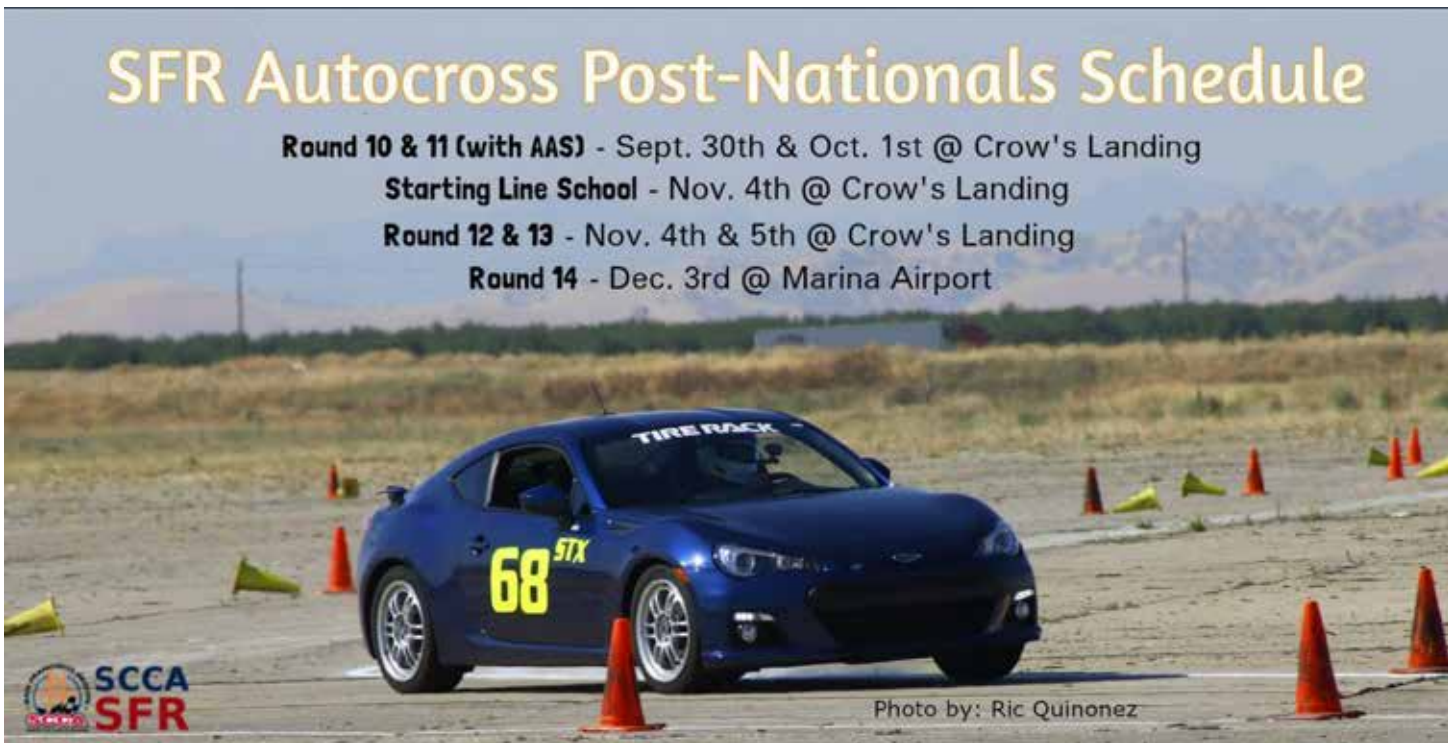


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SFR ROUND 10

A JOINT EVENT WITH AAS

BY RYAN PANLILIO

Round 10 of the SFR autocross was a joint event with American Auto-X Series (AAS) which was held at Crows Landing on Sept. 30, 2017.

Shelly Monfort led AS in a Corvette Z06. Ken Mollenauer came in second in a '07 Corvette Z06, with Stephen Hare rounding out the top three in his '03 Corvette Z06.

Justin Moore, in a '16 Ford Focus RS, finished in first place in BS over John Leckrone, who was also driving a '16 Focus RS. Carole Zepeda took first place in BSL over Jamie Leckrone, in a '16 Focus RS.

The all-Miata CS class was led by Mark Lewis in a '16 model. He was followed by Michael Butler, also in a '16 model. David Peterson rounded out the top three in his '16 model.

Mark Scroggs took first place in DS in a '16 Camaro. Annie Gill took second place over co-driver Ben Pullen, who finished third. Gill and Pullen were driving a '00 Honda Civic Si.

ES saw a podium filled with Toyota MR-S drivers. Tony Rodriguez led the class in his '03 model. Vernon Head came in second in a '01 model, with Rodriguez' co-driver Youmna Zalzal taking the last podium spot. Soyun Lee was the lone driver in ESL in a '00 Miata.

Jeff Wong barely edged out co-driver Nichole Wong for first place in FS in their Scion FRS. Gary Fazekas took third in his '12 Ford Mustang.

Yongzhe Wen, piloting a '13 Focus ST, took first place in GS. Wen was followed by Sean Anderson in a '15 VW GTI, with co-driver Al Anderson rounding out the top three.

John Subosits ran uncontested in HS in his '08 Honda Civic.

Porsche GT3s filled the podium spots in SS, with Scott Fraser taking the top spot in a '15 model. Karlton Lew came in second, also in a '15 model, with Monty Pack bringing up the rear in a '14 model.

Erika McKee and Alana McKee both ran uncontested in their classes. Erika ran in JA, Alana in JB, and the sisters shared a 1998 Emmick Kart.

BSPV saw Jeff Reeder take first place over co-driver Ken Reeder. The Reeders split time in a '64 Corvette.

Mary Pozzi solidified her spot in CAM by taking first place in her Camaro (-T). She was followed by Kenneth Allan Mitchell for second place in a Corvette (-S). Tom Smiley rounded out third in a Corvette (-S). Pilar Miranda came in sixth place in a '15 Mustang GT 350R (-C). Stacie Naumann took first place in CAM-L in a '66 Pontiac GTO (-T). Ingrid Ansell (-S) and Allison Gutile in a '92 Corvette (-S) were listed with the men's group and would have placed second and third, respectively.



The Andersons finished 2-3 in their GTI. Archived photo by Ric Quinonez



Isaac Acks takes first place in SM in his Lancer Evolution. Archive photo by Ryan Panlilio

Glenn Bennett, piloting a Mustang GT, took first place in STP over Tanya Krueger in second place. Krueger was driving a Camaro. John Fabela brought up the rear in his Mustang GT. Kim Jennings took the top spot in STPL in her turbo '14 Mustang. Colleen Echter finished in second in her Mustang GT.

Praneil Prasad took first place over fellow Miata driver James Laeno in STR. Prasad was in a '16 model. Monica Huang rounded out third in a '98 BMW M3.

Randy Krider held off a pair of hard-charging Miatas in his Honda Civic for first place in STS. Landon Kupfer took second place in his '99 Miata and Ben Jacobsen took third in a '90 Miata.

Dmitri Tsiouper took first place in STU over Hal Dorton, who finished second in a BMW M3.

The Tsang brothers continued their dominance in STX, with Justin taking first place. His brother, Mack, took second, with the Tsangs splitting time in a '13 Subaru BRZ. Erik Acks rounded out third in his '13 BRZ.

Brothers Barry and Steven Goldine split time in a '73 Super Vee (A-), with Barry taking first place in the M category. Steven took second place. Bill Charron took third in his Porsche 914 (E-). Dave Henry took fourth in his SuperLight (D-).

April Thompson ran uncontested in NS in a '17 Mazda 3.

Andy and Teresa Neidel McKee took first and second, respectively, in P category in their '93 Mazda RX7 (X-). Mike Sutton finished third in a '74 Mercury Capri (D-). Jesus Villarreal took fourth in his car (Europa? C-).

Isaac Acks led SM from his first run in his '06 Lancer Evolution. He was followed by Donald Lew in a '84 Supra, with Donald Lewis rounding out third in a Fiat 500. Lisa Gnesa ran uncontested in SML in a '09 Cayman S.

Steve Lau needed his last run to take first place in SP from a hard-charging Joel Villarreal. Lau was in a Porsche GT3RS (S-). Rob Boynton finished in third place in a '02 Porsche GT2 (S-). Eric Williams took fourth in his '87 Corolla FX16 (F-). Micah McElvay took fifth in his Miata (C-), while Darrell Moskowitz finished sixth in his Prelude (D-). Durk Edwards finished in eighth place in his '85 Corolla (O-). Tara Shapowal ran uncontested in SP in a GT3RS (S-).



Katherine Flater ran uncontested in DSL in a '13 FRS. File photo: Ric Quinonez.

CROWS LANDING HOSTS ROUND 11 OF SFR SOLO II SERIES WITH AAS

BY RYAN PANLILIO

Round 11 was held on Sunday, October 1, 2017, the second day of a joint weekend with the All-American Series, which was held at Crows Landing.

Glenn Bennett led a trio of Ford Mustangs in STP. Bennett was in a Mustang GT. Troy Jennings was a hair behind in his '12 model, with Leon Weinroth rounding out third in his V6 model. Kim Jennings beat out Colleen Echter for first

place in STPL. Jennings was in a turbo '12 Mustang.

Praneil Prasad was a full second ahead in STR in his '16 Miata over James Laeno, also in a Miata.

Randy Krider ran uncontested in STS in his 1989 Honda Civic.

Also running uncontested was Hal Dorton in STU in his BMW M3.

Justin Tsang barely edged out his brother Mack for first place in STX. The Tsangs split time in their '13 Subaru BRZ. Glen Anderson finished third in his '14 BRZ.

The Goldine brothers took the top two spots in M class in their '73 Super Vee (A-), with Steven taking first and Barry in second. Bill Charron finished third in his Porsche 914 (E-). Doug Hargrove took fourth (F-), while Dave Henry finished in fifth in a SuperLight (D-).

Dustin Yee ran uncontested in his '95 Suzuki Cappuccino in N class. April Thompson also ran uncontested in NS in a '17 Mazda 3.

Andy McKee took first place in P category over co-driver Teresa Neidel McKee. Tom Exley rounded out third place. The McKees and Exley were in a '93 Mazda RX7 (X-). Jesus

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Andy and Teresa McKee take 1-2 in XP in their RX7. File photo: Ric Quinonez.

Villarreal took fourth in his car (C-), while Dwayne Komush finished fifth in his Starlet (D-).

Isaac Acks led from his first run in SM in his '06 Lancer Evolution. Donald Lewis followed in his Fiat (-F), while Eric Gnesa finished in third in his '09 Porsche Cayman S (S-).

Lisa Gnesa had a comfortable lead in first place in SML in a '09 Cayman S (S-), over Alena Leeds in second.

Steve Lau was able to eek out first place in SP in a '11 Porsche GT3 RS (S-) over Alex Muresan, who was nipping at his heels. Muresan was also in a GT3 (S-). Tara Shapowal rounded out third in a '11 GT3 RS (S-). Eric Williams took fourth in his '87 Corolla FX16 (F-), while Dan Fellow finished fifth (O-). Micah McElravy finished in ninth in a Miata (C-). Darrell Moskowitz took tenth in his Prelude (D-) while Warren Chuong finished in eleventh in his WRX (B-). Daniel Stalcup finished twelfth (E-).

Manny Pretti needed his last run to take first place in BSPV in his Corvette. Jeff Reeder was a close second in a '64 Corvette, while Jim Barnes rounded out third, also in a Corvette.

Chris Cox piloted his '15 Mustang GT 350R (-C) to first place in CAM. Cox was followed by Manuel Ruiz for second in a Camaro(-T), while Kenneth Allan Mitchell rounded out third, also in a Camaro (-S). Stacie Naumann took first place in CAML in a '66 Pontiac GTO (-T). Ingrid Ansell came in second (-S), while Laura Gutile took third in a '92 Corvette ZR1 (-S).

Erika McKee and Alana McKee both ran uncontested in their classes. Erika ran in JA, while Alana was in JB. The sisters shared a '98 Emmick Kart.

Stephen Hare needed his fourth run to take first place in AS in his '03 Corvette Z06. Arten Rakhov finished in second in his '08 Corvette.

Carole Zepeda was the lone driver in BSL.

Andrew Kessel took first place in CS. He was followed by Mark Lewis in a '16 Miata, while David Peterson rounded out third, also in a '16 Miata.

Ben Pullen barely eeked out first place in DS over co-driver Annie Gill. They split time in a '00



Manny Pretti took first place in BSPV in his Corvette. File photo.

Honda Civic Si. Jonathan Stroud finished third in a '13 Scion FRS. Katherine Flater ran uncontested in DSL in a '13 FRS.

