

# Saleen SR1

## 2000 Chassis 4

The story of this Saleen SR1 begins in 1994 when Saleen produced the first SR1. While presented by Saleen as a street legal passenger car, none of the SR1's are known to have been used as street cars. However, describing the SR1 as a street car contributed to its eligibility for race series such as Grand Am, World Challenge, and Le Mans.

SR1's were loosely based on a Mustang body-in-white. To lighten the car for racing, holes were drilled in the unibody. For safety on the track, a roll cage was welded to the tub. To increase structural rigidity and to provide new points to attach the suspension, rectangular tubing was added to both the front and the rear of the chassis. New body panels were designed for the much-improved chassis. These panels were designed with low drag and high down force in mind. The panels included a splitter and dive planes incorporated into the front valence. At the rear, a spoiler was incorporated. The new body panels were constructed of either fiberglass or carbon fiber.

### Saleen SR1 Production

The Saleen SR1 was constructed at the Saleen plant in Irvine, California. Over an eight year production run, 27 SR1's were constructed (A minimum production run of 25 is required by the ACO to be eligible for the 24 Hours of LeMans.). In 2000, five SR1's were completed. This is chassis 4 of the 5 constructed in 2000, and the 25<sup>th</sup> of the 27 built.

| Year         | Number of SR1's Constructed   |
|--------------|---|
|              |   |
| 1994         | 2   |
| 1995         | 7   |
| 1996         | 2   |
| 1997         | 5   |
| 1998         | 3   |
| 1999         | 2   |
| 2000         | 5   |
| 2001         | 1   |
|              |   |
| <b>Total</b> | <b>27</b> <i>Source: <a href="http://www.saleenworld.com">www.saleenworld.com</a></i> |

## The Debut at the Los Angeles Auto Show

The 2000 version of the SR1 debuted at the 2000 Los Angeles Auto Show. The 2000 version of the SR1 was significant because, for the first time, it came with a 5.8 liter engine with fuel injection. Prior to 2000, a carbureted engine was used. The changes to the powerplant were intended to make the car competitive under the new World Challenge Series rules.



On a pedestal at the 1999 Los Angeles Auto Show. This side view shows the dive plans and the vents for the engine compartment just aft of the front wheels.



These two views, above and below, display the fender flares built into the SR1 body panels. These panels were available for purchase separately. The panel kit was called the "Widebody Kit" – for a reason.



During races, the passenger compartment of a race car is hot-typically 140 degrees F. Thoughtfully, Saleen included a scoop in the roof panel to bring cool fresh air inside the car. Some SR1's had the scoop integrated into the roof panel. Other SR1's had a scoop added to a roof panel.



From the rear, the diffuser is visible.



*All L.A. Auto Show photos by Glenn Moller*

With respect to 2000 SR1 Chassis 4, this is the most significant photo from the LA Auto Show. Note the sign in the background. At the bottom of the sign, in script, is ***Hidden Creek Racing***. Hidden Creek Racing was a partner with Saleen and is the first owner of Chassis 4.



*Saleen SR "Widebody". Motor Trend, August 2000.*

## **Hidden Creek Racing**

Hidden Creek Racing plays an important roll in the history of Chassis 4, and a more important roll in the history of Saleen.

Sankey A. "Tony" Johnson was President and CEO of Hidden Creek Industries. Hidden Creek Industries owns numerous automobile related businesses. Tony Johnson had a passion for racing. Since Hidden Creek Industries owned automobile related businesses, it was natural for Hidden Creek to sponsor racing. So, Tony Johnson formed Hidden Creek Racing as a subsidiary of Hidden Creek Industries.

Hidden Creek Racing purchased 2000 SR1 chassis 4 from Saleen. In addition, Hidden Creek sponsored the car to race in the 2000 Speed World Challenge Series. Hidden Creek hired Tsunami Racing to prepare and race the SR1. Tommy Safar owns Tsunami Racing.

The relationship between Hidden Creek, Tony Johnson, and Saleen is deeper than just one car and sponsorship. Tony Johnson became chairman of Saleen Performance. In addition, Tony Johnson raised the capital for Saleen to design, develop, and produce the Saleen S7 super car and the S7R endurance racer.

