



## *Harvest Time in Kansas*

### Wet and Wild Days in Topeka Yield Two Trophies for Reno Contingent

Five Reno Region drivers made the trip to Topeka, Kansas, the second week of September for the Tire Rack Solo2 National Championships. Mike Mulhall (B Stock Boxster), Eric Gangloff (F125 Birel), John and Patty Evans (D Stock WRX) and Debbie Kerswill (in the Evans' WRX) all competed during the final two days of the Championships. When the last cones were counted, Patty was awarded the second-place trophy in D Stock Ladies, and Eric brought home the fifth-place trophy in F125.

Although out of the trophies, the other Reno drivers also did very well. Mike finished 22nd out of 58 in BS (barely a half-second out of the trophies), Debbie was third in DSL, and John was 27th in DS. It's an outstanding showing, especially considering two things: first, it's been many



*Patty Evans, moments after she was awarded her trophy.*

years since any Reno drivers tackled the Nationals. And second, rain -- heavy at times -- plagued the first day's runs. Can anyone remember the last time Reno Region had a wet autocross? For us, a slippery surface is dusty asphalt.

The legendary size of the National event (over  
*Continued on Page 7*

## *Season Closes at Stead October 11 & 12*

Corded your tires yet? If not, you've got one last chance: Reno Region finishes its 2003 Solo2 season with back-to-back autocrosses on the smooth pavement at Stead Airport, October 11th and 12th. Miss this weekend and you'll have to wait until next March to satisfy your need for speed.

Event chairs will be tech inspectors deluxe Patrick Housel and Dave Heppler. Dave may be a stranger to first year drivers, as he's been

sitting out most of the season while his car (C Prepared Ford Falcon) is being reworked.

Among the trophy battles still unsettled are two championships that may go down to Sunday's last run. In A Street Prepared, Jim Uchytel seems to be on a roll in his quest to overtake John Perry -- this could end in a tie. And in E Modified, the father-son battle of the Riggs has lasted all year; the current margin is just six points. The pressure will be on!

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## Reno Region Officers

### BOARD MEMBERS:

#### REGIONAL EXECUTIVE --- DAVE DEBORDE

2910 Santa Inez, Minden, NV 89423  
(775) 267-4845 ddeborde@aol.com

#### ASS'T REGIONAL EXECUTIVE --- ERIC GANGLOFF

P.O. Box 8437, Incline Village, NV 89452  
(775) 831-2773 egangloff@aol.com

#### SECRETARY --- CAROL DEBORDE

2910 Santa Inez, Minden, NV 89423  
(775) 267-4845 ddeborde@aol.com

#### TREASURER --- PATTY EVANS

2796 Starr Meadows Loop, Reno, NV 89509  
(775) 828-0608 peracer@nvcbell.net

#### ACTIVITIES DIRECTOR --- GREG BENSON

2850 San Juan Circle, Minden, NV 89423  
(775) 233-7947 to\_many\_toys@hotmail.com

#### DIRECTOR AT LARGE (2003) & WEBSITE

##### EDITOR -- DEAN BENZ

2369 Camelot Way, Reno, NV 89509  
(775) 786-5224 Dean@benzfamily.us

#### DIRECTOR AT LARGE (2003-2004) --- JOHN RIGGS

P.O. Box 9906, Reno, NV 89507  
(775) 972-7232 jrspath@ix.netcom.com

#### DIRECTOR AT LARGE (2003) --- JIM UCHYTIL

2375 Manzanita Lane, Reno, NV 89509  
(775) 826-8757 juchytil@callatg.com

#### EDITOR, ROAD & TACH --- JIM GANDY

1541 Stephanie Way, Minden, NV 89423  
(775) 267-1183 jrgandy@earthlink.net

## Points of Contact

**Tech:** Patrick Housel (775) 287-1410

**Safety:** Dick Lewis (775) 852-3969

www.renoscca.com www.scca.org



## OVER-REVS

FROM THE EDITOR

BY JIM GANDY



Why do we do it? That's the question my wife, Marion, asked me when she read the first draft of the True Crew Story that appears in this issue. Did you read Part One last month? In it, I promised "a tale of snow, mud, dust, broken cars, shattered dreams, and... even a whiff of death, no extra charge." You can check this month's installment to see if I delivered -- and see if you have the same reaction Marion did.

All the different activities of the SCCA, from autocross to rally to road racing, have a built-in potential for bad outcomes, anywhere from inconvenience to downright disaster. True Crew Stories has related a few that were toward the heavier end of the scale, and even our local events have had some sad outcomes, like the writeoff of the Eddins/Mauldin Toyota Starlet in August.

So the question is a valid one: Why *do* we do it? Why do we accept the inherent risks, both financial and physical, that accompany all forms of motorsport? And in particular, why do we attempt things that have an extra helping of risk, or that are different from anything we've done before? In the case of the True Crew Story about Sammy and his Rabbit, why would a road racer plunge into the deepest end of stage rallying? Closer to home, why would five of our fellow Reno Region members go 1,500 miles to the Solo2 National Championships in Topeka?

I've been in and around sports car activities for over 30 years, and there have been times when I've asked myself the question, and the answer made me stop what I was doing. Example: in the autumn of 1982 I was at the Runoffs at Road Atlanta. It was my fifth Runoffs as a driver, so the novelty had worn off. During the championship race for Showroom Stock C, I was in a Rabbit, running far back in the field, and about halfway through the race, coming down the backstraight, I asked myself, "What are you doing this for?" I couldn't give myself a good enough answer to justify the risk, so I stopped road racing for the next 12 years.

There are all kinds of different answers to the question. "I love the competition," or, "I've always dreamed of trying it." "I want to be a professional racer" is a pretty good answer. I'm sure there are two or three answers in your head, too, maybe even some you'd be loathe to reveal, except to your shrink.

The best answer I ever heard, though, came from the same Sammy who's featured in our True Crew Story. In '94, he and I partnered with several friends to run a car in the 24 Hours of Nelson Ledges, a low-budget LeMans for SCCA club racers. As we were sweltering in the summer heat of Ohio, he gave me this answer: "We do it so we'll have memories when we get older." He and I will never forget that race, nor will we ever forget the Golden West 2000 rally, even if it turned out badly. In fact, hardship and failure just add to the staying power of the memories, and to the warm flood of emotions that the memories release. To me, that's a great answer.