ES was an all-Toyota MRS podium, with Tony Rodriguez taking first place over co-driver Youmna Zalzal. They shared seat time in a '03 model. Ryan Cirillo rounded out third in his '01 model.

FS pitted a Camaro against a Mustang, with Bruce Hopkins taking first in his '14 Camaro. Gary Fazekas finished second in a '12 Mustang.

It was a battle of hot hatches in GS, with Youngzhe Wen taking first in a '13 Focus ST. Al Anderson came in second in a '15 a VW GTI, while Denny Laines taking third, also in a '15 VW GTI.

Joel Tan ran uncontested in HS in a '15 Chevy Volt.

Scott Fraser, piloting a '15 Porsche GT3, barely edged out Monty Pack for first place in SS. Pack was in a '14 Porsche GT3. Karlton Lew rounded out third in a '15 Porsche GT3.



Dustin Yee ran uncontested in N class in his Cappuccino. File photo: Ryan P.

2017 BOARD ELECTION RESULTS

With five Board candidates running, the results of the 2017-2018 SFR election for Regional Executive and Directors was eagerly anticipated. The highest vote count in years was recorded –

Elected: Regional Executive, Barbara McClellan

Elected: Three Board Directors:

Tim Sullivan, R.J. Gordy, Roger Eagleton

344 – with results as follows:

Vote counts:

Regional Executive, Barbara McClellan = 292

Directors:

Roger Eagleton = 187

R.J. Gordy = 234

Wilson Powell = 93

Tim Sullivan = 254

David Vodden = 157

New Directors were seated at the Annual Membership Meeting on November 11 at the Crowne Plaza Hotel in Concord.

FULL BODY CONTACT

BY BRUCE RICHARDSON, INDY RUNOFFS UPDATE FOR THE SPECRACER

SPECRACER ENTERPRISES & CSR NEWS

NEW AND IMPROVED RADIATOR – SCCA-E has a new and improved radiator. The Subaru Brat radiator that most people buy for their SpecRacer comes from many sources and some radiators have less cooling capacity than others. SCCA-E developed a new radiator custom to the SpecRacer Ford with about 20% higher cooling capacity to address this issue. The new radiator also does not have all the extra transmission cooling lines and it does not have a radiator cap. The New SCCA SRF radiator new part number is 480465 and the cost is \$205.00. The new radiator does require a different “Upper LH Baffle” part number 480464 and the cost is \$45.00. If your car is running hot you should consider upgrading to the new one.

GEN3 CLUTCH STATUS – The current clutch from SCCA-E is performing well and giving a good service life. The current Tilton organic clutch material disk is the only one available at this time. A new Gen3 Kevlar Sprung Hub Clutch Disc is being tested and so far has been working well. Stay tuned as we finalize this new clutch disc that we hope will be a long term solution to help reduce transmission and clutch disc failures.

GEN3 GEAR SETS – A second batch of straight cut gears are available.

RETURNING MOTORS – Any motors being returned for repair must have packing list documentation as to the reason for the return. The more information you can give SCCA-E the better. Please see repair form located at: <https://www.scca.-e.com/engine-rebuild-2>

BRAKES - The new Wilwood calipers have been approved for production. The new calipers are not currently available but should be available before the next season.

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Ferrari '62 250 GTO Recreation	Ferrari '66 275 GTB Alloy Long Nose
Ferrari '67 330 GTC	Ferrari '98 550 Maranello
Ferrari '78 308 GT4	Ferrari '72 365 GTC/4
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Jaguar '62 XKE Roadster	Lotus '64 30 Sports Racer
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FRESNO SCCA – ROUNDS 8, 9, & 10

ARTICLE BY KATHERINE FLATER

PHOTO CREDITS TO TEDDIE ALEXANDROVA, RICHARD JENSEN, AND ROSS ABRINA

Here are the results for events 8, 9, and 10! Season results will be published in December after the season finale and enduro on November 11 and 12, 2017. For general questions or feedback on our events, please visit our forum at fresnoscca.com.

EVENT 8 took place on July 29, 2017 at the Fresno Fairgrounds and was chaired by Ric Quinonez. Event results are as follows:

In BS, Leon Bennett placed first in his 2016 Ford Focus RS, while Larry Kirilin finished second in his 2008 Porsche Boxster S.

In CAM-C, Michael Gardner ran unopposed in his 2012 Ford Mustang GT 500.

In CAM-S, Bruce Cambern placed first in his 1966 Ford 427 Cobra, with Ryan Gutile placing second in his 1992 Chevrolet Corvette ZR1.

In CSP, Ming Tang finished first while Eric Gillis finished second, both

in Mazda Miatas.

In DS, Gorje Osuna took the top spot in his 2016 Subaru WRX, while Francisco Velazquez placed second in his 2011 Mazdaspeed3 and Leo Aguayo finishing third in his 2017 Subaru WRX.

In ES, Josh Cadiente placed first, Richard Cadiente finished second, and Dennis Feasel came in third, all in Mazda Miatas.

In FS, Keith Bullock ran unopposed in his 2014 Ford Mustang.

In FSP, Jensen Tang placed first in his 1986 Toyota Corolla, followed in second by Mas Vang in his 1994 Nissan Sentra SE-R.

In HS, Nathan Knnablian ran unopposed in his Toyota Corolla.

In Indexed class Paul Newton placed first in his 2013 Mazda Miata, followed in second by Ricardo Quinonez in his 2013 Scion FR-S, with Kurt Wong finishing third in his 2013 Scion FR-S.

In Modified class, Sanjay Singh ran unopposed in his 1964 Triumph Spitfire.

In Novice class, Daryl Farnstrom finished first in his Ford Mustang GT, followed in second by Jack Farnstrom in his Ford Mustang GT, with Leng Vang taking the third spot in his 2000 Acura Integra.

In OSP, Jason Hansen placed first over his co-driver Myron Ybarra, both in a 2006 Mitsubishi Evolution MR.

In Prepared class Louis Lira took the top spot in his 1965 Chevy Corsa, with James Cooly finishing second in his



Aaron Schroeder

Honda Civic and Jason Sith placing third, also in a Honda Civic.

In SMF, Ryan Zelinski placed first in his Acura Integra, Richard Jensen finished second in his 2004 Mini Cooper S, and Jonathan Solan took third in his 1995 Honda Civic Si.

In SSP, Gary McDaniel ran unopposed in his 2001 Chevrolet Corvette Z06.

In STP, Leon Weinroth took the top spot followed in second place by Jeffery Jantz, both in Ford Mustangs.

In STR, Ken Vaughn ran unopposed in his 1999 Mazda Miata.

In STS, Mike Hagerla finished first, followed in second place by Israel Arroyo. Both drivers were in Mazda Miatas.

In STU, Gareth Knnablian placed first in his 1995 BMW M3, while Victor Lara took the second place position in his 2014 Subaru WRX.

In STX, Tyler Bandy took the top spot in his 2013 Subaru BRZ, followed in second place by his co-driver Jonathan Cadiente. Abel Ojeda placed third in his Mazda RX-8.

TOP 10 PAX

1. STX Tyler Bandy, 2013 Subaru BRZ
2. STX Jonathan Cadiente, 2013 Subaru BRZ
3. IND-CS Paul Newton, 2013 Mazda Miata
4. STR Ken Vaughn, 1999 Mazda Miata Red
5. IND-DS Ricardo Quinonez, 2013 Scion FR-S
6. IND-DS Kurt Wong, 2013 Scion FR-S
7. FS Keith Bullock, 2014 Ford Mustang
8. N-FS Daryl Farnstrom, Ford Mustang GT
9. CAM-C Michael Gardner, 2012 Ford Mustang GT 500
10. ES Josh Cadiente, 1991 Mazda Miata

EVENT 9 took place on August 12, 2017 at the Fresno Fairgrounds and was chaired by Dennis Feasel. Event results are as follows:

In BS, Leon Bennett finished first in his 2016 Ford Focus RS, with Greg Back coming in second in his 1999 Chevrolet Corvette.

In CAM-C, Michael Gardner ran unopposed in his 2012 Ford Mustang GT 500.

In CAM-T, James West placed first in his 1966 Chevrolet El Camino, followed in second by Tyler Oaks in his 1992 Chevrolet Camaro.

In CS, Samantha Oaks ran unopposed in her 2003 Mazda Miata.

In CSP, Ming Tang ran unopposed in his Mazda Miata.

In DS, Gary Fazekas ran unopposed in his 2015 Ford Mustang.

In ES, Richard Cadiente took the first place spot, followed in second place by Dennis Feasel and Gary Lieb in third place. All drivers were in Mazda Miatas.

In FS, Keith Bullock ran unopposed in his 2014 Ford Mustang.

In FSP, Mas Vang ran unopposed in his 1994 Nissan Sentra SE-R.

In Indexed class, Tony Rodriguez took the top spot in his 2003 Toyota MR2 Spyder, while his co-driver Teddie Alexandrova finished second. Jimmy Au-Yeung took third place in his 2006 Mitsubishi Evolution SE.

In Ladies class, Pamela Schroeder ran unopposed in her 2006 Ford Mustang.

In Novice class, Kennedy Lee finished first in his 1987 Toyota MR2, followed in second place by Jason Sitton in his 1995 Honda Civic.

In Prepared class, Jim Tikijian placed first in his 1972 MG Midget, followed in second place by Louis Lira in his 1965 Chevrolet Corsa.



Harrison Mui

In SM, Christian Mesina ran unopposed in his 2003 Mitsubishi Lancer Evolution 8.

In SMF, Ryan Zelinski finished first in his 1994 Acura Integra while Richard Jensen placed second in his 2004 Mini Cooper S.

In SSP, Gary McDaniel ran unopposed in his 2001 Chevrolet Corvette Z06.

In STP, Leon Weinroth took the first place spot, followed in second by Jeffery Jantz and Jaime Egan finishing third. All drivers were in Ford Mustangs.

In STR, Ruben Gonzalez ran unopposed in his 2007 Honda S2000.

In STU, Dave Warner ran unopposed in his 2006 BMW M3.

In STX, Tyler Bandy finished in first place in his 2013 Subaru BRZ, while Jerry Kell took



Teddie Alexandrova and Tony Rodriguez



Jim Tikijian



Richard Cadiente



Clint Bustamante



Myron Ybarra

the second trophy spot in his 2002 Subaru WRX Wagon, and Clint Bustamante placed third in his 2013 Scion FR-S.

TOP 10 PAX

1. IND-ES Tony Rodriguez, 2003 Toyota MR2 Spyder
2. IND-ES Teddie Alexandrova, 2003 Toyota MR2
3. IND-STU Jimmy Au-Yeung, 2006 Mitsubishi Evolution SE
4. IND-DS Kurt Wong, 2013 Scion FR-S
5. IND-CS Paul Newton, 2013 Mazda Miata
6. FS Keith Bullock, 2014 Ford Mustang
7. IND-DS James Carothers, 2013 Scion FR-S
8. STX Tyler Bandy, 2013 Subaru BRZ
9. IND-ES Jonathan Cadiente, 1991 Mazda Miata
10. DS Gary Fazekas, 2015 Ford Mustang

EVENT 10 took place on October 8, 2017 at the Buttonwillow Raceway kart track and was chaired by Keith Bullock. Event results are as follows:

In ASP, Justin Roberto ran unopposed in his 2002 Subaru Impreza WRX.

In CAM-S Sam Johns took the first trophy spot in his 2001 Chevrolet Corvette ZO6, followed in second place by Ryan Gutile in his 1992 Chevrolet Corvette ZR1 and in third place by Joshua Cushing in his Chevrolet Corvette ZR1.

In DM, Sanjay Singh ran unopposed in his 1964 Triumph Spitfire.

In DS, Gary Fazekas ran unopposed in his 2015 Ford Mustang.

In ES, Aaron Schroeder placed first in his 1990 Mazda RX-7, while Josh Cadiente took second place in his 1991 Mazda Miata, with Joe Batwinis finishing third in his 2001 Mazda Miata.

In FS, Keith Bullock ran unopposed in his 2014 Ford Mustang.

In FSP, Jimmy Au-Yeung placed first over his co-driver Mas Vang, both in a 1994 Nissan Sentra SE-R.

In Indexed class, Tony Rodriguez took the top position in his 2003 Toyota MR2 Spyder, followed in second by his co-driver Jonathan Cadiente. Steven Bradford finished third in his 1991 Mazda Miata.

In Ladies class, Pamela Schroeder placed first in her 2006 Ford Mustang, followed in second place by Laura Gutile in her 1992 Chevrolet

Corvette ZR1.