For more information on the relationship between Hidden Creek, Tony Johnson, and Saleen, see Appendix A.

## **Tsunami Racing**

Tsunami Racing had successfully campaigned a Corvette in the SCCA World Challenge series. Tsunami Racing is owned by Tommy Safar. Hidden Creek Racing sponsored the Corvette of Tsunami Racing with Tommy Safar at the wheel.

After a wreck at Laguna Seca badly damaged the Corvette in 1999, the decision was made to switch to a new Saleen SR1. Tony Johnson, of Hidden Creek Racing, made the arrangements with Saleen for Hidden Creek Racing to purchase 2000 Saleen SR1 Chassis 4. Hidden Creek also agree to sponsor Tsunami Racing to develop and race the SR1. Saleen also sponsored the effort. With commitments from Hidden Creek and Saleen in hand, Tsunami committed to compete in the entire 2000 World Challenge Series. The SCCA prepared the following two press releases noting Tsunami's commitment to compete in the 2000 World Challenge Series.



## **SCCA: Safar switches from Corvette to Saleen in 2000**

29 January 2000

[Posted By Terry Callahan](#)

**Motorsports Editor, The Auto Channel**

Tommy Safar, a veteran Corvette campaigner, has announced that he will have an all-new Saleen SR 1 for the 2000 Speedvision GT season.

"The crash at Laguna Seca really killed the Corvette," said Safar. "Were hoping to have the car by the opener, and will definitely be in full force once it arrives. Were looking forward to the change."

Hidden Creek Racing will again sponsor the car, which will be run out of Safar's Tsunami Racing shop. The new car, like fellow Saleen competitor Paul Browns HP Motorsport entry, will be fuel injected for the first time in World Challenge competition. Previous Saleen Mustangs were all carbureted.

Text provided by SCCA

<http://www.theautochannel.com/news/date/20000128/news006902.html>

## Speedvision World Challenge News 2000-03-24

Racing series

[SCCA-WC](#)

Date

2000-03-25

One week away from the opening round of the 2000 Speedvision World Challenge Championships season-opener, the entry list for the event has eclipsed 80 cars -- 41 in the Speedvision GT and 40 in Speedvision. The cars will run separate races, although practice sessions will be combined, creating a crowded situation for the drivers on the 2.25-mile Lowe's Motor Speedway road course.

"We're thrilled to be a part of these American Le Mans Series and Trans-Am weekends -- it's a tribute to the hard work Don and Ralph Sanchez have done in consolidating great road racing on to one weekend," said Alan Wilson, Speedvision World Challenge Development Manager. "This is the first year of this kind of consolidation, and we're confident the event schedules will be tweaked in the best interest of the race fans and the competition they come to see."

Lead stories on the weekend include: the debut of new cars from (911 GT3 Cup), Audi (S4 Competition), Ferrari (355 Challenge), Saleen (Mustang SR) and Toyota (Celica GTS); 1999 Speedvision Touring Car Champion Michael Galati making the move to Speedvision GT; standing starts and their Speedvision World Challenge debut; two-time Champion Peter Cunningham's return to the drivers' seat, competing against his five-car Integra team in a BMW; the return of top road racers Boris Said and Elliott Forbes-Robinson to the World Challenge, and the debut of "rookie" Butch Leitzinger.

To follow the 2000 Speedvision World Challenge Championship season-opener, visit <http://www.sccapro.com/wc>.

**SALEEN'S NEW CAR: While its Speedvision Focus will not make its debut until later in the season, Saleen has been busy completing its newest Mustang-based Saleen SR for the Speedvision GT Championship. Featuring a fuel injected, 5.8-liter for the first time, the Saleen SR utilizes a factory Ford Mustang chassis, but provides its own bodywork, suspension and drivetrain components.**

**"We are very excited about the potential of the SR and the creation of our new customer program," said Marni Johnson, Saleen Motorsports Division. "Interest has been very high already and we are busy scheduling SR chassis for production."**

**Saleen also announced its 2000 Contingency program for the SR, offering \$17,500 to competitors campaigning the new car. Three teams have already committed to running the new car, including 1995 IMSA GTS-2 Champion Jorge Trejos (AASCO Performance), Paul Brown (HP Motorsport) and Tommy Safar (Hidden Creek Racing/Tsunami Racing).**

*SCCA Pro Racing*



## **Speed World Challenge Series 2000**

The new Saleen SR1, chassis number 00-0004SR, was delivered to Tsunami Racing, in New Jersey, in time to be prepared for the first round of the 2000 SCCA Speed World Challenge Series.