# 2003 Reno Region Solo2 Events

Date	Event	Site	Event Chair	Run Group 1 , 2 , 3 , 4	Points Event #
Oct 11	Reno Region Solo2	Stead	Pat Housel &	W, Y, B, G	19
Oct 12	Reno Region Solo2	Stead	Dave Heppler	G, W, Y, B	20

RUN GROUPS: G = GREEN - AP, BP, CP, DP, EP, FP, AM, BM, CM, DM, EM, FM, F125, FJr, SFJr  
 Y = YELLOW - Nxx (Street Tire) B = BLUE - AS, BS, CS, DS, ES, FS, GS, HS, STS, STX  
 W = WHITE - SS, ASP, BSP, CSP, DSP, ESP, FSP, SM, SM2, SU

Note: Groups 1 and 2 run in the morning, 3 and 4 in the afternoon. If you're running in the morning, plan to arrive by 8:30 AM at the LATEST (the morning driver's meeting starts at 9:15 AM). Arrive by no later than 11:30 AM for the afternoon session, with the afternoon driver's meeting no earlier than 12:15 PM. This will allow time for registration, car prep and tech. To balance the groups, classes may be adjusted at the event. Every effort will be made to keep the adjustments within their respective morning and afternoon sessions.

Call Dave at 775-267-4845 or Eric at 775-831-2773 for more information, or visit [www.renoscca.com](http://www.renoscca.com).

## NEWS & NOTES FROM IN & AROUND RENO REGION

### NORPAC CONVENTION UPDATE

Now is the time to plan ahead for the NORPAC Convention in Reno this coming January 9-11, 2004.

Meetings on Friday and an extended Sunday program are being planned. Steve Johnson, CEO & President of the SCCA, along with other National staff members will be attending. SCCA U and Barbara Lundquist will also be returning. You can look forward to another productive and fun time at the Atlantis Resort and Casino in Reno.

### CASTING THE DOOR PRIZE DRAGNET

It's barely a month 'til Reno Region's annual Awards Banquet (see details and entry form below), and the call is going out for door prize donations. Yes, there will be dozens and dozens of year-end awards handed out, but a bounty of door prizes means it's a rare person who goes home empty-handed.

If you have prizes to donate, or if you know of a business or individual who's willing to donate, call the banquet Chairpersons, Dick and Annie Lewis, at (775) 852-3969.

## Open Letter to the Region

I would like to thank everybody for their care and concern regarding my recent accident, involving rolling over our '82 Starlet during a competition run at Stead.

I would like to thank all the course workers, safety people and concerned bystanders for all their help right after the wreck. You all know who you are and both Edy and I thank you very much for your professionalism and concern.

I would very much like to personally thank all the well-wishers from the club who called to check on my condition after the wreck.

And both Edy and I would like to thank, from the bottom of our hearts, everybody who so warmly welcomed us back to the races during the last Lovelock event when we showed up with our new MR2. There is a very special group of people in this region and I'm very touched by the concern shown us when we wrecked, and the affection shown us when we returned to action.

See you at the races,  
 Todd Mauldin

# 2003 RENO REGION AWARDS BANQUET

**Saturday, November 15th, 6:00 p.m. *Reply by Nov. 7th!***  
**Amelia's Restaurant, 655 S. Rock Blvd, Reno**

Trophies, Door Prizes, No-Host Bar, Great Camaraderie and More...

**\$30 PER PERSON**

**Count me in!**

**Name** \_\_\_\_\_

**Number of People** \_\_\_\_\_

**Amount enclosed** \_\_\_\_\_

Make checks payable to Reno SCCA. Send to:  
 Annie Lewis, 1265 High Chaparral, Reno NV 89521

*clip and mail*

# ATTENTION IN THE PITS

WORDS FROM THE REGIONAL EXECUTIVE

BY DAVE DEBORDE



REgion News -- October 2003

Congratulations to the five competitors that ventured to Topeka to the highly competitive 2003 Tire Rack Solo Nationals. This is the first time in a number of years that Reno Region was represented at this premier Solo event and they came home with two podium finishes, Patty Evans with a second place trophy in DSL and Eric Gangloff with a fifth in F125. Interestingly, Eric was in second place at the end of the first day of running in the rain and was just a fraction of a second out of first at the end of the event. Podium finishes don't tell the whole story, however: Debbie Kerswill, John Evans and our own hot shoe, Mike Mulhall all were competitive in their respective classes and could have easily finished in the trophies had they been better prepared for the weather. Good job, you did Reno proud.

Our second event at Lovelock proved just as enjoyable as the first. The hospitality in Lovelock was great once again, and Pershing County Buildings and Grounds Supervisor Loney Mellot was just as accommodating. Dean Benz and Lucas Kunze co-chaired the event and did an outstanding job of organizing everything and designing challenging courses. Thank you both for all the work, it was great!

After two great weekends at Lovelock's Derby Airfield, our Solo program returns home to Reno-Stead Airport. Pat Housel and Dave Heppler are teaming up, or is that scheming, to put together a great last event of the year with a course that is challenging and creates memories that will last through the off-season. To find out what they have in store, be sure and come out to Stead on October 11 & 12 for the season finale. Remember, you must compete in at least 51% of the Reno Region points events to qualify for season championship trophies. That means you must compete in at least eleven events to qualify.

As reported previously, we are contemplating various ways to become involved at Reno-Fernley Raceway. The types of events currently being explored include High Performance Car Control Clinics, Solo I Time Trials and

ultimately a Regional Club Race. I am very disappointed to report that there has been little progress in the last month. I am equally disappointed in the lack of assistance from National or our Division. I have been unsuccessful in getting help from the National office and the Division to do a preliminary evaluation of the track; that is, to get an informed opinion of the acceptability of the track for SCCA high speed events. Apparently, the region will need to hire an outside firm to do a preliminary evaluation. We have also been unsuccessful in getting consultation from within the club to evaluate the resources necessary for Reno Region to get into racing. It is surprising to me that the SCCA does not have funds and staff designated for startup events. It should be noted that there have been offers of support from San Francisco Region in terms of volunteer workers and possible use of their equipment as well as schedule coordination. In my opinion, Reno Region cannot host a race event without this support from SFR and surrounding regions. At the same time, I question our ability to become a race region without National and Divisional SCCA support, and I will continue to explore all possibilities.

In last month's REgion News column, I mentioned possible region organization changes to help prepare us for entry into road racing. Your suggestions and comments on club organization would be helpful to the Board in determining if a revision to our By-Laws will be needed, and also in preparing the ballot for officers for 2004.

One last item, if you have not attended a Reno Region annual awards banquet in a while, you need to do so this year. Dick & Annie Lewis are planning another outstanding event, this year at a new site, Amelia's Restaurant, located on Rock Blvd., east of Reno International Airport. Show your support for the club, have a good meal and great camaraderie, and maybe take home a door prize or two. Sign up now!