In Modified class, Myron Ybarra finished first in his 2007 Ariel Atom 2, while Tom Bailey placed second in his 1965 Le Grand MK II.

In Novice class, Phillip Roberson placed first in his 1997 Chevrolet Corvette, with Harrison Mui finishing second in his 2016 Mazda MX-5 Miata.

In OSP, Jason Hansen ran unopposed in his 2006 Mitsubishi Evolution MR.

In Prepared class, Louis Lira took the top spot in his 1965 Chevrolet Corsa. Ricardo Quinonez and Jim Tikijian placed second and third respectively, both in a 1972 MG Midget.

In SM, Ross Abrina finished first in his Subaru BRZ, while Christian Mesina finished second in his 2003 Mitsubishi Lancer Evolution 8 and Jonathan Santiago placed third in his 2002 Honda S2000.

In SMF, Richard Jensen placed first in his 2004 Mini Cooper S Grey, followed in second place by Adam Dominguez in his 1992 Honda Civic and Adam Tarnoff finishing third in his 2013 Hyundai Elantra.

In SSP, Gary McDaniel took the top trophy in his 2001 Chevrolet Corvette Z06, while Emerson Philpot finished in the second position in his 2003 Porsche 996 Turbo. Karl Johns placed third in his 1970 Chevrolet Camaro.

In STX, Jerry Kell came in first in his 2002 Subaru WRX Wagon Blue, with Clint Bustamante placing second in his 2013 Scion FR-S and Abel Ojeda finishing third in his Mazda RX-8.

TOP 10 PAX

1. IND-ES Tony Rodriguez, 2003 Toyota MR2 Spyder
2. FS Keith Bullock, 2014 Ford Mustang
3. IND-ES Jonathan Cadiente, 2003 Toyota MR2 Spyder
4. CAM-S Sam Johns, 2001 Chevrolet Corvette ZO6
5. CAM-S Ryan Gutile, 1992 Chevrolet Corvette ZR1
6. IND-STX Steven Bradford, 1991 Mazda Miata
7. SSP Gary McDaniel, 2001 Chevrolet Corvette Z06
8. STX Jerry Kell, 2002 Subaru WRX Wagon
9. ES Aaron Schroeder, 1990 Mazda RX-7
10. P-CP Louis Lira, 1965 Chevrolet Corsa



Running hot take the hood off.

SACRAMENTO CHAPTER ROUND 10

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

Well where did the season go? Sacramento Chapter successfully put on a great season of autocrossing. The board members were really thinking outside of the box this year. They really changed things up and planted some seeds for the future of our sport. It is always interesting to look at the year end results of all the classes and cars that came out and raced.

The class with the highest number of entries was STR with 29 different drivers this season. Second place goes to Street Mod with 23 different drivers. The class with the highest one day event car count was a tie between STR in round 1 and Street Mod with round 2. Both classes had a 12 car turn out.

The closes margin of victory was in F Street round two. Steve Martegani and his Chevy SS ran a 71.263 which earned him third place. Right behind Steve was Matt Roy who ran a 71.264 which gave him fourth place. Do the math that is a difference of .001 of a second.

The one hundred percent awards are going to: John DeAngelis, Darrel Huckabay, Karl Hannah, Chris Estrada Sr, Tobin Gallawa, Zac Bishop, EJ Fontaine, James Fuhs, Robert Tyler, Harold Olsen, Steve Mills, Bob Weisickle, Tom Nivison, Doug Hargrove, Penny Hubbard and Susan Fontaine.

We had two competitors that had perfect seasons, meaning they made one hundred percent of the events and took first place at every event. Both E.J. and Susan Fontaine driving the family Porsche received top honors.

Our Pax Champions are as follows. Tenth place went to Rick Brown and his BP Corvette. Ninth place went to Jeff Glorioso in his CAMS Corvette.

Eighth place went to Chris Estrada Sr in his G Street Toyota Celica. Seventh went to Jay Williams in his B Street Corvette. Sixth place went to John DeAngelis in his A Street Corvette. Fifth place went to Brad Fleig in his A Street Corvette. Fourth place went to Karl Hannah in his G Street Volkswagen GTI. Third place went to Ken Yeo in his B Street Prepared Corvette. Second place went to Tom Smiley in his Super Street Corvette. The 2017 PAX Champion is Al Patterson in his new Super Street Viper.

One thing that will be different next year is the Sacramento chapter has had a long time friend of the club join us at our events. For the past 30 years Genie the owner and operator of Genie's Weenies is retiring. She has always had hot dogs, drinks and even dough nuts for us in the mornings. She said she will miss all her friends from the autocross community. We wish her well in retirement.

It has been a great season for autocrossing a big thank you goes out to all the board members for all the hard work they do throughout the year. Last, thanks to the Hubbard family for letting us elect Doug as our President.



Chris giving his front brakes a work out.



Kenny Yeo in his wife's Corvette.

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GOOD BYE OLD FRIEND (MY 1999 CHEVROLET TRUCK)

WHEELWORKS BY BLAKE TATUM

What is life other than a series of memories strung together to form the story of who you are? Life experiences create these memories and help us feel emotions like happiness, sorrow, compassion, and hate. Hopefully the happy memories out weigh the others and make it so we all have a very satisfying time on this planet.

I want to take this time to say good bye to a good old friend. As you drove away the other day the realization that you were gone did not settle in until the next morning when the empty spot in the driveway reminded me that you were gone forever. I still remember the day

we brought you home, your shiny black paint reflected the image of your new family as we posed next to you at the dealership.

I am talking to my 1999 Chevrolet Truck. You and I spent several thousand hours together. We were together during all hours of the day. We hung out early in the morning and we stayed together late at night. We saw the dew of the morning together and drove the deserted streets of the late, into the night. You endured the spilling of my hot coffee and keep me from eating several dozen French Fries that fell in the cracks of your seats. We went on vacation together, we went to family events

together, most importantly we went to several seasons worth of SCCA races together.

We traversed over all types of terrain. Together you and I passed over the tops of many mountain ranges and through the canyons of many remote areas. We were together regardless of the weather. Over half that time was spent with either a trailer or the toy hauler hooked to your back bumper. The Grapevine, Pacheco pass, and the Altamont saw your license plate go by 197,000 miles worth of times. I have seen many a rig fail that 16% grade leading into Laguna Seca but not you. You did it with ease. You did not care that I attached a 7500 pound weight to your rear end.

We became acquainted because of my wife. I was not prepared to let you into my life because I was not over my last relationship (my 1980 Chevrolet Truck). But as we spent more and more time together the bond started to form.

Over the 18 years we spent together we shared company with the kids, with my friends, with my parents, and with my extended family.

Of the several trips we took together, the trip to Kent Washington was the most memorable. It was memorable because of how you were the rock that made the trip successful. You effortlessly hauled the racecar and gear over 1600 miles. You provided a home base for us when the rain refused to quit and the one 10x10 EZ up was overwhelmed. You sipped gas yet you delivered me back home in time for work on Monday morning.

You never broke down on me and never left me high and dry. Sure you needed some attention every now and then but I think it was just your way of reminding me of all the things you did for me. Ninety Nine percent of the time all you asked for was 20 gallons of regular and six quarts of fresh oil. You and I both know the car on the other side of the car of the garage needed much more attention then you did. Every time it was gone for service it set me back at least \$300 and you and I both know all that was done was an oil change and the technician turned off the service light. Heck after 18 years you still had your original rear brake pads.

The thing that brought us closest was all the time we spent in the company of my father. You provided him with the warmth and comfort every trip we went on. You allowed the passenger seat to mold to his body. I think we were the happiest when the three of us were together. You were there when he shared with us every story of his youth, his military career, and his racing career. You got to hear the stories about the how Pfc. "Gopher Gus" Henderson was going to kill him after he played a prank by dropping a dummy hand grenade on the floor of his tent in boot camp. You heard about the time when my father won the main event at Stockton 99 speedway when the hood of his 34 Ford Hardtop flew up blocking his view out the windshield. He said he looked to the side and followed the line painted on the inside of the track as the crowd was standing on their feet screaming encouragement. You heard the story about his Tatum Special starring in the movie Johnny Dark. The movie starred Tony Curtis and his wife at the time was Janet Leigh, who grew up in Stockton, as he did. She spent a lot of time talking to him and his friend, Doug Trotter, much to the chagrin of the fellow cast members. Because of the time we spent together you absorbed the scent of his old spice after shave so that even when he was not in the car with us we still thought about him.

I still remember the day when I barely saved your passenger window. Your power door locks took some getting used to. They were positioned on the arm rest part of the door panel and we had a habit of leaning on the arm rest as we rotated our bodies around to get out of the car. If we were pre occupied the power door locks button would get activated and the doors would be locked before we realized what had happened. One day my wife was picking up our 2 year old son at day care and placed him and his car seat in the truck. She had to get out of the truck and accidentally hit the power door lock button with the keys in the ignition. Naturally she was distraught and called me in a panic. I had the extra set of keys and was making a bee line to your location. In the meantime my two year old son was crying not because he was over heating but because of the crowd of people gathered around looking in the windows at him. A fire engine from nearby station 7 arrived and all the firemen gathered around. Naturally they did not

have a magic trick other than sending the junior guy back to the truck to retrieve a haligan tool. (a 4 foot long 3/4 round solid metal rod with an Axe head welded on the end weighing about twenty five pounds). The haligan yielding fireman was walking up and trying to figure out how he was going to swing his haligan hard enough to break the window yet not too hard to cause flying glass to land on my son. Just as the fireman decided on his plan of attack I pulled into the parking lot armed with my own tool (the extra set of keys). Without a moment's hesitation I stood in the threshold of my car, aimed the remote towards you, and pressed the unlock button. Disaster averted, my son was free, the fireman was disappointed, and somehow I didn't even get a hug from my relieved wife.

That kid first rode in you wearing huggies and once he graduated to skinny jeans he became our primary driver. Not because I was tired of you but because in a moment of weakness I promised your services to him. Believe me I tired to back out of my promise. I offered to buy him a VW Jetta but when I told him the Jetta had a stick shift he told me that it was 2013 and cars don't have stick shifts in them anymore. Although he was your primary driver we still spent time together. I was there when you got your new paint job. I was there when fancy tires and rims were installed on you. I was the one that orchestrated the installation of the new sound system.

Even though I was no longer driving you I knew my son was in good hands. You brought him home from concerts, school, and work. You were with him when he had his first girlfriend and I am sure you witnessed his first kiss. I stayed up waiting for him to come home many a night but my concern was about him not about your ability to deliver him home safely.

As a look you over for the last time I see the scratches in the dash from the kids putting their feet baring cleats on you, the dent in the bed from breaking ice for the fourth of July Party, the dent in your back bumper from the utility trailer rolling into you. Every one of these dents, scratches, or marks of imperfection had a story behind it that you and I shared. As I washed you for the last time these stories flashed through my mind as though it was happening all over again.

Sure after 18 years you were beginning to show signs of age. The seats were not as firm. The doors squeaked a little more as they were opened. The headliner was not as tight and firm as when you were new. But if you were to compare what I look like now compared to when we first got together I am sure you could find an equal number of flaws.

When your new owners showed up I almost did not want to answer the door. The money they gave me was nothing compared to the service I received from you. When you drove away I was happy that someone new was going to be taking good care of you but at the same time I was sad to have to say good-bye. As I watch you turn the corner and fade away a caught a whiff of a familiar smell, it was the smell of old spice, it seems my father was sad to see you go also.

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NOTES

from the *Archive*

COOPER MONACO

BY GARY HORSTKORTA

In the early 1950's and into the 1960's, one of the dominant race car manufacturers was the Cooper Car Company Ltd. of England. They built and developed several trendsetting race cars including the Formula 500, the Cooper Bristol, the Cooper Formula Jr., Formula II and Formula I models, all of which were very successful. Cooper was one of the first companies to recognize the advantage of a mid-engine design which resulted in winning several World Championships and revolutionized the Indianapolis 500.

Cooper was not solely focused on Formula Cars since there was a growing interest in sports cars in England, Europe and the U.S. Recognizing the need for such a car, the factory began design and development of a model with a mid-engine, two-seats and wrapped in a full aluminum body. The car was named the



The ex-McLaren, Cunningham Monaco raced by the Spencer Team

“Monaco” in honor of Cooper’s Maurice Trintignant’s victory at the Monaco Grand Prix in 1958.

The Monaco prototype was introduced to the press at the Cooper factory in November 1958 and was well received as another positive step in Coopers lineup of winning race cars. The Monaco incorporated a new space frame chassis but used a number of proven components from their formula cars including a traverse leaf spring rear suspension with wishbones up front.

