



# The wheel<sup>®</sup>



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Regional Champions  
p. 12

Why The SFR School  
p. 10

SFR Competition  
Licensing School  
p. 12



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Jay Horak in his 2019 Ligier JS F3 Formula Car

**FEATURES**

- |  |                              |  |                                   |
|--|------------------------------|--|-----------------------------------|
| <b>6</b> Wheelworks                    | <b>12</b> Regional Champions | <b>24</b> Why The SFR School               | <b>26</b> Notes From The Archives |
| <b>11</b> Confessions of a Cone Slayer | <b>23</b> Jill Gregory       | <b>25</b> SFR Competition Licensing School | <b>28</b> Thunderhill Report      |

**IN EVERY ISSUE**

- |                   |                      |                            |                                      |
|-------------------|----------------------|----------------------------|--------------------------------------|
| <b>4</b> Calendar | <b>4</b> Travel Tech | <b>29</b> Race Car Rentals | <b>30</b> 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.*

**SAN FRANCISCO REGION SCCA**

**REGION OFFICE**

**MAILING ADDRESS**

PO Box 308, Willows, CA 95988

**LOCATION**

5250 Hwy 162, Willows, CA 95988  
 530 934 4455  
 530 934 7275 fax  
 office@sfrscca.org

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**BOARD OF DIRECTORS**

**TIM SULLIVAN** Regional Executive  
 Timbo0724@msn.com

**LINDA ROGASKI** Secretary  
 lrogaski@hotmail.com

**BLAKE TATUM** Director  
 wheel@sfrscca.org

**R.J. GORDY** Director  
 rjgoldstar@sbcglobal.net

**BEN FRENCH** Treasurer  
 FrenchB@arc.losrios.edu

**BILL BOOTH** Director  
 bill@sfrscca.org

**SETH REID** Director  
 reidseth@gmail.com



**PUBLISHER:** THE WHEEL PUBLICATIONS

Editor **BLAKE TATUM** wheel@sfrscca.org

Art Direction & Design **CHRIS BECKREST**  
 www.BeckrestDesign.com

**CONTRIBUTING WRITERS**

- Blake Tatum • Gary Horstkorta • David Vodden
- Rob Krider • Ben French • Dave Arken

**CONTRIBUTING PHOTOGRAPHERS & ARTISTS**

- Jonathan Johnson • Chris Poncin • Blake Tatum

**POSTMASTER,** Please send address changes to:

The Wheel  
 P.O. Box 308  
 Willows, CA 95988

# CALENDAR

Schedule May Change depending on each county's COVID 19 regulations.  
Please refer to the [www.sfrscca.org](http://www.sfrscca.org) website for more information

## 2021 FRESNO CHAPTER SOLO SCHEDULE

Autocross Schoolt - **Jan 23**

Event 1 - **Jan 24**

Event 2 - **Feb 20**

Event 3 - **Feb 21**

Event 4 - **March 27**

Event 5 - **March 28**

Event 6 - **May 1**

Event 7 - **May 2**

Event 8 - **June 19**

Event 9 - **Aug 21**

Event 10 - **TBD Oct\*\***

Event 11 - **Nov 13**

Event 12 - **Nov 14**

More dates may be added; visit [www.FresnoSCCA.com](http://www.FresnoSCCA.com) for an up-to-date calendar

All events held at Fresno Fairgrounds except October

\*\*Buttonwillow Kart Track  
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## SAN FRANCISCO REGION'S 2021 SOLO II CHAMPIONSHIP SCHEDULE

Rounds 1,2 - **Feb 20 - 21**

Rounds 3, 4 - **Mar 20 - 21**

SCCA Pro Solo - **Apr 16 - 18**

SCCA National Tour (Round 5) -  
**Apr 30 - May 2**

Rounds 6, 7 - **May 29 - 30**

Rounds 8, 9 - **Jun 19 - 20**

Rounds 10, 11 - **Jul 17 - 18**

Rounds 12, 13 - **Aug 21 - 22**

Rounds 14, 15 - **Oct 9 - 10**

Rounds 16, 17 - **Nov 6 - 7**

## RENO REGION SCCA SCHEDULE

**April 17, Sat** - 2 Mile West Course

**May 22, Sat** - 2 Mile West Course

**June 22, Sat** - 2 Mile West Course

**July 2, Sat** - 23 Mile East Course

**Sept 11, Sat** - 2 Mile West Course

All events are at Thunderhill Raceway Park

GO TO: [www.renoscca.motorsportreg.com](http://www.renoscca.motorsportreg.com) for additional information and register OR Contact: Andy Ross [duetto\\_67@hotmail.com](mailto:duetto_67@hotmail.com)

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Travel Tech Scrutineers are:

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### RATES

- 1 car/\$10.00 + mileage
- 2 cars/\$9.00 each + 1/2 mileage
- 3 cars/\$8.00 each + 1/3 mileage
- Logbook for new car or re-issuing a Logbook is \$30 plus mileage.