Tsunami painted the SR1 with an eye-catching color scheme. The front was painted bright yellow. The rear of the car was shot with a contrasting blue.

Safar requested the race number 03 from the SCCA. SCCA Pro Racing granted the request, and he always raced the car as number 03.

The first round was at Charlotte (now Lowes) Motor Speedway. In his first race in the new Saleen, Tommy Safar qualified well back in the pack in 35<sup>th</sup> position. Note that the fields in the GT class were larger in 2000 than they are now. During the race, Tommy passed 17 cars and finished in 17<sup>th</sup> position.

During the course of the 2000 season, Safar made improvements to the Saleen. The switch from carbureted engines to electronic fuel injection made skills in both electronic controls and fuel injection essential. Safar worked with engine builder Brian Ebert, at HiTech Motorsports. Brian Ebert has expertise in both fuel injection and Motec electronic controllers. Ebert reduced the size of the fuel injectors. This improved the responsiveness of the engine. HiTech also changed the camshaft. HiTech developed a custom cam that better suited fuel injection and the intended application of road racing.

Safar also improved the weight distribution of the Saleen. The SR1 came from Saleen with a glass windshield and glass in the rear hatch. Safar replaced the glass with Lexan. Lexan is both lighter and safer than glass.

Safar was not alone in his quest to improve the Saleen SR1. In the 2000 World Challenge Series, thirteen drivers drove ten different Saleen SR1's. Of the 27 available Saleen SR1's, ten participated in the 2000 WC Series. Other SR1's, such as the Saleen sponsored by the television show *Home Improvement*, competed in the Grand Am Road Racing Series.

| <b>Saleen</b>     | <b>SR1's in the 2000</b> | <b>World Challenge Series</b> |
|-------------------|--------------------------|-------------------------------|
|                   |                          |                               |
| <i>Car Number</i> | <i>Drivers</i>           | <i>Sponsors</i>               |
|                   |                          |                               |
| 03                | Tommy Safar              | Hidden Creek Racing           |
|                   | Tim Allen                | Saleen                        |
|                   |                          |                               |
| 05                | Steve Carvajal           | Associated Insurance          |
|                   |                          | J&L Motorsports               |
|                   |                          |                               |
| 27                | Rick Dilorio             | Danielson Ford                |
|                   |                          |                               |
| 36                | Bill Tesar               | Toy Specialists               |
|                   |                          | Zolari Racing                 |
|                   |                          |                               |
| 48                | Michael Giglio           | Alpha Concrete                |
|                   |                          |                               |
| 52                | Terry Borcheler          | Aasco                         |
|                   | Jorge Trejos             |                               |
|                   |                          |                               |
| 56                | Michael Judy             | Judy's Custom Design          |
|                   |                          |                               |
| 76                | Jeff Demetri             | HP Motorsports                |
|                   | Rob Foster               | LTI                           |
|                   | Walter Dethier           |                               |
|                   |                          |                               |
| 96                | Paul Brown               | HP Motorsports                |
|                   |                          | LTI                           |
|                   |                          | Kicker                        |
|                   |                          |                               |
| 99                | Walter Dethier           | Program Motorsports           |
|                   |                          |                               |

Safar entered all ten rounds of the 2000 World Challenge Series. The Saleen took the green flag in nine of those ten events. At Sears Point, the Saleen Did Not Start (DNS).

The final race of the 2000 season was the San Diego Grand Prix (SDGP). As usual, Safar entered the Saleen. The entry list shows Safar's entry.

Tim Allen, of the *Home Improvement* television show, was a partner with Saleen. Tim Allen and Saleen formed the *Saleen Allen Speedlab* organization. The *Saleen Allen Speedlab* competed in endurance racing such as Grand Am and Le Mans in Saleen SR1's.