The engine bay was designed to accept a variety of engines, including the Bristol engines which had been used in Cooper’s open-wheeled Formula racing cars. A Citroen-ERSA four-speed transaxle was mated to the 1.5- or 2.0-liter Climax FPF engines. A 12-gallon fuel tank was mounted outboard on the left side of the frame rails with the driver and battery located on the right-hand side. Of the eight Monaco Mk I models built in 1959, four went to drivers in the U.S. including Hap Sharp, later of Chaparral fame.



Grinzewitsch at one point won four races in a row with his Monaco

The Cooper Monaco’s immediately dominated the racing circuit and eventually became one of the most successful mid-engined sports racing cars ever constructed.

The Cooper Monaco MKII Type 57 was raced during the 1960 season and was nearly identical to the MKI, except for a longer nose. Only two MKII models were built but they provided many podium finishes for their drivers.

In 1961, Cooper introduced the Monaco MKIII Type 61. These versions had straight tubes in the frame, replacing the curves and angle previously used; a wide radiator intake; improved suspension using coil springs and wishbones at the rear; a more aerodynamic body and to appeal to the American market, the new body was given tail fins. There were three Monaco Mark III’s built, one went to Roger Penske, another went to Texan Hap Sharp, and the

third was sold to British privateer Peter Berry.

George Grinzewitsch was a local Sacramento area mechanic with a growing reputation around the local racing community. He and a partner, Carl Meyer, began a side business tuning customers race cars. In late 1958, Grinzewitsch left Oxford Motors and opened his own auto parts and repair shop with Meyer under the name of Von Housen. Meyer was also a Porsche racer so when he suddenly passed away, Grinzewitsch took over as driver and entered several SCCA events beginning in 1959.

His racing really took off when he purchased a Cooper Monaco in 1961 with which he competed in E Modified Class for the next three years at Reno, Cotati, Vaca Valley, Stockton, Laguna Seca and Oakland Jet Airport. In 1962, he purchased a new Mk IV Monaco from Cooper and with it finished the year as class champion.



Sam Weiss at Cotati in 1960

After a very successful period racing Porsches, SFR racer Sam Weiss purchased Jack Brabham’s Cooper Monaco in early 1960. He won his first race in the car at Cotati; finished second overall in a national race at Vaca Valley and headed towards Laguna Seca as one of the race favorites. However during practice he collided with a slower car and succumbed to his injuries.

In 1961, Bruce McLaren raced a Mk III at both the Los Angeles Times (Riverside) and Pacific Grand Prix events (Laguna Seca). The car was then sold to the Briggs Cunningham Team that swapped the original Climax FPF engine for a more powerful and lighter Buick V-8. This car was very successfully raced by Walt Hansgen in 1962 and 1963 before being purchased by San Francisco Buick Dealer, Bev Spencer.



The first Cooper Monaco on the West Coast raced by George Gfinzewitsch

The Spencer Monaco was only raced a few times in 1964 by drivers Bill Sherwood and Frank Crane before being sold to a private party. Years later and after a return trip to the UK where the car was restored and raced, it came back to the west coast and can now be seen on the track once again in vintage races.

Perhaps the most recognized Cooper Monacos were those raced by Carroll Shelby under the name of “King Cobra”. Modified, prepared and raced by top drivers including Ritchie Ginther, Dave McDonald, Parnelli Jones, Bob Bondurant, Ronnie Bucknum, Ed Leslie and Bob Holbert. While these cars were not the most reliable, they did have some good success and were the pre-cursor to one of the most exciting series in American road racing, the Can Am.



#48 Joe Rombi takes to the dirt as he races door handle to door handle with #23 Tommy McCarthy

DOUBLE REGIONAL 11 & 12

MAZDA RACEWAY LAGUNA SECA

BY LYNNE HUNTING PHOTOS BY RON CABRAL

The SFR Regional Championship "Bring A Friend to the Races" Rounds 11 & 12 was held over the long Labor Day weekend at Mazda Raceway Laguna Seca. Perhaps it wasn't the best choice of weekends for all concerned, as the turnout was lighter than desired, especially on the Worker side. Friday was Practice and Qualifying, with A Races and some B Qualifying on Saturday, and the rest of B Qualifying and B Races on Sunday.

The searing, debilitating heat all three days didn't help. It was 104+ degrees Friday and Saturday, and cooled to low nineties by Sunday. Several Workers and Drivers had heat issues, thankfully not serious or lasting, but enough to affect performance and participation. The Course Marshals kept busy with drink and ice runs, after making daily trips to town for pallets of water and Gatorade. They also delivered and erected EZ-Ups and umbrellas. Tech & Grid looked after drivers with cool drinks and icy towels. Some workers were rotated for shade and respite. Air quality suffered from smoke from Northern California forest fires, which hazed the skies and had a strong smell. A brush fire broke out near Reservation Road and Davis in the Salinas farm area Friday evening, and closed part of the road through Saturday morning.

The race conditions, to some, seemed similar to that of one long endurance race, a tale of two parts - starting the race, and lasting through to the finish. The heat took its toll on the drivers and crews.

The drivers were very appreciative of the workers and officials working in such heat and conditions. Some drivers earned points on their DRAFT Cards by working on the F&C Crew, as well as in Timing & Scoring and Tech, giving some much-needed help all around. This earned them credit towards a race entry or test day.



#32 Jason Reichert and #75 Alan Dezzani



#98 Charles Chi and #40 Edd Ozard

More than a few skipped Saturday qualifying due to the heat.

The high temperatures took its toll on the equipment and mechanical things, and for a day the Social Crew had to deal with an overheated refrigerator/cooler. Many race operational functions were challenged. No buildings had working air conditioning, and the coolest place was often in one's car with the A/C cranked up. More than a few RV generators gave up the ghost. Cameras and phones overheated and shut down. And by Sunday the paddock had thinned considerably, with drivers and crews opting out of racing, or racing without qualifying. The region tried to buy wading pools or large water containers for Tech to cool off drivers, but everything was sold out for miles.

The Tech Crew selected new Race Chairman, Matt Insley as Worker of the Weekend. He did triple duty all weekend - Race Chairman, driver in his new No.42 SMG Ford Mustang, and filled in part-time as a Scrutineer working Impound. This was his first time as Race Chairman, and he did a yeoman's job.

Saturday the Northern California Corvette Club, organized by Miata driver and Announcer, Tim Sullivan, had a turnout of 50 Corvettes, many convertibles, for their Parade Laps. The heat was such that further planned activities such as Track Tours and/or working a specialty didn't happen. But the good news is that they did all have a good

time and will be back.

Sullivan also showed off his prototype SSC5 Corvette in the Parade Laps and did laps during a race in the car which will become a 2018 SFR Regional Class.

The Guest Race Group this weekend was BMW CCA, and within its group were two 'Classes' - the other being the United States Touring Car Championship. And they brought another first to SFR. Being The Region That Knows How, we were able to pull off its interesting Split Start. First Group got a Rolling Start and the Second Group got a Standing Start. The Front Straight was quite the setup, with four Stewards, Two Pace Cars, Four Starters, all the Pit Fire Marshals, a full-staffed Tow Truck at Re-Entry and two Tow Trucks at the back of the second start.

With Monday being a holiday, leaving the track Sunday before 5pm was a treat for those who were still at the track, as the ride home was mostly without the usual traffic snarl getting back to the Bay Area.



#35 Larry Bani leads the Mustang of #3 Andrew Gardener

They raced each other clean and hard for the entire 14 lap race. McCarthy had overall and SM pole, while Sommers had SMT pole, starting on the front row. They swapped the lead officially five times, and more times unofficially around the track. Sommers won the race and SMT by a margin of 0.960, with McCarthy second, but winning the SM Class. Joe Rombi/No.48 had the SSM pole, and won the class, finishing fifth overall. There were thirty drivers,

The top three in SMT were Sommers, who turned the fastest race lap of 1:46.975/75.315 mph, Roland Kamber/No.90 and Marco Gallaher/No.8. The top two in SM were McCarthy and Brent Hatchet/No.1. The top three in SSM were Rombi, Brendan Hermalyn/No.16, and Alan Gjedsted/No.14.

With the interesting cloud formations, there were a couple of spectacular sunsets.

There was some good Saturday racing, with a few incidents, but no drivers were hurt. One driver with an impending case of heat stroke had the good sense to pull straight into Tech after his session, where he was cared for and was able to go on his way.

Leeson Grant/No.03 SMT Miata, one of those who skipped qualifying, started at the back and picked up 11 spots by Lap 2. He continued his pace, and finished eleventh overall, seventh in class.

The race was over before it started for SSM driver, Helmuth Jones/No.63 Miata. He got a good start and was passing cars through the first couple of corners, until Turn 3 where discretion overcame valor and he opted not to go three-wide. Jones made it to Turn Four before being spun out into the Turn 4 wall by aggressive bump drafting from a driver who hadn't qualified and was charging through from the back of the field. Jones has the video for Show and Tell. He spent the rest of the day in the heat working on the car, but never got the handling under control. It was a character-building weekend at best for Jones.

RACE 7A

This was the best race of the weekend. After they had watched three full days of driving, the Starter Crew selected two of the three Miata class winners as Drivers of the Weekend - Tommy McCarthy/No.23 SM and Nick Sommers/No.83 SMT.

Meanwhile, two other SSM championship contenders - Rombi and Hermalyn - had their own battle, and will take it down to the wire for those honors.

The Miata's are known for their frisky racing, and there were local yellows for spins and offs during the race, but no full-course cautions.

Two Miata drivers had their Novice Log Books signed off by Chief Stewart Barbara McClellan. They got to remove their orange N and stripe. Congratulations to Kevin Carter/No.49 SMT Miata and Michael Herbert/No.43 SMT Miata.



#88 Joe Montana and #24 Rick Cameron



#23 Aaron Devenport and #22 Chuck Clendenen

The temperatures had already passed 90 degrees and were climbing.

RACE 6A

The SRF's had a split start, and each start went three-wide into Turn One. Gen3 pole sitter, Umberto Milletti/No.34 took off and never looked back. His Margin of Victory was 6.338 seconds, and he turned the fastest race lap of 79.784 mph/1:40.983.

Following behind him but not catching up was Bill Booth/No.57 Gen3.

Running third and fourth were Gen3 racers, Mike Smith/No.64 and Court Cardinal/No.88, who had gotten by Bill Jordan/No.7. They had a nice battle for several laps before Jordan and David Kay/No.86 got by Cardinal. Smith finished third behind Booth, with Jordan, Kay and Cardinal finishing fourth through sixth in Gen3.

The lone Novice in the pack, Aaron Davenport/No.23 Gen3 spun and continued in Turn 10 and never lost a position. He ran with the Gen2 pack.

Nei Ng/No.48 continued his winning ways in Gen2. He had the pole and led most laps, fighting off a spirited challenge from veteran Joe Briggs/No.9. Finishing third was Yehia Eissa/No.16.

Geno Barbera/No.24 pitted early and retired after Lap ten of the 15-lap race. There were 23 drivers in the race, which was sunny and hot.

RACE 5A

This was the largest group of the weekend with 34 entries, and 16 classes, of which only six were represented. ITA had 13 drivers, and ITX had eight. A lone FP driver was entered but did not compete.

Roger Eagleton/No.3 SMG Mustang had the overall and SMG pole position, and had a nice battle with runner-up qualifier, Nicolai Eighanayan in his sleek silver No.33 2007 Lotus Exige. They swapped the lead during the race, with Eighanayan taking it mid-point and holding on and stretching the lead for the Checkered Flag. They stretched out their gap to 40 seconds ahead of the rest of the pack. The Margin of Victory was 29.075 seconds. Eighanayan won STU and also claimed the fastest race lap of 80.025 mph/1:40.679. Eagleton won SMG, despite hav-

ing to ratchet it back to 'limp' mode because of the heat. Finishing second and third in SMG were Beau Borders/No.30 Mustang, and Ken Pedersen/No.0 Mustang.

First through third in STL were Wilson Powell/No.77 Miata, sixth overall; Ken Fukuda/No.71 Acura, eighth overall; and Cameron Wagner/No.09 Miata, tenth overall.

Claiming class honors in ITA was Scott Carter/No.89 Miata, with second and third places going to Lawrence Murdter/No.94 Miata and Jeff Page/No.24 Miata, who also ran his car in Group 7.

ITX was won by Derek Stewart/No.17 Miata. Brendan Hermalyn/No.16 Miata was second in class, with Kyle Coneybeer/No.81 Miata in third. The temperatures were getting close to 100 degrees.