Dave Deborde, Regional Executive

Reno Region, Sports Car Club of America

## Thinking about Road Racing? Here's How You Can Get Involved

Earlier this year we talked about worker volunteers for Road Racing. The race season is nearly over, so opportunities are getting fewer. However, there is an event coming up at Thunderhill Motorsports Park November 7-9, the Western States Shootout. This is a large, exciting race weekend and a great chance to get involved. Carol and I plan to work the event, and we would welcome any Reno Region members who would like to experience Road Racing up close -- real close. All specialties can use help, including Registration, Grid, Timing & Scoring, and Flagging & Communications. No experience is required, and there will be plenty of experienced hands available to show you the ropes. It would be helpful for the host region, San Francisco, to have an indication of how many of us might be attending, so let me know if you're interested -- say by October 24th -- or feel free to call me if you have any questions. -- *Dave Deborde, RE*

# Having It in a Subaru WRX



Point) in California. I attended two days of an Audi Car Club driving school, followed by two days of a NASA HPDE (High Performance Driving Experience). I racked up 300+ track miles during those four days, while learning a great deal about the WRX's handling and performance capabilities. Talk about an experience: driving at speed on one of the most famous road courses in America. I also met a number of other WRX owners and enthusiasts who were in various stages of performance modifications to their car, and they had lots of advice to share. I also won some cool prizes given away by Santa Cruz Subaru during the HPDE. Those four days were an ideal validation that I had made the right decision in my vehicle purchase - providing performance, versatility, and FUN!

By Debbie Kerswill, Reno Region WRX Program Chairman  
With contributions by Scott Perry; pictures by Scott Perry and Jarrod McLachlan

I took last month off from submitting a newsletter article for *Road & Tach*, in order to pack and get ready to attend the SCCA National Solo Championships in Topeka, KS. What a trip! Of the Reno contingent who went, I had the easiest travel to get there (I flew in, taking advantage of John and Patty Evans' super-generous offer to allow me to co-drive with Patty in the yellow WRX!), but even those who made the long drive would tell you the same thing - You Should Go! After I got home and reflected on the experience, I realized this was yet another adventure that revolved around driving a Subaru WRX. It fit right in with this article's theme, "Fun things to do in your Subaru WRX," so why not start right off with it!

**Go to the National Solo Championships!** Patty Evans took home the 2nd place trophy in D-Stock Ladies, and after two days of competition that included a drenching downpour on Day 1, Patty's overall time was within 0.4 seconds of 1st place. As for me, I lost ground on Day 1 with only one good timed run which included a cone penalty, finishing at an overall lag of 4.6 seconds from Patty's time - yet I was still fast enough to earn 3rd place. But of the six runs I took during those two days, the one I'll always remember was in the pouring rain (Day 1, run 3). It began to rain while I was still in grid, and by the time the green flag waved it was a deluge. Windshield wipers were running full blast, but it was still hard to see - I had to brake every 50 feet or so in order to discern where the course went. A few minutes later Patty took her 3rd run, and it was incredible to see that yellow WRX plowing through ponds, water spraying 20 feet in the air, and yet she staying on course all the way through to a splashing finish. Nothing but an AWD car could do that! Eventually the heavy rain caused severe flooding on course, and rumor was that some cones started to float away from their boxed positions. Talk about a sea of cones! You can check out all the results on-line at [www.scca.org](http://www.scca.org), and here's an Internet link to some pictures taken at Nationals: <http://www.showcase-photo.com/Topeka>.

**Go to the Track!** One of the most fun times I've had driving my Subaru WRX was at Infineon Raceway (Sears

A WRX owner can also take this path into professional racing as well. One of the Reno SECCS members' favorites to watch in track driving is Gary Sheehan, driving the US Touring Car Championship (USTCC) WRX sponsored by Subaru, Stoptech, and Cobb. Basically, to a touring car and Subaru fan, he's like Michael Jordan. Gary was at a race in Fernley in early August, and he talked car setup with the Reno SECCS guys. They learned that Gary was having a suspension part problem. Scott Perry, Matt Roy, Tyson Kueper and Theo McCormick, all knowledgeable about WRX parts and who has what in the Reno area, stepped in to help. The next day, they took advantage of a photo opportunity (see above).

**Take a Road Trip!** In early August, two SECCS members joined a road trip organized by a Sacramento area Subaru driver (Steve aka 'Kostamojen'). Scott Perry recapped their trip: "We spent the night at Steve (Kostamojen)'s awesome beach house in Fort Bragg. But of course the point of the trip was not the destination, it was the driving to get there. The roads were pretty fun, with many dynamic conditions due to the constant threat of rain. At least the temps stayed nice and cool the whole way! Leaving Red Bluff, the primary drivers lucked out as the weather cleared just in time to hit a crazy section of road. Serious roller-

*Continued on page 7*



*A seriously fun road: California's Highway 36*

**RESULTS**

**Reno Region Solo2 Series Round 17  
Derby Airfield September 20, 2003**

<b>AS</b>		
1. Hersh Wilhoite	Corvette	63.807
2. Matt Roy	Subaru	65.400
<b>ASL</b>		
1. Karin Wilhoite	Corvette	65.092
<b>ASP</b>		
1. Jim Uchtyl	Corvette	59.948
2. John Perry	Corvette	61.309
3. Doug Driver	Boxster	62.518
4. Jim Kunze	Corvette	64.754
<b>ASPL</b>		
1. Helen Perry	Corvette	65.036
<b>BP</b>		
1. Randy Jones	Corvette	61.588
2. Art Majors	Corvette	62.020
<b>BPL</b>		
1. Peggy Jones	Corvette	62.747
<b>BS</b>		
1. Mike Mulhall	Boxster	59.466
2. Ron Lewis	911	62.138
3. Robert Morrison	911	66.242
<b>BSL</b>		
1. Denise Lewis	911	63.697
2. Heather Money	Boxster	65.269
<b>BSP</b>		
1. B.J. Filarski	Mustang	71.155
<b>BSPL</b>		
1. Victoria Filarski	WRX	75.383
<b>CP</b>		
1. Greg Benson	Mustang	59.535
<b>CS</b>		
1. Charles Marshall	Miata	66.843
2. Dick Lewis	Miata	67.539
3. Kyp Johnson	Miata	67.610
<b>CSP</b>		
1. Mike Kapic	Miata	64.717
2. Jim Gandy	RX-7	64.783
<b>CSPL</b>		
1. Marion Gandy	RX-7	76.482
<b>DM</b>		
1. John Townley	Corolla	62.284
2. Edy Eddins	MR2	66.764
3. Todd Mauldin	MR2	67.981
<b>DS</b>		
1. John Evans	WRX	62.845
<b>DSL</b>		
1. Patty Evans	WRX	61.721
2. Debbie Kerswill	WRX	64.773
<b>EM</b>		
1. Jeff Steele	280Z	58.134
2. John Riggs III	Rotafire	58.850
3. John Riggs Jr.	Rotafire	59.724
<b>EML</b>		
1. Christa Steele	280Z	62.882
<b>EP</b>		
1. Lee Mitchell	240Z	67.969
<b>ESP</b>		
1. Lucas Kunze	Camaro	62.229
2. Jimmy Geck	Mustang	63.529
3. Jim Geck	Mustang	64.186
4. Chuck Tischler	Mustang	65.268
<b>F125</b>		
1. Eric Gangloff	Birel	52.124
2. Sid Nelson	Kart	57.826
<b>FSP</b>		
1. Pat Housel	Rabbit	65.742
<b>SM</b>		
1. Dean Benz	Stealth	62.782