*One of Tim Allen's Saleen Allen Speedlab SR1's*

*Home Improvement* was based in southern California. Saleen had its headquarters in Irvine, California. Due to the ties that both Saleen and Tim Allen had to southern California, Steve Saleen wanted Tim Allen to compete in the SDGP. So, according to Safar, Saleen, one of Safar's sponsors, asked him to offer the ride to Tim Allen. Safar agreed and Tim Allen drove the SR1.

Tim Allen qualified the SR1 32<sup>nd</sup> out of 40 cars. Of the five Saleen SR1's entered, Allen was third fastest. During the race, Tim Allen did well. He moved up from 32<sup>nd</sup> to finish 17<sup>th</sup> overall. Allen's position among the SR1's entered remained third of five.

# San Diego Grand Prix 2000

## World Challenge GT Class

### Entry List

| <b>No.</b> | <b>Driver</b>                            | <b>Car</b>  |
|------------|--|---|
| 3          | Peter Kitchak, Excelsior, Minn.          | Keewaydin Group/Toad Hall Racing Porsche 911 GT3 Cup            |
| 5          | Mark Dixon, Longmont, Colo.              | Herber Motors/MJ Dixon & Assoc. Pontiac Firebird                |
| 6          | Frank Allers (R), Coquitlam, B.C., Can.  | Tom Johnston Racing Chevrolet Corvette C5                       |
| 8          | Derek Bell, Pagham, Sussex, England      | Legend of Motorsports/Champion Audi Audi S4 Competition         |
| 9          | Michael Galati, North Olmstead, Ohio     | Champion Audi S4 Competition                                    |
| 12         | Dick Grieser (R), Toledo, Ohio           | TCKlineRacing.com/ProParts BMW M3                               |
| 13         | Eric Curren (R), S. Deerfield, Mass.     | KAC Technologies Chevrolet Corvette C5                          |
| 15         | James Sofronas, Newport Beach, Calif.    | SSF Motorsports/Ego Magazine BMW M3                             |
| 18         | Daniel Eastman (R), Miami, Fla.          | MG Intercontinental/Law Office of S.A. Gross Porsche 993 RSR    |
| 22         | Scott Bove (R), Avon Lake, Ohio          | E-sports.com/Stoddard Porsche 911 GT3 Cup                       |
| 24         | Rael (R), Valcourt, Que., Can.           | clonaid.com Porsche 911 GT3 Cup                                 |
| 25         | Jeff McMillin, Erie, Pa.                 | JJ's Snacks/John Hancock BMW M3                                 |
| 26         | Alain Chebeir, Pelham, N.Y.              | Last Minute Racing BMW M Coupe                                  |
| 29         | Walter Swick, Concord, Ohio              | Tecmark Corporation BMW M3                                      |
| 32         | Bobby Archer, Ft. Worth, Texas           | Motorsport Ranch/Viper Speed Dodge Viper GTS                    |
| 37         | Danny Kellermeyer (R), Ortonville, Mich. | Aristeo Construction Chevrolet Corvette C5                      |
| 38         | Mike Fitzgerald (R), Phoenix, Ariz.      | Westward Ho Hotel Vegas/MPIE Porsche 911 GT3 Cup                |
| 39         | John Heinricy, Holly, Mich.              | Aristeo Construction Chevrolet Corvette C5                      |
| 41         | Boris Said, Carlsbad, Calif.             | AER/Bob McGraw Racing Ford Mustang                              |
| 42         | Peter Cunningham, W. Bend, Wis.          | RealTime Racing BMW M3  |
| 47         | J. Bob Taylor, Parker, Colo.             | McClure Construction/Aggregate Industries Chevrolet Corvette C5 |
| 50         | Joe Varde, Charlotte, N.C.               | Wild Dog Racing Dodge Viper GTS                                 |
| 51         | Tom Edwards (R), Paradise Valley, Ariz.  | Wild Dog Racing Dodge Viper GTS                                 |
| 52         | Terry Borcheller, Phoenix, Ariz.         | AASCO Performance Saleen SR                                     |
| 56         | Mike Judy (R), Fresno, Calif.            | Judy Custom Designs Saleen Mustang                              |
| 64         | Rick Knoop (R), Portola Valley, Calif.   | Knoop Hanna Motorsports Chevrolet Corvette C5                   |
| 73         | Phil McClure (R), Floris, Iowa           | McClure Const./Aggregate Industries Chevrolet Corvette C5       |
| 77         | Jimmy Adams (R), Suffolk, Va.            | ADT Automotive/Viper Speed Dodge Viper GTS                      |