RACE 4A

Three of the six F classes were represented in this race, of 23 entries. No Formula Vee's this weekend, or F5's or FST's.

Overall and FC pole winner, Mitch Egner/No.4 Van Diemen dominated the race, leading every lap and turning the fastest race lap of 90.851/1:28.681. His Margin of Victory was 3.034 seconds. Second and third in FC were Scott Vreeland/No.51 Van Diemen, who ran third all race until passing Tom Hope/No.18 Van Diemen on the penultimate lap; and Hope.

The FF class was represented by three different chassis. The winner was Rick Payne/No.79 Van Diemen, who gridded sixteenth and worked his way up to tenth. Second and third went to Denny Renfrow/No.11 Piper Honda in his familiar bumble-bee livery, who ran second in FF most of the race, and Jon Brandstad/No.44 Swift, who battled Renfrow.

CF honors were taken by Richard McClosky/No.6 Crossle, followed by Arthur Beach/No.73 Crossle, and Jeffrey Rothman/No.81 Royale. It was sunny and hot.

RACE 3A

The so-called 'Thumper' Class had 18 entries in its 12 classes, with nine represented. SP driver, Fed Lind/No.07 Ford Lightning



#4 Carl Rydquist, #731 Tom Bell, and #44 Jim Bassett



#38 Jim Mali and #40 Edd Ozard



#77 Wilson Powell and #72 Tao Takaoka



#88 Lyn Greenhill and #59 William Jordanov

led every lap to win the 13-lap race. He had gridded fourth overall, second in SP.

Pole sitter Nicolai Eighanayan, in his other Lotus Exige S, No.92 2013, had problems at the start and ran at the back of the pack until Lap 8, when he picked up the pace, moving up lap by lap, to finish ninth overall, second in class.. He also turned the fastest race lap of 84.486 mph/1:35.363.

Joe Montana/No.88 Ford Fusion finished second overall and first in GT1, Michael Fine/No.66 Weaver Camaro qualified second but started at the back. By Lap 7, he was second overall, first in

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class, a position he held for four laps until he retired, credited with a fourth in class finish. Meanwhile, Lloyd Read/No.41 Porsche GT3 and Mark Mathis/No.81 Porsche GT3R finished second and third in GT1.

Chris Bellkomo No.67 Porsche GT4 won GT2, with Mark Kibort/No.19 Porsche 928S second and Rick Cameron/No.24 VT/A2 third.

Among the winners of single car or lesser subscribed classes were: ITE-Guy Laidig/No.33 Mazda RX-7; GTA-Rudy Peters/No.64 Chevrolet; T3-Cameron Parsons/No.56 Mazda MX-5; T1-Ron Randolph/No.09 Porsche Cayman; and T1 - Teo Takaoko/No.30 Mustang. The only EP driver - Dave McBain/No.22 Datsun 240Z - DNQ or race. Did I mention that it was hot - pushing 100 degrees.

RACE 2A

Often called Wings and Things, ten classes comprise the Formula classes, of which six were represented. Fifteen of the 16 entries raced. It was the first race after lunch, and the clouds had rolled in, cooling it down to a mere 86 degrees. 2016 SCCA National P1 Champion and Pole sitter Jim Devenport leg flag to flag in No.23 P1 Norma, and ran the fastest race lap of 93.965 mph/1:25.473. - the fastest of the day. Coming up on the White Flag lap Graham Rankin/No.21 Swift slowed with a mechanical problem in T11 around the blind corner, and Devenport had to do some fancy footwork and deft driving to avoid him. It was a close call. Still, he was able to maintain his comfortable lead ahead of runner-up, Charles Chi/No.98 Norma. And by that White Flag Lap, Devenport had lapped the field up to second place. The Margin of Victory was 1.16.208.

Devenport was trying out set-ups in preparation for the Indianapolis Run-offs, where he would be defending his 2016 P1 National Championship. The track temperatures made grip levels way lower than usual. (see his comments below)

Despite spinning in Turn 11 early on, Edd Ozard/No.40 Swift won the FA Class ahead of Steve Baumoff/No.61 Mazda and Frank McCormick/No.15



#28 James Lepetich followed by #55 Andrew Moore



#88 Court Cardinal

Mazda. FE was won by Jerry Kroll/No.22 Van Diemen, followed by Thomas Burt/No.45 FE and Allan Svela/No.5 Van Diemen.

Robin Riner/No.91 Mazda won the FS Class, Lars Jensen/No.63 Mazda won FM, and it was still hot.

It was the last SFR race of the day. The rest of the afternoon was the BMW race and qualifying for Sunday races.

RACE 7B

The Miatas again had the advantage, if it can be called that, of being the first and coolest race of the day. By Sunday the weather was becoming more temperate, if nineties can be so categorized. A cloud cover was trying to materialize.

The results mirrored the qualifying results, with Nick Sommers/No.83 and Marco Gallaher/No.8 finishing first and second overall and in SMT. First in SM and third overall was Tommy McCarthy. But it wasn't a parade. McCarthy led at the start but was passed back by Sommers, who went on to lead every lap. The top three chased each other around the track, and by Lap 3, Gallaher passed McCarthy and they would remain in that order for the rest of the 15-lap race. Sommers won by a margin of 14.390. But it was exciting to watch as they drove fast, hard and wide. And clean. Gallaher claimed the fastest race lap of 75.641 mph/1:46.514.

Twenty-eight of the 34 entries ran. Considering the competitive juices in this class, it was a relatively clean race with just a few offs. Nineteen drivers finished on the lead lap.

At the checkered flag, it was Sommers, Gallaher and Roland Kamber for SMT. McCarthy and Brent Hatchet/No.1

were the only SM drivers. Joe Rombi/No.48 again took honors in SSM, finishing fifth overall, with Alan Gjedsted/No.14 and Brendan Hermalyn/No.16 second and third in SSM. His SSM competitors claim Rombi works his "Laguna Magic" to do so well, but at least they gave him a good run for his money.

QUOTES GROUP SEVEN DRIVERS:

Alan Gjedsted, well, to begin with, it was "hotter than the hinges of hades" on Friday & Saturday! I'm told it was 108 at Laguna and that was outside



#04 Mike LaBouff and #50 Tupper Hull

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the car! Made for some interesting track conditions certainly. Anyway, as predicted, Joe Rombi worked his usual "Laguna magic", finishing first both races. Have to admit, though, we did give him much more of a run for his money (at least early on, in Qual & the races) than he's used to(thumbs up). That said, the rest of the pack sorted out in the expected fashion with Brendan, Helmuth, Brandon & I lining up behind Joe. The racing was pretty clean, although Helmuth will probably have a story to tell about his weekend, especially Saturday. I don't remember many yellows and no double-yellows at all. However, being old, these details can quickly fade from my memory, so the younger brains may be more informative. Some of the up and comers previously in the back of the SSM pack had some great lap times, especially in the 2nd race, showing they'll be future contenders. All in all, a good race weekend. On to Thill!

RACE 6B

The race was fairly straightforward with just a few spins and offs. The top five overall and Gen3 SRF's finished where they started. In the Gen2



#63 Helmuth Jones, #47 Mike LaBouff, #92 Brandon Miller

group, the top three finished where they started. There were four Novices in this race, more than any other group all weekend. One of those, 16-year old Michael Woolley/No.01, was racing against his father, Ken Woolley/No.41, both in Gen2s.

Umberto Milletti/No.34 made it two for two for two for two this weekend - two poles, two wins, and two fastest laps in Gen3. His Margin of Victory was 9.544 seconds and his best lap was 80.659 mph/1:39.887. Second and third were Bill Jordan/No.7 and Bill Booth/No.57.

In Gen2, Nei Ng/No.48 again won from his pole position, followed by Joe Briggs/No.9 and Yehia Eissa/No.16 - same as on Saturday.

RACE 4B

The Sunday morning overcast continued, and kept the temperature at 87 degrees. Mitch Egner/No.4 Van Diemen again led from start to finish, and turned the fastest race lap of 91.110 mph/1:28.429. This time his runner-up was Tom Hope/No.18 Van Diemen, who had qualified fifth, but had gotten into second place on the first lap, where he remained for the full 20 laps. Paul Marino/No.89 finished third. The top six FC's were on the lead lap at the finish.

The field seemed to have two races - FC's in theirs, and the FF's and CF's in theirs. The FF's finished a lap down with the CF's two laps down.

Chuck Horn/No.54 Swift/Honda won the FF class, with Rick Payne/No.79 Van Diemen/Honda, who survived a spin and an off, never losing his second-place position. Denny Renfrow/No.11Piper/Honda came in third.

CF winner was Richard McClosky/No.6 Crosse. Finishing second and third in class were Jeffrey Rothman/No.81 Royale and Arthur Beach/No.73 Crosse.

Beach and another CF driver, Alan Dezzani/No.75 Royale had started at the back as they hadn't qualified. They had their own little race going on for awhile. Dezzani had a spin, and he later pitted and retired. Beach pulled off mechanical in T6. He got going again, and finished third in CF.

RACE 3B

This was the first race after lunch. It was still quite warm and people were leaving early. Sixteen of the 22 entries raced, and of those only 14 had qualified Pole sitter, SP driver, Nicolai Elghanayan/No.92 2013 Lotus Exige won, but only after chasing GT1 driver, Lloyd Read/No.41 for eight laps, who turned the fastest race lap of 85.483 mph/1:34.250. The Margin of Victory ahead of GT1 winner, Michael Fine/No.66. Weaver Camaro, was 6.178. Second and third in GT1 were Read and Joe Montana/No.88 Ford Fusion. Second in SP was Fred Lind/No.07 Ford Lightning.

Other classes represented were GT-2 - Chris Bellomo/No.67 Porsche GT4; T2 - winner Tao Takaoka/No.30 Mustang in a borrowed Mustang; GTA - winner Rudy Peters/No.64 Chevrolet GT; ITE - winner Brian Lynch/No.06 Porsche Carrera; and T3-Cameron Parsons/No.56 Mazda MX-5.

Takaoka also ran the Mustang in the Guest Group - USTCC. But that was short-lived. The car had a clutch problem and Takaoka pitted to save the car



#41 Salah Bibi and #92 Brandon Miller

as its owner was running it in Group 5. The Crew Chief, Jeremy, fixed it and owner Rodger won his race.

RACE 2B

This is the group of fast open-cockpit cars, comprised of ten classes, of which seven were represented. The drivers voted not to have a split start for the race. Fourteen of the 18 drivers qualified, and 16 ran the race. Jim Devenport/No.23 Norma had the overall and the P1 pole position. He led every lap, including the fastest race lap of 98.352 mph/1:21.918. It was the fastest race lap of the day and of the weekend. Charles Chi/No.98 Norma ran a distant second, and Devenport lapped the entire field at least once for some and twice for others. The Margin of Victory was one lap.

The setups Devenport and Crew Chief Jason tried seemed to work and the somewhat cooler temperatures helped the grip. He broke his track record with a lap of 1:21.297.

FA driver, Edd Ozard/No.40 Swift was first in class, third overall. Second and third in FA were Jim Mali/No.38 Mazda and Frank McCormick/No.15 Mazda.

Other winners were: FS - Robin Riner/No.91Mazda; FM - Lars Jensen/No.63 Formula Mazda; DSR - Kurt Ladendorf/No.97 AMAC; S2 - Jeff O'Callaghan/No.9 Swift.

QUOTES FROM GROUP TWO DRIVERS:

Edd Ozard, the story of the weekend was obviously the weather. 108 degrees. I've been going to Laguna as a fan since 1965 and racing there since 1972. I've never seen heat anything close to what we had Friday and Saturday. (Sunday was a pleasant 100 degrees). Lot's of overheated motors/brake failures and a heat stroke or two throughout the paddock but we held up pretty good. At the ripe old age of 68 and being involved in this lunacy for nearly 45 years, I still can't drive worth a damn but I do know how to prep my body for sessions and hydrate. Drivers aside, it couldn't have been much fun for the workers/ friends / family or the curious either. Hot.



#55 Cole Gibson, #48 Joe Rombi, and #17 Derek Stewart



#7 Bill Jordan leading #86 David Kay



#89 Kevin Carter and #17 Derek Stewart



#0 Andrew Morton and #731 Tom Bell

Story #2 was our maiden voyage with a new (old) car. We got a 30 year old FA/ Swift DB4. My thinking on this is that the car is still fast enough to scare a few people in Group 2 and yet she is nearly old enough for vintage racing which is in my long term future/ when I get old. Our car held up even better than I did really. No overheating, brakes lasted for the most part, tires didn't burn off. All in all, pretty good. We got 2 wins and went quicker every session. There's a ton left in the car as we're still just getting acquainted, but with little spares and little money, a safe, clean, learning weekend was the mission. Mission accomplished.