<b>SM2</b>			
1. Ham Edwards	Corvette	65.854	
<b>SS</b>			
1. Bob Williamson	Corvette	59.623	
2. Don Smith	RX-7	63.236	
<b>SSL</b>			
1. Shawn Rosenstrauch	Corvette	61.840	
2. Sheri Smith	RX-7	66.140	
<b>STX</b>			
1. Scott Perry	WRX	64.536	
2. Theo McCormick	WRX	65.978	
<b>SU</b>			
1. John Breternitz	911	61.917	
2. Brandon Buchanan	Civic	75.404	
<b>N (indexed)</b>			
1. William Payne	Subaru	53.575	
2. Jim Payne	Subaru	53.970	
3. Kevin Cassidy	Miata	54.961	
4. Pat Riley	S2000	55.205	
5. Eliot Drake	M3	55.319	
<b>NL (indexed)</b>			
1. Sue Orvik	Miata	57.022	
<b>RNP</b>			
Eric Gangloff	Birel	51.850	
Dave Deborde	Corvette	61.568	
Matt Benson	Mustang	62.085	
Matt Roy	Subaru	64.248	
Paul Jensen	3000GT	64.829	
Robert Morrison	911	65.024	
Dick Lewis	Miata	65.386	
Paul Jensen	3000GT	70.780	
<b>OPEN PAX</b>			
<b>POINTS</b>			
Eric Gangloff	Birel	48.892	21
Mike Mulhall	Boxster	49.059	19
Bob Williamson	Corvette	49.904	18
John Evans	WRX	49.962	17
Jim Uchtyl	Corvette	50.716	16
Greg Benson	Mustang	50.783	15
Ron Lewis	911	51.264	14
Lucas Kunze	Camaro	51.401	13
Scott Perry	WRX	51.500	12
John Perry	Cprvette	51.867	11
Jeff Steele	280Z	52.262	10
Dean Benz	Stealth	52.360	9
Jimmy Geck	Mustang	52.475	8
Theo McCormick	WRX	52.650	7
Hersh Wilhoite	Corvette	52.832	6
Doug Driver	911	52.890	5
John Riggs III	Rotafire	52.906	4
Don Smith	RX-7	52.929	3
Jim Geck	Mustang	53.018	2
All other Open finishers			1
<b>LADIES PAX</b>			
<b>POINTS</b>			
Patty Evans	WRX	49.068	21
Debbie Kerswill	WRX	51.495	19
Shawn Rosenstrauch	Corvette	51.760	18
Denise Lewis	911	52.550	17
Heather Money	Boxster	53.847	16
Karin Wilhoite	Corvette	53.896	15
Peggy Jones	Corvette	54.276	14
Helen Perry	Corvette	55.020	13
Sheri Smith	RX-7	55.359	12
Christa Steele	280Z	56.531	11
Sue Orvik	Miata	57.022	10
Victoria Filarski	WRX	63.322	9
Marion Gandy	RX-7	64.168	8

**Reno Region Solo2 Series Round 18  
Derby Airfield September 21, 2003**

<b>AS</b>		
1. Hersh Wilhoite	Corvette	52.216
2. Matt Roy	Subaru	52.878
<b>ASL</b>		

1. Karin Wilhoite	Corvette	53.076
<b>ASP</b>		
1. Jim Uchtyl	Corvette	49.167
2. John Perry	Corvette	49.760
3. Doug Driver	Boxster	50.448
4. Jim Kunze	Corvette	53.299
<b>ASPL</b>		
1. Helen Perry	Corvette	52.420
<b>BP</b>		
1. Randy Jones	Corvette	49.778
2. Art Majors	Corvette	51.375
<b>BPL</b>		
1. Peggy Jones	Corvette	51.251
<b>BS</b>		
1. Mike Mulhall	Boxster	48.485
2. Ron Lewis	911	51.170
3. Robert Morrison	911	54.217
<b>BSL</b>		
1. Denise Lewis	911	52.861
2. Heather Money	Boxster	53.340
<b>BSP</b>		
1. B.J. Filarski	Mustang	55.982
<b>BSPL</b>		
1. Victoria Filarski	Miata	61.481
<b>CP</b>		
1. Greg Benson	Mustang	50.340
<b>CS</b>		
1. Charles Marshall	Miata	54.147
2. Kyp Johnson	Miata	54.727
3. Dick Lewis	Miata	55.612
<b>CSP</b>		
1. Mike Kapic	Miata	52.027
2. Jim Gandy	RX-7	52.848
<b>CSPL</b>		
1. Marion Gandy	RX-7	59.493
<b>DM</b>		
1. John Townley	Corolla	51.332
2. Edy Eddins	MR2	53.880
<b>DSL</b>		
1. Debbie Kerswill	WRX	52.905
2. Patty Evans	WRX	54.747
<b>EM</b>		
1. John Riggs III	Rotafire	47.937
2. John Riggs Jr.	Rotafire	48.334
3. Jeff Steele	280Z	48.575
<b>EML</b>		
1. Christa Steele	280Z	50.762
<b>EP</b>		
1. Lee Mitchell	240Z	54.731
<b>ESP</b>		
1. Lucas Kunze	Camaro	50.890
2. Jimmy Geck	Mustang	51.568
3. Jim Geck	Mustang	52.316
4. Chuck Tischler	Mustang	55.447
<b>F125</b>		
1. Eric Gangloff	Birel	43.134
2. Sid Nelson	Kart	47.181
3. Dave Barriger	TrackMagic	DNF
<b>FSP</b>		
1. Pat Housel	Rabbit	54.983
<b>HS</b>		
1. Everette Price	?	57.587
<b>SM</b>		
1. Dean Benz	Stealth	51.437
<b>SM2</b>		
1. Ham Edwards	Corvette	<b>54.737</b>
<b>SS</b>		
1. Bob Williamson	Corvette	48.100
2. Don Smith	RX-7	52.048
<b>SSL</b>		
1. Shawn Rosenstrauch	Corvette	50.823
2. Sheri Smith	RX-7	55.683
<b>STX</b>		
1. Scott Perry	WRX	53.003
2. Theo McCormick	WRX	53.559

*Continued on next page*



**POINTS, continued**

**BSP**

Dave DeBorde	274
B.J. Filarski	191
Harold Olsen	63
Jason Wilhoite	42
Sean Parrish	32
Tim Master	32
Robert Glover	30
Chris Darquea	24
Jerry Bird	21
Lee Mitchell	16
Pat Housel	14