|           |   |  |
|-----------|---|--|
| 78        | Edward Inclan (R), Palos Verdes, Calif. | RPM Engines/GB Ford Mustang                                  |
| 79        | Justin Jackson (R), Alpharetta, Ga.     | J-3 Motorsports Porsche 993 RSR                              |
| 92        | Mark Anderson (R), Anaheim, Calif.      | SSF/928 International Porsche 928                            |
| 94        | David Schardt, Dayton, Ohio             | Wheel Source/Hikari Racing Porsche 911 GT3 Cup               |
| 96        | Paul Brown, Omaha, Neb.                 | HP Motorsports/LTI/Kicker Saleen SR                          |
| 97        | Scotty B. White, Puyallup, Wash.        | West Coast Corvettes/DRM C500R Chevrolet Corvette C5         |
| 98        | Reese Cox, Marietta, Ga.                | MTI Racing Chevrolet Corvette C5                             |
| 0         | Don Istook (R), Ft. Worth, Texas        | APR/Mercatech Audi S4  |
| 01        | Bill Cooper, Bozeman, Mt.               | Les Stanford/Pirate Racing Chevrolet Corvette C5             |
| 02        | John Warner (R), Southport, Conn.       | Grand Sport Speedway/Haulmark Trailers Chevrolet Corvette    |
| <b>03</b> | <b>Tommy Safar, Farmingdale, N.J.</b>   | <b>Hidden Creek Racing Saleen SR</b>                         |
| 04        | G.J. Mennen, Austin, Texas              | Grand Sport Speedway/Haulmark Trailers Chevrolet Corvette C5 |
| 05        | Steve Carvajal (R), Anthony, N.M.       | Associated Insurance Co./J&L Motorsports Saleen Mustang      |
| 07        | Carol Hollfelder (R), Covina, Calif.    | Tiger Racing Ferrari 355                                     |
| 08        | Ross Thompson (R), Phoenix, Ariz.       | Grand Sport Speedway/Haulmark Trailers Chevrolet Corvette C5 |

# San Diego Grand Prix Results

Racing series

[SCCA-WC](#)

Date

2000-11-05

SAN DIEGO, Calif. - Final results from Sunday's 30-lap, 49.5-mile Speedvision World Challenge GT Round 10 race at the San Diego Grand Prix, with finishing position, starting position in parenthesis, driver, hometown, car, laps complete and reason out, if any.