We only had time for 15 lap test session at Sonoma prior to the Laguna race but the Auto Spa guys did a remarkable job at stripping an old car down to the nubs/ rebuilding it and having it basically problem free right out of the box. Thanx boys.

Jim Devenport, We just finished a double race weekend at Laguna in the Norma. This was our first event running Norma since the June Sprints.



#50 Lorne Leibel and #30 Beau Borders



#33 Nicolai Elghanayan and #3 Roger Eagleton



#27 David Depillo and #175 Dean Mansour

We've been thinking about how best to compete at Indy given the horsepower loss imposed on us by the SCCA's rule's making committee, the infamous CRB. Jason and I decided to try something different in our car set-up this time.

Normally you can count on reasonable weather conditions at Laguna with temperatures between 65 and 80 degrees. Not this time, temperatures were over 100 degrees on the first two days making grip levels on the super hot black pavement way lower than usual. So even though our set-up seemed to work well, you couldn't tell it by the stopwatch.

Finally, on Sunday, the heat wave broke a little bit and temperatures came down about 10 degrees and some cloud cover kept the track from getting too hot. So we put on some better tires and went out to see just how well we could do in late morning qualifying. The car and grip levels were quite good and we broke our own track record by a few tenths getting down to 1:21.297. Then in the afternoon race, we ran flat out for 30 minutes and laid down 22 really good laps and crushed the field by lapping everyone at least once and many several times.

We are going to roll out of the trailer at Indy with this set up and see how it works there. Hopefully, it's really good there too. Our race is on Saturday, September 30, at 4:45 pm eastern time (so 1:45 pm west coast time). It will be broadcast live at SCCA.COM so follow along and see if we can repeat. Not sure if this is a jinx or not, but Sports Car magazine predicted us to do so but posted an incorrect picture...oh well.

RACE 5B

Only six of the 16 eligible classes in this group entered, and of those, only 21 of the 34 entries drove in the second race. The sun was out but the temperature was a mere 87 degrees for the last race of the day. The disparity of the running classes was evident in the results, with only five cars on the lead lap at the finish. Eleven cars were a lap down and three were two laps down in the 18-lap race. Thirteen of the cars were Miatas. The lone FP entrant never competed.

STU driver, Nicolai Elghanayan/No.33 2007 Lotus Exige did it all - won from the pole, led every lap, and turned the fastest race lap of 80.945 mph/1:39.534. He stretched out a big lead over his pursuer, SMG driver, Roger Eagleton/No.3 Mustang, and the pack. His lead vanished when there was a caution to free Dean Hadley/No.64 Miata, who had spun and stuck into the T11 gravel. Once the course was clear, Eighanayan took off again and his Margin of Victory was 1:09.114 ahead of Eagleton, who was dealing with a failing throw-out bearing and could only use third gear. He said later it was the first time he wished for an early Checkered Flag.

All the SMG Mustangs were in the top five - Ken Pedersen/No.0, Beau Borders/No.30 and Lorne Leibel/No.50.

Ken Fukuda/No.71 Acura was first in STL. Second was Wilson Powell/No.77 Miata. They were frisky in their battle, with offs and bold driving. Cameron Wagner/No.09 Miata was third in STL. This was the first



#11 Lisa Devlin and #45 Thomas W. Burt

time at Laguna Seca, so taking two poles, a second and now this first place. He was overjoyed and celebrated with his crew and the SFR workers at Social. There's a whole story around his novel approach to underwriting his racing - crowdfunding.

The ITX top three drivers were Miatas, Derek Stewart/No.17, with Bredandan Hermalyn/No.16 and Kyle Coneybeer. Miatas were the top three in ITA: Jeff Page/No.24, Brandon Miller/No.92, and Scott Carter/No.89.

QUOTES FROM DRIVERS IN GROUP 5:

Roger Eagleton, Great job by the SCCA officials and workers who dealt with three days ridiculously hot temperatures and kept everything running smoothly on, both on and off the track. The heat definitely affected our race cars, Group 5, Race 1, I had a great battle with Nicholai in his little Lotus VS and me in the big Spec Mustang. We traded spots back and forth for the first half of the race and built a gap of nearly 40 seconds over the rest of the field. Unfortunately our Spec Mustang started to protest the heat and we had to back off to stay out of "limp mode". Sundays Group 5, Race 2, was also interesting in that we had a failing throw out bearing and only had the use of 3rd gear! Still managed to pull out a win, but that was the first time I have ever to pray for a checkered flag to come out early.



#55 Andrew Moore and #28 James Lepetch



#30 Tao Takaoka and #66 Michael Fine



#80 Jeffrey Pietz and #99 Peter West



#83 Nick Sommers, #8 Marco Gallaher



#83 Nick Sommers



#79 Robert Kullas



#18 Tom Hope, #88 Lyn Greenhill



#34 Umberto Milletti and #57 Bill Booth

Tao Takaoka, personally it was a great weekend for me... Since it was a three-day event and I'm used to double dipping I decided to rent a spec Mustang in addition to running my Miata for the weekend... Had a blast all weekend long racing both the Miata and the Mustang... Despite the Heat.

I've been wanting to test drive a Mustang for a long time... The opportunity presented itself and I Jumped Right In... We even got to dip our toes in the US touring car Championship with the Mustang... Unfortunately about three or four laps in I had to retire the car with a clutch problem.. Rodger was going to be using that exact car for the very next race session in group 5 so I brought it in to see if Jeremy can fix it up for him before his race

Jeff Page, I have to agree with Roger and give a major shout out to all of the SCCA volunteers. Their consistent, tireless commitment to our sport is certainly always on display but never more than that week end dealing with absolutely grueling conditions. THANK YOU ALL. The racing was great, it became apparent to us that each race was really a tale of two parts with cars and drivers fading in the later laps. Consistency was the key in these conditions and really trying to have something left in the late stages of the races. Completing all laps in all of the races truly was a victory in of itself. We managed to pick up the Win in the ITA class in the group 5 race on Sunday the final race of the long hot week end. Looking back the week end felt like one long endurance race with the heats effects on cars, drivers, crews and families. Again a huge thank you to all of the Workers who made it all happen!

Ken Fukuda, Echoing the sentiments of everyone else, Laguna was hot but SCCA did another great job of organizing and running a smooth race weekend.

Though it was my first time driving at MRLS, track and SCCA staff made things easy, the competition that came made things fun, and being able to go home with two poles, a win and a second place didn't hurt either.

A huge thank you to Marin Acura, Hana Japan Steak and Seafood, Cafe Tapioca, WORKS Motorsports, Hoosier Tires, Tomas Sport Tuning, and Honda Performance Development for supporting the 2017 efforts of GriffeyDreams Racing.

And of course to SCCA, thanks for making all of this possible, it's been a dream of mine since childhood to race cars. SCCA makes dreams a reality It was a long, hot weekend, the likes of which haven't been seen in a long time, maybe ever, at Mazda Raceway Laguna Seca.

This was the penultimate round of SFR regional races and the last one for the season in Monterey. The season's finale is scheduled for Halloween weekend at Thunderhill Raceway Park.Congratulations Rhea!

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

SCCA ROAD RACING CLASSES

BY JAMES CHARTRES

At first glance the SCCA Road Racing classes can look like alphabet soup. This guide provides a way to decode the various Classes often only listed on the schedule by their initials. Most of them are abbreviations but a few can be tricky. With an ever changing rule book, some cars might move between the classes from year to year so check the latest SCCA General Competition Rules for the most current information.

AMERICAN SEDAN (AS)

Focuses on American production V8 cars with modified suspension and brakes. Example cars include the Ford Mustang, Chevrolet Camaro, Pontiac Firebirds and the Cadillac CTS-V.

B-SPEC (BS)

Small fun to drive sub-compact cars with minimal preparation. The class aims at providing competitive racing at a lower cost. Car modifications are specified and weight penalties are used between the different makes to ensure performance parity. Example cars include the Honda Fit, Mazda 2, Chevrolet Sonic and the Mini Cooper.

E-PRODUCTION (EP)

E-Production is the fastest of the production classes and features racing from classic and contemporary production based sports cars. Example cars include the Datsun 240z, Mazda Miata, Mazda RX-7, Honda S2000, Triumph TR6, Caterham 7 and the BMW Z4.

FORMULA 500 (F5)

These open wheel Formula Cars used to use less than 500cc two stroke motors coming from snow mobiles. New motors are now available to use including the 593cc Rotax with added weight penalty. No internal engine modifications are allowed. The cars also use unique elastomeric "pucks" for suspension instead of traditional dampeners. The chassis and bodywork are defined by tight dimensional restrictions.

FORMULA ATLANTIC (FA)

The fastest class in SCCA, these cars feature full ground effects and large front and rear wings. There are a variety of different chassis including the Swift 014a, Swift 016a and Ralt RT41. There are also multiple engine options available including those from Mazda, Toyota and Honda. The cost of the class however has often resulted in small fields of cars.

FORMULA 1000 (FB)

These open wheel cars use 1000cc motorcycle engines with a chain driver that are high revving and make the cars sound like high performance street bikes or older F1 cars. Some cars are converted from Formula Continentals (FC) or Formula Fords (FF) but specific chassis can also be purchased from a variety of manufacturers.

FORMULA CONTINENTAL (FC)

There are a few types of cars that can run in Formula Continental (FC) but the most common you will see is the Formula Ford 2000 (FF2000). You can spot these cars by the snorkel like intake on the driver right hand side. Many cars use a flat bottom steel tube frame chassis. Limits on the front and rear wing limit the aerodynamics. The FF2000 series is also part of the Mazda Road to Indy program.

FORMULA ENTERPRISE (FE)

Built by SCCA Enterprise the Formula Enterprise is a Specification Formula car built for competitive open wheel racing in the SCCA Championship. Major components such as the Engine, Transmission and Shocks are all sealed to ensure close competition and reduce costs.

FORMULA F (FF)

Previously known as Formula Ford running the 1600cc Kent engine, the class was recently opened up to include a 1.5 liter Honda Fit motor. The cars have narrow tires and no wings making for some great open wheel racing. The class has been around for over 45 years and has a history of being a starter series for professional racers. There are a variety of different chassis manufactures including Lola, Van Diemen and Reynard.

FORMULA MAZDA (FM)

Formula cars using a sealed 13B Mazda Rotary engine for high revving action and the occasional flames out the exhaust. Cars have steel tube frame chassis, with in-board front shocks operated by upper rocker arms. The cars also feature a front and rear wing. Formula Mazda is often seen as a stepping stone to the Pro-Mazda Championship and the Mazda Indycar ladder system. If you want Braap Braap in your Formula car this is the race car for you.

F-PRODUCTION (FP)

Lots of great sports cars racing here including some older classics. Example cars include the Mazda Miata, Triumph Spitfire, Lotus Super Seven, Lancia Scorpion and the Fiat 124 Spider.

FORMULA VEE (FV)

Built on the 1963 Volkswagen Beetle the Formula Vee is a low cost Formula car, with a long racing history of over 50 years. The cars use the 1200cc engine, transmission and front suspension from the VW beetle and a variety of different steel tube frame chassis. The car is popular due to the low cost and ease of building your own chassis, car or even kit from various manufacturers. The low horsepower and skinny tires makes for some great momentum racing.



Spec Racer Ford (SRF) Photo Courtesy of Spencer Seim

GRAND TOURING

This class uses highly modified purpose built race cars that allow tubular frame chassis. The cars maintain the appearance of sports cars and sedans but are often completely different underneath the bodywork.

GRAND TOURING 1 (GT1)

Grand Touring 1 is the fastest of the grand touring classes and are closely related to the Trans-Am Series cars. Defunct older cars from the series often end up competing. Example cars include the Porsche GT3 Cup, Chevrolet Corvette and the Ford Mustang.

GRAND TOURING 2 (GT2)

These cars are lighter and have less power than the GT1 cars. Example cars include the Porsche 944, Porsche GT3 Cup, Chevrolet Corvette and the BMW M3.

GRAND TOURING 3 (GT3)

These cars are lighter and have less power than the GT2 cars. Example cars include the Mazda RX-3, Mazda RX-7, Nissan 240Z, Nissan 350Z and the Toyota Celica.

GRAND TOURING LITE (GTL)

These cars are the lightest and least powerful of the Grand Touring classes. Example cars include the Nissan 200SX, Nissan Sentra, Toyota Tercel, Mini Cooper, Honda CRX and the MG Midget

H-PRODUCTION (HP)

Great racing featuring classic production sports cars. HP is the slowest of the production classes and includes example cars such as the Triumph Spitfire, MG Midget, Honda CRX, Honda Civic, Fiat X-1/9, Austin-Healey Sprite and the Volkswagen Golf.