**BSPL**

Victoria Filarski	130
Tammy Parrish	42
Michelle Bird	42

**CM**

Jim Kant	22
John Schultz	22
Jean Pierre Legras	21
Neil Falconer	16

**CP**

Greg Benson	193
Ben Bingham	99
Eric Johnson	35
John Doody	30
Danial Stalcup	24
Dave Heppler	16
Chris Shannon	16
Ron Wheeler	11
Jim Elsmore	10

**CPL**

Stephanie Doody	22
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**CS**

K. Johnson 11,11	233
C. Marshall 0,11	210
Dick Lewis	154
Fabrizio Leone	42
Mike Hoke	35
Bob Haugland	32
Dan Halcomb	26
Nate Pierson	21
Joe Kaminkow	14
Matt Decker	10

**CSL**

Annie Lewis	65
Mary Flinn	37
Janice Hoke	11

**CSP**

Mike Kapic 16,16	264
Jim Gandy 12,14	239
Kevin Sheridan	96
Jim Plotkin	63
Rob Howarth	58
Vince Russell	49
Lee Sutton	48
Pat Housel	37
Harry Poland	28
Mike Sallee	24
Bill Martin	22
Kevin Cassidy	22
Mike Schilleneff	21
Bill Foster	20
Sam Lui	16
David Potter	14

**CSPL**

Marion Gandy	115
Renee Russell	43

**DM**

John Townley 16,16	274
John Lefcourte 0,0	203
Edy Eddins 12,12	202
Todd Mauldin	140

Louis Mora	11	Mark Hancock	22
<b>DML</b>		<b>FS</b>	
Jane McKenna	181	Rick Johnson	38
Rochelle Mezzano	118	Felix Rivera	22
<b>DP</b>		Stephen Ward	22
Scott Stratton	42	Marge Ellis	21
Michael Johnson	32	Mike Janas	21
<b>DS</b>		Tom Janas	16
John Evans	164	<b>FSL</b>	
Allon Adar-Burla	42	Amanda Magrini	22
<b>DSL</b>		<b>FSP</b>	
Patty Evans	294	Pat Housel	109
Debbie Kerswill	229	Jeff Shaw	22
Catherine Britton	30	Jeremy Totten	16
<b>DSP</b>		<b>GS</b>	
Don McKenzie	55	Craig Cummins	64
<b>EM</b>		Nick Amrine	58
John Riggs Jr. 14,14	246	James Amrine	46
John Riggs III 12,12	240	Terry Mayo	27
Jeff Steele 12,12	216	Eric Wong	21
Matt Benson	107	Jens Morrison	16
Sid Nelson	86	<b>GSL</b>	
Chris Valentino	53	Denise Harhett	22
Bob Weisickle	42	<b>HS</b>	
Rick Kostelaz	37	Andrew Silva	118
Greg Benson	28	Scott Mullins	42
Rory Baldry	22	Nate Pierson	32
Shea Henery	22	Chris Barth	32
Richard Issel	16	Cory Bedell	16
Brian Berlemann	15	Matt Decker	16
Rodney Essex	12	Casey Bedell	14
<b>EML</b>		Steve Waclo	11
Christa Steele	174	Everette Price	11
Debbie Donaldson	32	<b>HSL</b>	
<b>EP</b>		Angela Freni	37
Lee Mitchell	98	Paulette Woods	37
Dennis Hale	42	<b>SM</b>	
Marty Sullivan	32	Dean Benz	204
Matt Decker	28	Eric Waugh	32
Pat Housel	21	Tim Hicks	30
Mark Berglund	16	Sam Robenson	30
Greg Wheeler	16	Ken Garcia	16
Tom Miller	11	R.C. Kieper	14
<b>EP</b>		<b>SM2</b>	
Peggy Hale	22	Ham Edwards	121
Sheri Friberg	11	Marvin Maize	42
<b>ES</b>		Dan Magno	32
Tim Brucks	11	<b>SS</b>	
<b>ESP</b>		Bob Williamson	284
Lucas Kunze 0,16	263	Don Smith	208
Jimmy Geck 14,14	240	Don Miller	37
Jim Geck 14,14	229	Mark Olson	37
C. Tischler 12,12	184	Pat Housel	32
Mark Berglund	33	Scott Troyer	28
Jason Watt	30	John Stritenberger	14
Curtis Tischler	23	<b>SSL</b>	
Eliot Drake	22	S. Rosenstrauch 0,0	252
Tad Meadows	22	Sheri Smith 11,11	212
<b>ESPL</b>		Tricia Soderstrom	16
Lesley Cherry	22	<b>STS</b>	
<b>F125</b>		Rob Rowan	136
Eric Gangloff	264	Jim Payne	53
John Burns	160	Ross Cameron	53
Jamie Kearney	82	Rory Keeney	42
Jeremy Sperling	58	Kevin McCormick	42
Sid Nelson	48	William Payne	37
David Hironaka	42	Katie Elder	32
Mark Bartelt	23	Ron Conrad	28
Greg Piet	23	Mike Rocco	28
<b>F125L</b>		Chris Dean	28
Kellie Carr	11	Seth Champion	23
<b>FM</b>		Larry Holt	23
Dave Roberts	22	Charles Stroyer	23
<b>FML</b>		Eric West	21
Kim Wanker	22	Lee Mitchell	16
<b>FP</b>		Ken Goss	16

Eric Hust	16	David Sirna	25
Britten Wolf	14	Pat Housel	22
Brandon Denney	12	Tim Sheets	22
Jesse Cruz	12	Bayard Webb	21
Ian Smith	12	Matt Sheets	21
Desirea Adams	11	Scott Kelleher	20
Dane Angelo	11	Steve Cosby	18
<b>STX</b>		Zack Wylie	18
Scott Perry 0,0	237	John Evans	16
T. McCormick 14,14	230	Raymond Walker	16
Matt Roy	163	Troy Crawford	16
Tyson Kueper	137	Adam Auerbach	14
Gary Szabo	42	Chris Faulkner	14
Alan Pearson	37	Jim Kunze	14
Arthur Sturgis	20	Nick Amrins	14
Steve Martegani	16	Evan Pieser	13
Zack Nance	11	James Amrine	13
Kevin McDaniel	10	Dustin Burns	12
<b>SU</b>		Bo Bushnell	12
John Breternitz	97	James Johnson	11
R. Gail Heist	22	Tyler Cenarrusa	11
John Tommila	16	Zach Dalmau	11
Brandon Buchanan	16	Rory Keeney	10
Pat Conely	14	Ken Pickett	10
Gilbert Dayao	11	Travis Slagle	9
<b>SUL</b>		Bob Parshall	9
Chris Cox	22	Jesse Reid	9
<b>N</b>		Tim Ruffin	9
Gary Collins	172	Eric Gayden	8
Alan Snellbaker	135	Dave Waclo	8
Paul Jensen	118	Shane Lees	8
Ken McDougall	111	John Murphy	7
Pat Riley	86	David Gissen	7
Loren Enstad	70	Jim Whiteley	7
Troy Chernoff	60	Dane Frazier	6
Jim Payne	50	Alan Leung	6
Darius Rementeria	42	Matt Waclo	6
Jeff Glorioso	42	Tom Arnold	6
Kevin Cassidy	42	Jeff Hook	5
William Payne	33	Mike Vaughn	5
Dana Jacobsen	32	Bob Willmems	4
Kam Urquhart	32	Justin Herndon	4
Rick Johnson	31	Jeff Wyatt	3
Eliot Drake	29	Bruce Henderson	1
Tim Brucks	28	Eric Laster	1
Abe Gissen	28	<b>NL</b>	
Al Patterson	27	Sue Orvik	154
Scott Perry	26	Mariann Cosby	22
Sean Morrow	26		