1. (2), Terry Borcheller, Phoenix, Ariz., Saleen SR, 30.
2. (3), David Schardt, Dayton, Ohio, Porsche GT3 Cup, 30.
3. (7), John Heinrich, Holly, Mich., Corvette C5, 30.
4. (12), Eric Curran(R), South Deerfield, Mass., Corvette C5, 30.
5. (5), Michael Galati, North Olmstead, Ohio, Audi S4 Comp., 30.
6. (10), David Donohue, West Chester, Pa., Dodge Viper GTS, 30.
7. (8), Jeff McMillin, Erie, Pa., BMW M3, 30.
8. (15), Peter Kitchak, Minneapolis, Minn., Porsche GT3 Cup, 30.
9. (20), Scott Bove(R), Avon Lake, Ohio, Porsche GT3 Cup, 30.
10. (18), Reese Cox, Marietta, Ga., Corvette C5, 30.
11. (26), Walter Swick, Concord, Ohio, BMW M3, 30.
12. (21), Justin Jackson(R), Alpharetta, Ga., Porsche 993 RSR, 30.
13. (13), Derek Bell, Pagham Sussex, , Audi S4 Comp., 30.
14. (39), Alain Chebeir, Pelham, N.Y., BMW M, 29.
15. (25), Mark Anderson(R), Anaheim, Calif., Porsche 928, 29.
16. (36), Walter Dethier, Warren, Conn., Saleen Mustang, 29.
17. (32), **Tim Allen, Burbank, Calif., Saleen SR, 29.**
18. (23), Scotty B. White, Puyallup, Wash., Corvette C5, 29.
19. (19), Paul Brown, Omaha, Neb., Saleen SR, 28.
20. (34), Rudy Courtade(R), Glendale, Calif., S-Cup, 28.
21. (33), Bruce Griggs(R), Sonoma, Calif., Ford Mustang, 28.
22. (16), Neil Hannemann, Livonia, Mich., Dodge Viper GTS, 27.
23. (35), Steve Carvajal(R), Anthony, N.M., Saleen Mustang, 27.
24. (1), Mike Fitzgerald(R), Phoenix, Ariz., Porsche GT3 Cup, 26, Crash.
25. (9), Bobby Archer, Ft. Worth, Texas, Dodge Viper GTS, 26, Crash.
26. (28), J. Bob Taylor, Parker, Colo., Corvette C5, 26.
27. (30), Brad Sofronas, Newport, Calif., BMW M3, 25.
28. (6), Bill Cooper, Bozeman, Mont., Corvette C5, 22.
29. (4), Peter Cunningham, W. Bend, Wis., BMW M3, 19, Mech.
30. (14), Phil McClure, Floris, Iowa, Corvette, 16, Mech.
31. (31), Derek Clark(R), Corona Del Mar, Calif., Porsche 993 Cup, 12, Crash.
32. (17), G.J. Mennen(R), Austin, Texas, Corvette C5, 11, Mech.
33. (11), Andy Lally(R), E Northport, N.Y., Corvette, 4, Mech.
34. (37), Don Istook(R), Ft. Worth, Texas, Audi S4, 2, Mech.
35. (27), Tom Bambard(R), South Lyon, Mich., Corvette ZR-1, 1, Susp.
36. (22), Frank Allers(R), Coquitlam, British Columbia, Corvette C5, 0, Crash.
37. (24), Leighton Reese, Minnetonka, Minn., Corvette C5, 0, DNS.
38. (38), Sean Irby(R), Calif., Corvette C4, 0, DNS.
39. (40), Tom Edwards(R), Paradise Valley, Ariz., Dodge Viper GTS, 0, DNS.
40. (29), Ryan Negri(R), Beverly Hills, Calif., Porsche S-Cup, 0, DNS.



## Speed World Challenge Series 2001

After the 2000 WC season, Safar remained committed to the series. So much so that he purchased the Saleen from Hidden Creek Racing. Tsunami Racing was now the owner and operator of the SR1. Hidden Creek Racing and Saleen Performance remained the sponsors.

The “off season” between the 2000 World Challenge series and the 2001 series was four months. Safar used this time to re-engineer the suspension of the SR1. The 2001 WC Series kicked off in Texas. Safar tested the suspension changes at Texas Motor Speedway. The results were promising, but still required some fine tuning.

The second round was at Sebring. There the car showed good speed and finished a respectable 14<sup>th</sup>. Safar was optimistic about the 2001 season. The work that he had done to the engine, the weight distribution, and the suspension was beginning to pay off.

For the third round, the series moved to Mosport, Canada. Both the Trans Am and the WC Series competed that week at Mosport.



*Grid at Mosport, May 2001*



*Paddock at Mosport, May 2001*



*On track at Mosport, May 2001.*

On the second lap of the race, with the fuel cell still quite full, race fuel spilled from the fuel cell vent. The exhaust caught the fuel on fire, and an on-board fire ensued. Safar was wearing a nomex fire suit and was not hurt. However, the rear portion of the Saleen sustained fire damage.



*In the paddock at Mosport, fire damage to the rear is evident. Note the fire extinguishers nearby- just in case. May 21, 2001.*

After the fire at Mosport, Safar was discouraged. Tsunami Racing had put a tremendous amount of work into developing the Saleen. That work was paying off in a faster race car. Then the fire damaged the car and made it impossible to run all the events in the WC Series.