PROTOTYPES

PROTOTYPE 1 (P1)

These are purpose built race cars, featuring low production prototypes like the Norma M20, Stohr WF1 and the Elan DP02. Exotic looking and extremely fast, many with composite or carbon fiber chassis, high end suspension and race built motors.

PROTOTYPE 2 (P2)

These are purpose built race cars featuring the Stohr WF1 and the Radical Prosport.

SPEC RACE CARS

SPEC RACER FORD (SRF) GEN2

Built by SCCA Enterprises these are a single make specification class with tube frame fiberglass bodied sports racers. The cars use sealed transmissions, motors, suspension and specification parts include brakes. The use of specification parts limits the spending for racers without the need to always buy the next exotic part. The tightly controlled rule set ensures close competitive racing based on car preparation and driver skill.

SPEC RACER FORD GEN3 (SRF3)

The 3rd generation of the Spec Racer class with a reduce minimum weight and increased horsepower rear mounted engine. These improvements have seen lap times reduced by 2-3 seconds at most tracks. The series still focuses on driver skill and reduced operating costs. You can differentiate the SRF3 from SRF by the orange roll bar tape and SRF3 decal on the side panel.

SPEC MIATA (SM)

Various generations of the Mazda Miata with limited and specified modifications. There are restrictors and weight penalties added to various generations to ensure parity in the field. The class has a low cost of entry and lots of close competition making it one of the most popular classes for amateur racing.

SUPER TOURING

SUPER TOURING UNDER (STU)

Features production based vehicles that are mid-level performance cars of 3.2 liters and under. Car models must be newer than 1985. Cars can be front wheel drive, rear wheel drive, naturally aspirated or turbo charged on some models. Engine swaps are also allowed. The class is similar to World Challenge cars providing an avenue for those race cars to compete in club racing. All these opportunities allow for a lot of development and

options for car builders and tuners. Examples cars include the Lotus Elise, BMW M3s, Honda Integra and Civics.

SUPER TOURING LITE (STL)

Similar to STU except these are smaller bore cars of 2.0 liters and under. Examples cars include the Honda Civic, Honda CRX, Honda S2000, Acura Integra, Mazda Miata and the Mazda RX-7.

TOURING

The touring categories are numbered so that they group different high performance production cars into either T1, T2, T3 or T4. Cars typically have some allowed modifications within proscribed limits. Common modifications include roll cages, race seats, harnesses, stripping the interior and other safety features. There are limitations on the suspension, brakes and engine modifications. For the most part these cars are race version of common production cars with the same exterior look.

TOURING 1 (T1)

The fastest of the touring cars including Porsche 996, Accura NSX, Audi R8, BMW E46 M3, Dodge Viper and Nissan GTR.

TOURING 2 (T2)

The Touring Classes (T2-T4) are intended for commonly available recent model production vehicles to race in competition. The cars are grouped based on performance and allow minimal modification for race preparation. T2 cars include the Acura TL, BMW M235i, Cadillac CTS-V, Chevrolet Corvette, Ford Mustang, Mitsubishi Lancer EVO, Nissan 370Z and Subaru Impreza WRX STi.

TOURING 3 (T3)

Touring 3 (T3) cars include the Audi TTS, BMW SpecE46, Chevrolet Camaro, Ford Focus RS, Honda S2000, Lotus Elise, Mazda MX-5, Nissan 350z, Porsche Boxster and Volkswagen GTI.

TOURING 4 (T4)

Touring 4 (T4) cars include the Acura Integra, Dodge Dart, Honda Civic, Mazda Miata, Mazda RX-8 and Toyota FRS.

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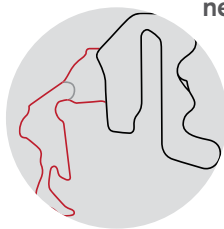
STANDING

THUNDERHILL REPORT

BY DAVID VODDEN

The process of booking rental dates at Thunderhill for 2018 is in high-gear. This initial process weighs heavily in the metrics of customers like our parent company, the American Federation of Motorcyclists, Classic Sports Racing Group, the Shelby Club, Northern California Karting Club, Porsche and BMW Clubs plus a host of other track renters who put on events as a business with profit as the motive such as Hooked on Driving and Keigwin's at the Track. All these track users

need to negotiate with other tracks and coordinate a year-long schedule of events that determines their success or at least the balance in their club treasury. They also tend to print schedules of their events with the intent of marketing their wares. We also have customers who do "private days" just for fun and friends who also want to schedule in advance.



The balance of the 585 days we rented in 2016 and the estimated 550 days we are hoping to rent this year are made up of renters who call us throughout the year. This would include: testing by race teams both professional and semi-professional; television needs for commercials and programing and the ongoing shifts that occur in the market place for all track users. Some of our customers add days and some subtract days. The process is ongoing.

On top of all the race track use, which is the purpose of the five, three and two-mile road tracks, we have two big paved pads, one we call the "drift pad" and the other we skirt giving a title. The latter's most famous use has been as the area's newest, smoothest and largest solo pad, almost seven and one-half acres. We already have more solo events set for 2018. The big pad can also be used for large drift events and who knows what else.

These surfaces, all five of them, make up the core of our offerings in the industry of recre-

ational motorsports. We compete, in a fashion, with Sonoma Raceway, Laguna Seca, Buttonwillow and Willow Springs. We also have Fontana with their Roval and Spring Mountain in Pah-rump, Nevada which may be factors in serving the same customer base. To be fair there is Chuck-walla and Thermal in the deserts to our South. I should also mention that we are currently dabbling in a dirt, Ultra-All-terrain-Vehicle, course which "may" prove to be a value to our land-use rental income. Stay tuned on this development.

As an aside, we had a spectacular weekend this past October where we had both pads as well as the two and three-mile tracks rented all at one time. Awesome! This reminds me of Baylands Raceway in Fremont where we would have the dragstrip, the three-eighth mile dirt oval, moto cross course and small-kart oval all running at once. You should have seen and experienced the energy this kind of weekend produced at Baylands and now at Thunderhill Park. The beauty here is the revenue that is produced from a single day versus what it would be if we had only one

track to offer. Awesome, again!

The rental of the tracks and pads makes up most of our business at Thunderhill. We also have thirty-two garages that we rent for \$600 a month plus a small utility fee. We have had all 32 garages rented at one time but there is always some churn. For example, we have a corner garage with more than double the normal space that will be avail-

able next month. We are also about to create eight [8] big-bay garages that will offer bathrooms and a larger space. These will be located on the three-mile side of the property. We currently produce close to \$300,000 in annual revenue generated from this component of our business.

On the retail side we have a food service business, a merchandise business, a fuel business and a faltering tire store. These operations, which are heavily dependent on the schedule of property use, add about \$1.3 million dollars to the gross income of Thunderhill Park.

This is the business of Thunderhill Park. Or should I say businesses. The prime directive of the of all this is to provide a place for recreational motorsports. To meet that goal the track must survive. Survival is the ultimate need because without the race track all the rest is moot. I told car owners at Baylands this when they were crying about purses being too low and entry fees being too high. All this while spending \$60,000 for an engine and thousands on tires, fuel and fun. I learned at Baylands that most racers cannot grasp the global picture of their world and would sell their sole for any advantage that they can get on any given weekend. Baylands closed, in part, because the risk-reward paradigm for the owners did not justify its continuation. This was also true for West Capital Raceway, Ascot, Ontario and most other race track properties that closed over the history of the sport. Tracks must make money to continue!

Racers race. People who run race properties must think long term. They must think big picture and they should never apologize for being successful. If you fit this description as a business manager with some knowledge of the business of motorsports and know, beyond a shadow of a doubt, that there are people out there who will come up with a multitude of ways to drain the life-blood of Thunderhill Park in the future, call me. I am looking for my replacement and you might fit the bill. There needs to be more than one or two candidates. You?

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GT1 Rolling Chassis. Loflin/Philips GT1 tube frame, raced mid-80's Trans Am Series. No engine, trans, body, fuel cell, has exhaust system, stock products quick change, full fire system, NASCAR Modine radiator and oil cooler, 16x12.5 on 5 hubs, Durlite alloy rims, 4 fronts 2 rears, Lockheed front brakes, Hurst airheart rears. All gauges, seat, pedals, dry sump tank and hoses. Documented Trans Am history. Car located Hayward, CA. Make offer. Contact Don at 510-531-6632 1704



For Sale: FC/F2000 Engine. Ivey. Ex Joe Riley/Robert Armington. Last raced in 2014. \$2000. Includes engine stands and header. Want SF Region people to have first shot at this before listing on Apex Speed. David Simerly. 415-383-0960 1704



Super competitive SRF Gen 2. Top 10 in Runoffs past 2 years. Fresh national motor+ quality regional motor. 3 sets of wheels with tires including new rains. Brakes and rotors have one race session. Re-built transmission last year. \$15,500. Open trailer available for \$1000. Call/text Dan @ 443.742.7702 1702



1992 Van Diemen FF. Loyning Runoffs motor. Stack dash, Technomagresio wheels, Penske shocks. This model FF has almost won the SCCA Runoffs and currently wins races in England. RACE READY. \$10,000 Jerry Pacheco 530-367-3899 1602

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Spec Racer FordGen2- 2004 Ready to race! Professionally maintained and very well sorted. Chassis completely rebuilt in 2012: new fuel cell, new clutch, new complete belly pans, frame painted with Rust Bullet, shocks rebuilt, all new heims and suspension bushings. 2012 Complete chassis reset- paint, heims, bushings- cleanest SRF on the planet! Includes tons of spares: 3 sets wheels and tires, quick jack, complete bolt on string bars for alignments, quick disconnect steering wheel, hot lap timing set, Butler racing seat upgrade, fire system, 2 sets brake pads, suspension spares, dynamic number system, oil filter, fuel filter, and spark plugs/plug wire set. Please email for extensive photo package. \$13,500 OBO, James "Cotch" Cotcher cell: 530-545-1765 home: 530-573-0505 jamescotcher22@gmail.com 1612



SPECRACER #33 FOR SALE OR RENT Fast and clean SpecRacer for sale or rent as a GEN2 or GEN3 after October. Updates include: new paint, Butler seat, in-cell fuel pump, new air Intake tube, new fuel regulator, Penske shocks, 2 sets of Shelby rims, transponder, removable steering wheel, and Laguna muffler. Motor has 104+ hp and 120 ft-lb of torque. Strong, solid car currently second in points in the San Francisco Region. GEN 2 Price \$17,500 GEN 3 price \$36,000. For more info and rental rates go to www.accelracetek.com or contact Bruce Richardson @ (669) 232-4844 or brichardson@accelracetek.com 1611



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



For Sale, 1980 RX7 Race car Annual tech has been done for class ITA. Recently ran in the regional's 8 -9 at Laguna Seca. The car is race ready. Engine is stock 12b with a Nikki 4 barrel carb, Stainless headers, new aluminum radiator w/ shroud and electric fans. The Kirkey aluminum seat is adjustable for easy driver fit, new G force belts, and a new window net. It has Panasport style wheels with Falken Azenis tires. The roll cage was built by Doug Chase. The car was originally built, or should I say over built, as a 24hr of LeMons car called Laramie. It's great colorful markings

FENDERED RACE CARS



For Sale: 1974 Jensen Healey. Chassis and suspension preparation by Race Tech Engineering. Prepared for E Production. 2.0 Litre Jensen Healey Lotus 907E (Mark II). Engine prepared for SCCA E Production specs. Tilton Aluminum Flywheel with Tilton dual disc clutch. Dry sump oil system with 3 stage pump. Getrag 5 Speed. Carburetors are Weber DCOE 45 with 34 mm chokes (venturis) as specified by SCCA for EP. \$19,000 Don Wollesen 831-685-2545 wollesen@ieee.org 1711



Chevy Cobalt SS Supercharged and Race Ready. Prepared and setup by Phoenix Motorsports for the World Challenge Pro Series. Great car for SCCA or NASA Can easily be changed based on the class you want to race. 268hp at the wheels. Setup for Cool suit, radio, and camera Passenger race seat installed. Spares include 2nd super charger, tires, wheels, brakes, radiator and lots more. Sold as is and shipping is at buyers expense. Enclosed race trailer for sale as well. Will consider selling as package. Al Gambetti Cell: 916-532-8303 Phone / Fax: 916-676-9888 agambetti@yahoo.com 1711