**Season PAX Points**

*Note: total is best 14 finishes out of 18 events*

TOP 20 OPEN PAX		TOP 20 LADIES PAX	
1. Eric Gangloff	268	1. Patty Evans	290
2. Mike Mulhall	232	2. Debbie Kerswill	263
2. Bob Williamson	232	3. Peggy Jones	244
4. John Perry	194	4. Denise Lewis	224
5. John Evans	189	5. Helen Perry	216
6. Jim Uchytel	177	6. Heather Money	195
7. John Burns	166	7. S. Rosenstrauch	194
8. Dean Benz	143	8. Christa Steele	169
9. Lucas Kunze	120	9. Sue Orvik	159
10. Gary Collins	107	10. Karin Wilhoite	148
11. Ron Lewis	98	10. Sheri Smith	148
12. Randy Jones	97	12. Jane McKenna	125
13. BJ Sullivan	85	13. Marion Gandy	81
13. Greg Benson	85	14. Victoria Filarski	59
15. Scott Perry	83	15. Rochelle Mezzano	53
16. Jamie Kearney	78	16. Annie Lewis	52
17. Jimmy Geck	72	17. Katie Elder	42
18. John Riggs III	70	18. Renee Russell	38
19. Doug Driver	69	19. Catherine Britton	35
20. Jeremy Sperling	61	20. Dana Jacobsen	34



## TRUE CREW STORIES



*Editor's note: The following is 100% true. True Crew Stories are things that happened in association with our sport, not necessarily on-track or on-course. Do you have a True Crew Story to share? Call or e-mail the Editor; see the Club Officers information on page 2.*

Last issue, we left the intrepid crew of a VW Rabbit asleep in Reno, dreaming of rally glory after finishing the first day and night of the 1980 Golden West 2000 rally in sixth place overall. Driver Sammy and co-driver Rick had never entered any rally before, let alone the biggest, toughest rally America had ever seen, with an international field of rally and off-road heavyweights.

The Rabbit's support crew were neophytes, too: Ricky drove Sammy's motorhome to each successive service stop, and Mike and Jim had a special task to do, something brand new in U.S. rallying. Highlighting the second day's competition would be a stage that was 50 miles long. It ran from a point about 12 miles south of Gerlach through places so lonely even long-time Nevadans may never have heard of them: over the Selenite Range and across Kumiva Valley, around the northern tip of the Sahwave Mountains and down Granite Springs Valley, then over the Trinity Range to a finish at the Toulon exit on I-80. This stage was so long it needed a pit stop, and that would be Mike and Jim's job later that afternoon.

After the rally left Reno, the next service stop was at Nixon on Pyramid Lake. As Ricky, Mike and Jim watched the Rabbit come in, it was apparent that Sammy and Rick's fortunes had taken a turn for the worse. The throttle was stuck open, and the windshield was broken. As repairs got underway, Sammy reported two misadventures. First, they had taken a wrong turn and rushed full-speed up a bulldozer track cut into a steep mountainside. At the top was a mine and a dead end. They blasted back down, only to encounter another rally car that made the same wrong turn. Somehow the two cars passed, at full speed, in the width of a dozer blade.

The second misadventure did the damage. They failed to pay enough heed to a caution in the route instructions, arriving at a dry wash with too much speed to do anything other than attempt to jump it. Although the bumper cleared the opposite bank, preventing an end-o, the undercarriage clipped the lip hard enough to break an engine mount, jamming the throttle open and cracking the windshield. Sammy drove the rest of the stage with the ignition key.

Wire and tape were the fixes, and then Mike and Jim set



off for their special assignment: take ten gallons of gas to an intersection of two dirt roads in the middle of Granite Springs Valley, and wait for Sammy and Rick to come by.

Mike and Jim drove south to Fernley, then northeast on the interstate. The final 20 miles or so were on dirt roads; they arrived at the intersection about three in the afternoon. Eventually, perhaps a dozen "crews" were sitting there, in the middle of the huge, flat, parched expanse, all waiting expectantly. The stage's approach stretched almost arrow-straight for more than 15 miles, and the enormous dust plumes could be seen long before the rally cars themselves could be made out.

One by one, the surviving cars came roaring up. Some stopped; most did not. Those that did stop had no news of the little Rabbit. As the afternoon ebbed, the other crews left, and now Mike and Jim were alone. The only other sentinel of life was a cow, quite dead, bloated and splayed like some grotesque, abandoned pinata. Fortunately, it was downwind.

The sun began to yield to the pull of the Sahwave Mountains; still, Mike and Jim stayed at their posts, hoping. Eventually, another plume appeared, punctuated by the

yellowish, quivering specks of headlights. But it was not the Rabbit, it was the Sweep truck, signalling no more competitors would be coming. Mike and Jim were told the Rabbit, along with several other rally cars, had fallen prey to sand north of Nixon. Sammy and Rick had bogged, then fought for an hour trying to get free, even using the Rabbit's floor mats to go forward, two feet at a time. In the end, the clutch gave out.

Sturgeon's in Lovelock was the rendezvous point, so Mike and Jim followed the rally route east. At the top of the Trinity Range on Ragged Top Road, they saw the upside-down wreckage of a rally RX-7 that had tumbled several hundred yards

down a rocky slope. The Golden West 2000 had turned out to be a rough rally through unforgiving places, and it was only half over.

The crew was reunited only long enough for dinner and farewells. Jim drove back to Reno; Sammy, Rick, and Ricky headed for Texas, giving Mike a lift as far as the Las Vegas airport. That's where the rally caught up to the motorhome. Mike drew everyone's attention to a puddle of gas on the ground; the rough transit over the Sierra Nevada had split a seam on the motorhome's gas tank. Sammy elected to go on.