Tsunami repaired all the damage. All parts were checked for integrity, as was the chassis and roll cage. The entire tub and cage were painted gray. All affected body panels were replaced and painted. The repairs were completed and the Saleen was once again in as new condition.

### **Speed World Challenge Series 2002**

Safar entered the Saleen in the first round of the 2002 WC Series at Sebring. However, he did not bring the Saleen to Florida. Instead, he elected to sell the car.

The decision to sell the Saleen was timely. In 2003, Hancock Park Associates, a private equity firm, purchased Saleen. With a new owner, continued sponsorship from Saleen was unlikely.

Safar sold the car to Mike Davis. Mike Davis owns the successful ACS Express racing team. At the time, ACS Express had a two car Trans Am team. The drivers for ACS Express were Mike Davis and Boris Said. In 2002, ACS Express won the Trans Am championship with Boris Said driving a Mustang.



*Photos from Tsunami advertisement offering Saleen for sale.*

## **2003**

In 2003, ACS Express campaigned the Saleen in both World Challenge and in Grand Am events. The Grand Am events were endurance races that required pit stops. To accommodate the pit stops, and associated tire changes, air jacks were added to the Saleen.



In August of 2003, the Saleen was extensively tested by Boris Said and Mike Davis. The testing was done at the Buttonwillow Raceway in southern California. Buttonwillow Raceway is owned by the California Sports Car Club region of the SCCA. The track is frequently used for SCCA regional and national events.



*ACS Express crew between pit stops at Grand Am race. Fontana*

On the weekend of September 7, 2003, Laguna Seca hosted an American Le Mans Series (ALMS) race. The World Challenge Series race was a support race at that event. ACS Express competed at the event. In the World Challenge race, Mike Davis drove the Saleen and Boris Said drove a BMW.



*Turn 2, the Andretti Hairpin. Laguna Seca, 2003.*



*Pre-grid. Laguna Seca, 2003.*



*On track. Laguna Seca, 2003.*

## **2004**

ACS Express acquired a second Saleen SR1. ACS Express now had a two car WC team, with the same drivers that won the 2002 Trans Am championship- Mike Davis and Boris Said. ACS Express competed with both Saleens.

ACS Express brought both Saleens to the World Challenge event at Laguna Seca. Mike drove one, with race number 32, and Boris drove the other, with race number 30. Boris was third fastest in qualifying, and Mike qualified 18<sup>th</sup>.





*The two ACS Express Saleens on the grid. Laguna Seca, October 17, 2004.*



*A chaotic start. Laguna Seca, October 17, 2004.*

After the chaos that ensued at the standing start of the race, Boris moved up to second, and challenged for the lead. Despite a great effort to win, Boris finished second.



*Mike Davis driving the Saleen. Laguna Seca, October 17, 2003.*



*Mike Davis leaving pit road and entering the track. Laguna Seca, October 17, 2004.*

While Boris was challenging for the lead, Mike's day did not go as well. After surviving the chaotic start, Mike only made it to turn 5 before disaster struck. A fuel injector came loose and sprayed fuel into the engine compartment. The fuel ignited a fire in the engine

compartment. Mike was unhurt, but his day was done before he completed a single lap.

The press release from SCCA Pro Racing briefly mentions the fire.

## Laguna Seca: GT race notes

Racing series

[SCCA-WC](#)

Date

2004-10-17

Henzler Holds Off Said for Speed GT Win at Laguna; Archer and Audi Win Championships

MONTEREY, Calif. (Oct. 17, 2004) -- German Wolf Henzler captured his second SCCA Pro Racing SPEED World Challenge GT Championship win in as many tries, holding off Boris Said, of Carlsbad, Calif., to win the season finale at Mazda Raceway Laguna Seca. Tommy Archer, of Duluth, Minn., finished third to win his first SCCA SPEED GT Drivers' Championship, while Audi clinched the Manufacturers' Championship Presented by Racer.

Starting from his first- pole position, Henzler got the holeshot on the field in his No. 17 Farnbacher Racing Porsche 911 GT3 Cup, and held the point for the remainder of the 28-lap, 62.664-mile contest. He was able to fend off a final lap attack by Said's No. 30 Applied Computer Solutions Saleen SR to win by 2.391 seconds.