2001 Spec Miata. The car is well sorted and very fast. Has many championships and track records. Third in 2016 Teen Challenge. 1. New motor dyno time only. 2. New shocks. 3. New Clutch. 4. Rebuilt trans, no race time. 5. New wheels this year. 6. New wiring loom. 7. New Coil packs. 8. New Belts. Many extras; Receipts available. (949) 413-2220; noah-greyracing@gmail.com 1710



For Sale, 1980 RX7 Race car Annual tech has been done for class ITA. Recently ran in the regional's 8 -9 at Laguna Seca. The car is race ready. Engine is stock 12b with a Nikki 4 barrel carb, Stainless headers, new aluminum radiator w/ shroud and electric fans. The Kirkey aluminum seat is adjustable for easy driver fit, new G force belts, and a new window net. It has Panasport style wheels with Falken Azenis tires. The roll cage was built by Doug Chase. The car was originally built, or should I say over built, as a 24hr of LeMons car called Laramie. It's great colorful markings

were to mimic the M1 BMW racecar of the 1980 Le Mans period. The great front spoiler and high rear wing, though removed for ITA are with the car. Call to make offer or for more info or pictures. Contact: Al Bourdet 510-414-9202 or al@altechconsulting.com 1708

Brand new chassis. Victory circle with Port City front clip. Car has never seen the race track. Have items to add to build such as fuel cell, headers, rear end, shocks. Message more more info. \$2000 for chassis, \$7000 for everything. Willing to split items. 916-425-6251 1708

Fresh 383 Stroker LT1 Engine, Rebuilt Borg Warner T56 6 Speed Transmission with aluminum flywheel and new Stage 3 clutch, re-engineered suspension including UMI Road Race K Member, 6 point professional built roll cage in a rare full hard top, never wrecked. \$12,500.00 B/O 916 716-7304 1707

1970 GT1/BP Corvette roadster. Has vin, pink and two log books. Roll bar numbers match log book numbers. About 20 races total. Engine is an all iron 355 except for the intake manifold and Muncie four speed. Flares are wide enough for 12 inch rims. Tires are currently rollers only. Runs, drives, and stops well. 559-645-2988. \$22,500. 1707



1999 Spec Miata. Well sorted car, super reliable and many podium finishes in SCCA Calclub. ACT Clutch, Koyo radiator, Torson diff, SS brake lines, Racetech seat with head restraint, manual steering rack, Momo steering wheel with quick release. AIM MXL data system. 2 sets of Team Dynamic wheels. Come with spare parts. Current SCCA log book. E-mail me for more pictures and video of races. fhu@performancecomposites.com \$15,550 OBO. 310-927-4368 1707

1971 Datsun 510 4 Door. SCCA ITC Racer GRP 5. Car won 2015 ITC Champ. Ready to race, good first car. L1600 Robello Engine 40 over. Additional Pictures 4x4xfar88@gmail.com Text 209-613-4813. With spares \$6500 1704



1978 Porsche 911 Turbo (930) race car, \$50,000. Guard red color; RS 3.8 body style. Fiberglass body except tub; 2300 lbs, 500 hp. 2 hours on GD Racing rebuilt motor, 3.4 L; Rebuilt turbo. GT1R class car with PCA Racing log book. Thunderhill 1:56 using Good Year Bias ply R430 non radial. Rear tires 25x13; front 23.5x10.5 1704



Turnkey, race-ready HP Honda CRX Car has 4 SCCA National Championships with 4 different drivers; third at Laguna Runoffs with 5th driver. 138 MPH trap speed at Daytona Runoffs. No possible effort left undone. Car comes with - Jongbloed wheels; Houseman, 5 racing gears trans; custom air dam/splitter; Tran-X limited slip; highly developed, "bagged" SS header; water-to-oil heat exchanger; custom water radiator; Comptech prepared engine; AEM Infinity ECU; data collection sensors; and "owner's manual" with track session/setup data. Comprehensive spares package available. Contact hussey.steve@gmail.com or 650-823-9927, \$27,500 1702



Spitfire Roller For Sale. MUST SELL - Please Make Offer. Ex-Tom McCarthy Car. Tom Ran at Atlanta, Then sat one season, I bought it. I made numerous improvements, used it for my Driver's School at Sears Point, got my two races in. And then divorced. Stored indoors since. Complete EXCEPT NO engines, transmissions. Has very rare Positraction, McCarthy axles, full gauges, three sets of wheels Spare Spring Towers, Used Super Trap Muffler. rhostler@gmail.com 1611



1986 Porsche 944 Turbo Race Car GT 2 - 2400lbs. 568 HP/DYNO SHEETS, Low Hours, NASCAR Style Cage, 968 6-speed, BIG RED Brakes, Adjustable boost, MOMO Wheel, ACCU-SUMP, etc. all the best \$100,000 plus invested. SCCA, NASA, PCA logbooks NEW HOOSIER R7's -285/30ZR/18 Front & 335/30ZR/18 Rear Car located in Santa Barbara. \$27,500 OBO Steve 617-838-4648 info@americanglobal.org 1611



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 1608

2 Austin Healey Sprites For Sale! \$1,000.00 obo. 1 1962 and 1 1965 Sprite projects. To start with I am selling these Sprites for a fellow race partner, John True. He needs to move these cars so he can move. 1 has been seam welded and cleaned and premired. The other has been cleaned and premired. There are engines, transmissions, rear ends and suspensions should be enough parts to build 2 cars, too many parts to list. There are several racing parts that are very hard to find and come with them. The Parts were from Butch Gilberts collection of parts. If you only want one that is ok it can be worked out. I do have pictures and can text to you. Great Project for someone to build one for vintage racing and the other for the street. I am not sure if he has the titles for the cars? But I am sure you can get a title. If you contact me I will give all that I know as that I helped with the project but things changed. Paul Gilbert 775-762-4431 paulracer152@sbcglobal.net. 1703



For sale: 2006 Winning Blue MX5. Full STR prep. I drove this to second in pax at last SSSCC event of the season by 0.1 seconds. Two sets of wheels with good rubber. RE71R'S and R1R's. \$13000 obo Will deliver with a deposit up to 1000 miles from 99338 for \$0.75/mile. Trophied at the Packwood Tour in 2013 (Rex), 2014 (Mark, Lynn and Dennis Healy), 2015 (Mark & Lynn) and 2016 (Lynn). 2006 Mazda MX5 GT with 74XXX miles Winning Blue, 60,000 when we bought it in 2012. We are the second owners and can put you in touch with the original owner if needed. All in decent condition (for an autocross car, not a show queen) with minor road chips on hood and at rocker panels. 6 speed with stock Mazda LSD. (Only mod it does not have is the OS Giken) PPE Engineering LT Header and midpipe put on in 2014 and much more. Contact me for details. roadracerex@gmail.com 509-551-2681 1703



AV8 Supercars has two Spec Mustangs for Sale. Both are ready to win and have!! \$35k each. Darrell Anderson. AV8 Supercars 510-928-2423 1608



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 jblackrsr17@hotmail.com, \$32,000 1606



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



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FOR SALE, 1967 FORD CORTINA, \$1500.00 OBO. In excellent condition 4 door Ford Cortina. I am selling this for my race partner John True. He bought the car from a gentleman on a business trip many years ago and had it shipped here in Reno. I put a better intake manifold with a Weber carburetor on it and it runs great. It has the 1500 cc engine with a 4 speed. The car is really clean and straight. No title, but I know there are ways of getting it. It is clean title as we know. The White with white/blue interior; very clean and straight. Great little car and fun to drive. I will text pictures if you ask. Paul Gilbert, 775-762-4431, paulracer152@sbcglobal.net 1703

SPEC MIATA



1999 SM for sale/TPD Trailer combo Race winning car. Refreshed for 2014 Runoff's. Top 10 at the Runoff's. Stored since. Great spares. 3 sets of wheels. Drago motor. Will part with 24ft fully load 2012 TPD with every option as package. 18K for car + spares. 35K for both. Email for build sheet for trailer or more info on car. Located in Pleasanton. Barretttilley@hotmail.com 1701



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

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



1991 Sealed 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 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, Rennenmetal ballast weights and mounting kit, Roger Kraus corner weighting and alignment, NASA and SCCA log book current through 2013 Clear CA title with plate ñ drive it to the track! Extras! Stock wheels w/ New Dunlop 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 1603

"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 1602



Two BMW E36 IT-prepared rollers for sale, one with some front end damage. Complete race-ready drivetrain for ITS 2.5l and complete drivetrain for ITA 1.8l available, prepped to IT limits and chipped. Aggressive limited slips for each. Fully built suspensions. 2002 ITA 3rd place SFR region championship car. Make offer. banta@racer.net, 650-472-1486 www.fizzball.com/bmw01 1700

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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 1610

STREET CARS



Street Car classified: 1988 Fiero GT, 5 speed transmission, runs great, fresh paint, \$3400 obo. Photo is pre-paint. Contact Maggy Kelly: "to 'Street Car classified: 1988 Fiero GT, 5 speed transmission, runs great, fresh paint, \$3400 obo. Photo is pre-paint. Contact Maggy Kelly: 925-413-8015 1701

TRAILER/TOW

For Sale: 1992 Boulder RV, 33 foot, side aisle, pass through bottom storage. 82,440 miles. Only driven on week-ends. Asking \$15,000.00. Contact Bob or Rhonda at (209) 986-9652 or email rrsracer@gmail.com. 1700

2002 WELLS CARGO AUTO WAGON 10,000 gvw, 32' inside length, 8' - 6" full width, bumper pull, 6000 miles total, diamond plate floor, small workbench. double axles with brakes, 6 brand new 10 plys with two spares mounted. Can carry a full size sedan and a Miata, or a couple of formula cars. Saves towing two trailers. Can deliver 100 miles from Bay Area. \$8000. 831-917-5952 1700



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 1610

Top of the line, four-axle trailer \$2500. 530-934-5588 E-101 / 530-330-2186. 1600

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. 1600

TOOLS/ EQUIPMENT /MISC FOR SALE



SAVE YOUR BACK, Electric Side Lift, Last used for Van Diemen Formula Continental. Great for Formula Ford, Formula V, etc. Quick battery connect. \$375 (does not include Battery cannot ship, pickup only). Chuck Raggio (916) 698-0172, cragg@comcast.net 1711

Set of four Hoosier cantilever slicks, 20x9.5-13 R35A compound. They are mounted on 13x7 steel wheels. (The wheels come with the tires for free.) Barely scrubbed in. They are virtually brand new. Cost me over \$1000, asking \$500. Contact Rich at con-erunner@yahoo.com 1711



AIM G-Dash and EVO4 Data Logger. Both new and still with the original packaging, wiring and software. I'm staying analog. Pegasus sells the G-Dash for \$419.99. I'll sell it for \$300. Pegasus lists the EVO4 for \$1,199.00. I'll sell it for \$900. David Simerly. Cell is 415-317-2353. The e-mail deal is dlsimerly@icloud.com. 1711

Sports Racer 1979 zink-14 P-1 car project. Retiring from SCCA. fresh Kawasaki ZX-14R engine, new chain, new quaffe LSD, new rear wing, good tires(slicks) Two sets of jongblood wheels and all the parts to put it back on track. Needs to have the nose fit and paint. Jay. (805) 459-0229. abarthwest@hotmail.com \$6500 1700

Coast Muffler, 2" Inlet/Outlet \$175.00 includes UPS. Tri-pod greaser, includes 2/3 tube of GKN Lube, \$75.00. Both prices include UPS ground to lower 48. cragg@comcast.net 1708

HP full race engine. All the good stuff. Email me for a complete description. No reasonable offer refused. Ray Hiatt. 11HPrrhiatt@gmail.com 1708

Ford Racing Recaro Seats. Fits 2013-14 (later?) Ford Focus. Partial leather, equipped with enhanced shoulder, back and thigh area bolsters. Includes original equipment airbags and OCS sensors. Similar to OEM seat found in ST2 option Focus ST. Sold as pair \$900. Mike 510-530-1895 1704

WANTED: Fun-loving SFR members to participate in a wild and crazy party Saturday at Thunderhill Raceway Park at days end of the Season's Finale Regional Race 28 October 2017. Come One! Come All! The Party Posse Wants You!!! 1602

Snow Tires on new aluminum rims, both less than 300 miles. Bridgestone Blizzak studless tires, 225-60/16, set of 4. Practically new, Fits 2002 Honda Odyssey van. \$600.00. Arthur Munch-eryan rose1art@earthlink.net 1703

Large collection of historic autocross photos looking for a new home. Contact NorPac Archivist Gary Horst-korta if interested: norpacarchivist@comcast.net 1702



Seat For Sports Racer For Sale. Never used, Fiberglass, Make offer rrhothler@gmail.com 1611

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