About that same time, the Golden West 2000 died. With the field decimated and snow preventing the planned return passage over the Sierras, the remainder of the rally was cancelled. A great dream had turned into a fiasco. To this day, nothing so ambitious has been attempted in the U.S.

Six hundred miles beyond Las Vegas, the gas leak turned to a flood. At a little crossroads town in New Mexico, Sammy, Rick and Ricky watched from a discreet two blocks away as a grizzled old mechanic welded the seam. Another day and they were home safely, but they never tried rallying again. -- JG

## MEETING MINUTES

Carol Deborde, Secretary

## SCCA Meeting Minutes

October 1, 2003

Attendees: Loren Enstad, Allen Alexander, Mike & Joanne Kapic, Ronald & Denise Lewis, Charles Marshall, Annie Lewis, John Riggs, III, John Riggs, Jr., Greg Benson, Raymond Walker, Lucas Kunze, Heather Money, Mike Mulhall, Terri Geck, Jimmy Geck, Chuck Tischler, Jim Gandy, Dean Benz, B.J. Filarski, John & Patty Evans, Eric Gangloff, Dave and Carol Deborde.

Meeting was called to order by Dave Deborde at 6:35pm. Dave asked members to introduce themselves and we had three new members attend – Loren, Allen & Ray. Welcomed by Dave.

**Secretary Report:** Patty Evans moved we accept minutes as written, 2<sup>nd</sup> by B.J. – approved.

**Treasurer Report:** Patty was not at the Sept. meeting and reported that she closed the books as if it was the end of the month on 9/29 and that there were two transactions after that date for the month of Sept. causing a difference between the October beginning balance and the September closing balance. Total income for Sept. was \$6,420.92; expenses \$3,538.74. Balance as of 10/1/03 is \$16,674.43. Patty confirmed that PayPal was verified and operational. B.J. motioned we accept Treasurer's Report; Joanne 2<sup>nd</sup> – motioned carried.

**Road & Tach:** Editor Jim Gandy reported that he had submitted a schedule at the beginning of the year and his last issue will be Nov. before the Banquet unless the Club feels we need more issues before the next season. After discussion it was decided we would need more issues.

**Tire Rack Solo Nationals:** Dave asked those members present who attended the Nationals give a brief comment of their experience. General consensus was they would go back again – overall experience was fun and challenging. We had two trophy finishers: Patty Evans and Eric Gangloff. Dave thanked everyone for their comments and enthusiasm and congratulated each of our five members that participated in the event.

**Event Review:** Lovelock #17 & #18 event chairs were Lucas Kunze and Dean Benz. They thanked those members that helped with the set up and pick up and ones that ended up working extra shifts. There were 67 individual entrants – up 10 from the last event at Lovelock. Dave read a letter from Loney Mellot, Pershing County Buildings and Grounds Supervisor, to the Pershing County Board of Supervisors summarizing the first event at Lovelock. Loney indicated it was a very well run event and recommended welcoming the Club back at any time. Dean said it was a great replacement for Boreal. It was expressed that the drive was not that far, and we should retain this site in the future. Dave had asked the Pershing Board where we could best express our appreciation for using the Derby Airport. They indicated a donation to the Pershing County Senior Center would be most appropriate. Dave asked Patty for a check to be given to the Senior Center on behalf of the Club. He will send a letter along with the check.

**Annual Awards Banquet:** It will be November 15, 2003 at Amelia's Restaurant, 655 S. Rock Blvd. (E side of airport), Reno. Annie asked to have all reservations ASAP so they can plan accordingly. Dick & Annie are collecting any donations to use as door prizes & handouts.

**Reno-Fernley Raceway:** Dave has received Rules and

Sanction forms for doing a High Performance Car Control Clinic. He gave a copy to Jim Gandy for his review. Dave expressed he is a little disappointed with the lack of start up support from the SCCA. The exception is San Francisco Region, several members have volunteered their assistance if we should get an event schedule, and there is a possibility of use of San Francisco equipment, schedule permitting. If we want to use the track for an SCCA sanction event, we have to schedule the event and put it on the division schedule. Than someone from National will hire a consultant to review the track for acceptability of use. There is little hope of accomplishing this in 2003. Dave will continue to pursue the challenge.

Earlier in the season we discussed the interest of some of our members participating in Road Racing as a volunteer. There is an event at Thunderhill Nov. 7, 8 & 9, 2003, Western States Shootout. Dave & Carol are planning to attend and if anyone is interested, please contact one them so they can alert the San Francisco Region.

**NORPAC Convention:** Dave reported we are ready to accept Registrations now that PayPal is up and working on our website. We have presenters for leadership sessions. We would like to get people/companies with technical ability to participate. If anyone has a contact at Tire Rack, it would be great to have their involvement. Summit may sponsor a display during the weekend and have corporate reps there. We would like to have your support in getting **ads, sponsors, door prizes, gift bag donations and presenters.** Our major sponsor is Subaru, and we are thinking it would be great for our members that have a WRX bring it to the convention and we will have a separate area for display. Trying to get a Rally car also.

**Rally Cross:** Matt was not present to give a report

## NEW BUSINESS:

**Preview Event #19 & 20:** Season Finale at Stead Airport. Pat Housel and Dave Heppler are the event chairpersons and could use help on Friday afternoon to set up and really appreciate help picking up on Sunday. Carol will call the Lions Club to confirm they will be at the event with food.

**Equipment Use Request:** The Golden Gate Lotus Club has asked to borrow our equipment to use at South Lake Tahoe Airport, May 21, 2004. They are having their West Coast Convention and would like to have an autocross. After much discussion it wasn't received favorably, but we will continue to look into it. Dave will notify them.

**Region Dues Review:** National updates regional dues yearly and have asked if we would like to change our fees. Reno Region now receives \$10.00/yr single member; \$5.00/yr spouse; and \$15/yr for family. After some discussion it was moved by Jim Gandy to keep dues as they are; 2<sup>nd</sup> by John Evans – approved.

## WALK ON ITEMS:

Mike Mulhall asked about the name plates for the Divisional Plaques. They were sent to the wrong address and UPS has found them, returned them to Kentucky and now being returned to Dave D. Should have them by next event.

Mike Kapic brought up the way the results are printed in the Reno *Gazette-Journal*. He feels that those not associated with

*Continued next page*

**MEETING MINUTES**

*Continued from previous page*

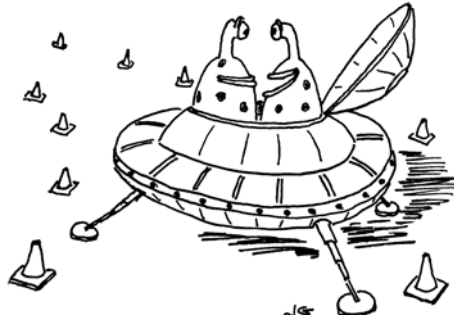
SCCA don't understand what PAX is and suggested that the winners be noted by class. Eric indicated that the newspaper can only print so much from the Club and that it can't get so many names listed. After much discussion it was suggested we look into alternative ways of publishing our results.