Behind Henzler and Said, both making cameo appearances in the series, the action was furious as both the Drivers' and Manufacturers' Championships were up for grabs. Archer, who started seventh in his No. 22 c3controls/Whelen Engineering/3R-Racing Dodge Viper Comp, stalled on the standing start and fell to 14th place at the end of the first lap, six positions behind Championship leader Michael Galati.

**After a three-lap caution period to clean up a startline incident and attend to Mike Davis' Saleen SR, which caught fire in turn five**, Archer set his sights on the prize, knowing he needed to score at least five more points than Galati to take home the title. He caught and passed Galati's No. 2 Audi Certified Pre-Owned Audi RS 6 on the eighth lap. He moved into fifth on lap 11, as Galati fell to 10th, giving Archer the gap he needed to exceed him in points. Over the next three laps, Archer was able to work past Galati's Audi teammates Peter Cunningham and Randy Pobst to move to third, where he remained for the duration. The lap-14 pass on Pobst entering the famed Corkscrew earned him the Remus Power Move of the Race.

"I tried to start with a little lower rpm, which wasn't a good idea," Archer said of his start. "I then thought that the race and championship was gone. Will Moody and I put a setup under the that



was just great. That gave me the confidence to move through the field. That was the best it has been all weekend. I was able to drive hard the whole race until the tires started to fall off with about five laps to go. The team has worked hard all year, Dodge has been a big help along with c3controls and Whelen Engineering."

Up front, Henzler and Said checked out on the field, with Said's Saleen never further back than one second. On the final lap, he broke later than Henzler in turn two and nudged the Porsche. It was not to be, though, as Henzler held on for his second win to accompany his first series appearance at Infineon Raceway earlier this year.

"Before every corner, I had to look in my mirror to see where he [Said] was and to see if he had a chance to over take me or not," Henzler said of his battle with Said. "I had to defend my position in turn two on the final lap. He was very close, but not close enough to overtake me."

All was not lost for Galati's Champion Racing team, as Pobst and Cunningham's fourth- and fifth-place finishes clinched the Manufacturers' Championship for Audi. The defending Manufacturers' winner entered the event tied with Cadillac, meaning that whoever finished in front would take the 2004 title. Cadillac looked up to the challenge, as Andy Pilgrim's No. 8 Cadillac/Mobil 1/Motorola/Bose Cadillac CTS-V had the two Audis in sight, but he spun on lap nine. Teammate Max Angelelli charged from 13th on lap one to as high as sixth on lap 21, behind the two Audis. However, it was a high up as he would reach, falling one spot back in the end to seventh, behind the Porsche of Michael Culver.

Audi won the year-long war with Cadillac, finishing with 51 points to Cadillac's 48. It is Audi's third Manufacturers' Championship in the last four years, but Cadillac showed that it will be a future force, taking the race to the wire in its first season of competition. Dodge finished third, with 36 points, followed by Chevrolet (35).

Archer finished the season with 240 points and earned a \$40,000 bonus for the Championship. With his 11th-place finish, Galati fell six points short of his record sixth Championship, with 234, followed by Angelelli (206), Pobst (204) and Pilgrim (198).

Mike McCann, of Canton, Ohio, finished eighth in his McCann Plastics Dodge Viper Comp Coupe to clinch the SCCA SPEED GT Rookie of the Year title, topping brother Jim by 30 points.

Monaco's Olivier Beretta earned the Sunoco Hard Charger for advancing a total of 16 positions during the race, after starting at the rear of the field due to a post-qualifying engine change in his No. 12 Cadillac CTS-V. He finished 17th.

Today's race was broadcast live on SPEED Channel, but will be rebroadcast Thursday, Oct. 21 at 3:00 a.m. (Eastern). For more information, please visit [www.world-challenge.com](http://www.world-challenge.com).

-scca pro racing



ACS Express replaced all the damaged parts and panels. The chassis was repainted gray. A new exhaust system was fabricated. Joe Huffaker, of Huffaker Engineering, developed a method to retain the fuel injectors.













*The seven photos above show the Saleen after the fire damage was repaired. The paint work is done. Re-assembly in progress.*

In 2008, Mike Davis sold the Saleen to its current owner.