John Riggs, Jr. moved we adjourn and B.J. Filarski 2<sup>nd</sup>. Meeting adjourned at 8:30pm

Respectfully submitted by:

Carol Deborde, Secretary

**Top Time Warp 8**



*"If the club loses Stead Airport, I've got an 'in' at Area 51!"*

**THE MARGIN OF VICTORY**

In a sport timed to the thousandth of a second, the difference between winning and losing could be one small suggestion. Always remember that the person who set the course up probably put in one or two subtle traps for the unwary. Most of the time, you can find those traps if you remember to look for places where giving up a little speed will set you up to go faster through the section that follows, thus lowering your run time. -- JG

**TREASURER'S REPORT**

Patty Evans, Treasurer

**BALANCE AS OF 8/29/03 \$13,792.25**

Monthly disbursements

8/30 #2970 Sturgeon's	banquet, events 15 & 16	945.00
9/15 #2971 Jane Davis	event 15&16 results processing	60.00
9/21 #2972 SCCA Nat'l	sanction/ins. fee, ev. 15&16	285.00
9/20 #2973 Sturgeon's	banquet. events 17 & 18	1,177.00
9/21 #2974 Jim Gandy	newsletter printing & postage	166.24
9/22 #2975 SCCA Nat'l	sanction/ins. fee, event 17&18	335.00
9/22 #2976 Echeveria's	rentals, events 15-18	200.00
9/25	correct deposit error	300.00
9/26 #2977 Jane Davis	event 17&18 results processing	60.00

**TOTAL OUTFLOW 3,538.74**

Monthly deposits

9/2 event 15&16	2,121.00
9/2 banquet fees	687.00
9/2 t-shirt sales	30.00
9/22 event 17&18	2,766.00
9/22 banquet fees	786.50
9/25 Paypal (test)	.42
9/27 memberships	120.00
<b>TOTAL INFLOW</b>	<b>6,420.92</b>

**BALANCE AS OF 9/30/03 \$16,674.43**

**CLASSIFIED ADS**

Road & Tach classifieds are free to SCCA members. To place an ad, contact the editor (see Club Officers, page 2)

**BMW 325 IS.** Pro Built / Pro Maintained, car was professionally rebuilt in the winter of 2002/ spring of 2003. New, fresh 2.5L engine, Dinan Chip, new headers, Flowmaster racing muffler, Trans. cooler, Oil cooler, Alum. racing radiator, new ltwt. elect. fan, Very solid trans., M3-4:11 diff., new racing brakes and air ducts, new Sparco drivers seat. Sparco passenger seat, 2 sets of 5 point racing harnesses, custom gauges, new windshield, full roll cage, Kosei 15x7 ltwt. racing wheels, Complete full race Ireland Engineering suspension-fully adjustable 25mm/22mm sway bars new, Eibach racing springs, Koni adjustable shocks, reinforced chassis, Polyurethane bushings throughout, adjustable camber plates, new alum. M-3 alum. control arms, Racing Dynamics front shock tower strut, Plus spare parts. Asking \$8995, offers considered. Tom 775-828-4665/ Cell 775-742-9891

**1979 VW SIROCCO.** Multi-year region champ, F Street Prepared. Good tires, Kumho Ecsta V700. \$1,500. Pat Housel, (775) 287-1410.

**#70 E Mod 1971 Datsun 1200** with all First Gen. RX7 Mechanicals. Built for autocross and hillclimbing. Not streetable. Bridgeported 12A with sidedraft 45 Weber, twin MSD boxes, Aluminum flywheel. Estimated 175 to 200 HP. Tube framed from the firewall back. Full cage with Kirkey aluminum seat and 5 point harness.

4 Link rear suspension with coil overs and Panhard bar. RX7 disk brake Rear end with LSD. RX7 front struts. Flared fiberglass fenders on all 4 corners. Paint about 1 year old. Goodyear/Hoosier 13 in diameter slicks have only 3 autocross events on them. I can e mail pictures. You couldn't build this car for anywhere near the price of \$4500. Call me for more details. Chris @ 530 582 4239

**1973 DATSUN 240Z,** Runs Great, Roll Cage, Fuel Cell, 10 Wheels, etc... . Road race or Auto-X: B/SP, EP or ITS. Needs good home, bought another race car and it needs \$\$\$ . \$5500. Call John, (775) 972-7232.

**PARTS.** New custom height Harddog hardcore four-point roll bar with diagonal and harness bar for Miata. Provides helmet clearance for this 6'2" driver. I do not think it will fit under a soft top. \$375. New Eibach 2.5 inch racing springs, 200 lb. 8 inch, 350 lb. 7 inch. \$160. Used (4k miles) Spax Miata springs. Street spring that lowers without severe stiffening. Set \$140. Used (miles unknown) Rod Millen Miata racing springs. Lowers and stiffens. Set \$100. Used Jazco molded racing seat with black fabric cover. Fits Miata, uncomfortable but very light and fills SCCA CSP requirement for passenger seat. \$40. Four Bridgestone S03s in 215/55-16 size. Two days of autocross and about 3500 miles street use. A very high performance tire, okay in wet but not good in snow. \$200 for the set. Four '03 factory WRX rims, \$350. John Evans, (775) 828-0608 or jeracer@nvtbell.net.

## Upcoming Events:

***Last Chance! Miss out, and you'll wait 'til Spring 2004!***

**October 11 & 12:** The final two rounds of Reno Region's 2003 Solo2 Series, at Stead Airport, Reno. *Details inside.*

## Meeting:

**November 5** (Wednesday): General Membership meeting at Austin's Restaurant, 7671 South Virginia St., Reno (just north of the Winner's Corner at Longley & S. Virginia). Meeting starts at 6:30. Ordering dinner? Plan to arrive by 6:00.

## Party:

**November 15:** Year-end Awards Banquet, Amelia's restaurant on Rock Blvd., Reno. Details & signups: Dick and Annie Lewis, (775) 852-3969.

### ATTENTION NON-MEMBERS OF RENO REGION:

If you have not attended a Reno Region event recently, this may be your last issue of *Road & Tach*. Plan to participate again soon, or better yet, join the SCCA!

**COMPUTER LITERATE?** If you prefer to get *Road & Tach* electronically, contact Eric Gangloff (see Page 2) to remove your name from the U.S. mail list and save the Region \$\$\$!

***Road & Tach***  
***Reno Region, SCCA***  
***1541 Stephanie Way***  
***Minden, NV 89423***

FIRST CLASS