# 2021

## 2021 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

**FEBRUARY 12-14**

DRIVERS SCHOOL – (3 DAYS) THUNDERHILL

**FEBRUARY 26**

TEST DAY (RUN BY HOD) -SONOMA RACEWAY

**FEBRUARY 27-28**

REGIONAL 1&2 (2 DAYS)-SONOMA RACEWAY

**MARCH 19-21**

MAJOR / RESTRICTED REGIONAL (3 DAYS) – THUNDERHILL

**APRIL 24-25**

REGIONAL 5&6 (2 DAYS) - WEATHERTECH LAGUNA

**MAY 28-30**

REGIONAL 7&8 FRIDAY TEST (3 DAYS) -SONOMA

**JUNE 18**

TEST DAY (RUN BY HOD) -SONOMA RACEWAY

**JUNE 19-20**

REGIONAL 9&10 (2 DAYS) - SONOMA

**JULY 23-25**

REGIONAL 11&12 FRIDAY TEST (3 DAYS)- WEATHERTECH LAGUNA

**AUGUST 7-8\***

PRE REUNION (2 DAYS)- WEATHERTECH LAGUNA

**AUGUST 12-15\***

REUNION (4 DAYS)- WEATHERTECH LAGUNA

**AUGUST 28-29**

REGIONAL 13&14 (2 DAYS) - WEATHERTECH LAGUNA

**SEPTEMBER 9-12\***

IMSA (4 DAYS) - WEATHERTECH LAGUNA

**SEPTEMBER 16-19\***

INDYCAR (4 DAYS) - WEATHERTECH LAGUNA

**OCTOBER 29-31**

REGIONAL 15,16 & 17 (3 DAYS) - THUNDERHILL

**\*Pro Race Support for Volunteers**



**Regional Races 1 & 2**  
**27-28 February 2021**

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# Wheelworks

## Returning a Phone Call

Several months ago, I got an email from our office manager Trish James. The email said please call Alan regarding an article in the Wheel. He left a phone number and no last name. I got the email on Monday morning and I was pretty hesitant to make the phone call. It is funny how you make up your mind that whomever Alan was he was most certainly calling to complain about something I have written. So, I did not call right away. I checked with Trish to see if she had any more information, of course not. One day went by then two days went by and as I checked my emails during the week and one that kept staring me in the face was the one that requested that I call Alan.

So about Thursday I decided that I would call Alan back. I blocked out about 20 minutes to handle whatever the issue was that Alan needed to get right with me.

My call was answered right away, and I introduced myself. The person on the other end was very excited that I called him back. So far so good. Then he introduced himself as Alan Bouverat a SCCA member since 1960. He called to compliment us on the Wheel and also to compliment the region on doing such a good job with Thunderhill Raceway Park.

I was completely thrown for a loop. Instead of defending myself or the region, I found myself feeling guilty for not calling him back earlier. Alan turned out to be a very pleasant man who loved being a member of the SCCA for over sixty years. He spent a lifetime in the deep end of professional Auto Racing.

I knew there was a very interesting story here and when Alan threw me small pieces of bait like Tyler Alexander, Teddy Meyer, and Roger Penske, I knew calling Alan was like hitting the gold mine for readers of



*Alan at speed on his motorcycle*

the Wheel.

I recently called Alan back just to ask him about his SCCA membership and where did it take him. We started talking and pretty soon seven hours passed, and I got the whole story.

It all started out when Alan was 15 years old. He loved speed and loved motorcycles. He decided that drag racing his Harley K would be a great thing to get involved with. Alan was living at home with his parents in Tampa Florida. He showed up to drag racing meets with his Harley. These were events were loosely organized - NHRA had not made it out to Tampa at that time. Around the same time, a guy named Don Garlits started racing a slingshot dragster. Drag racing the motorcycle was fun. Alan was having a good time and he was becoming quite the mechanic. The Harley taught him how to tune an engine, which would really pay dividends the more he got involved in motor racing. The Harley made way for a '55 Chevy Belair coupe. This was not your ordinary Belair. Alan swapped the engine out of a '56 Belair that had a 283 with dual quads standard gearbox for the 265 automatic the '55 had. The end result was the fastest car in town and a AHRA world record holder in D-Gas. As a side note Alan jokingly told me he was at the very first AHRA event, so every run was virtually a World record.

Bruce Moorhead was a friend of Alan's and he was into road racing. One day Bruce started talking to him about racing. Bruce knew Alan liked drag racing, so he told Alan if he wanted to see real racing, he needed to go with him to Sebring. It was the very first United States Grand Prix and it was going to be held at the Sebring Airstrip. The year was 1959 and the Sebring Race was the ninth race in the nine race Formula One Calendar. Alan and his friend made their way to the Hairpin just before the Warehouse Straight. The moment the first cars went by Alan was amazed. He had never seen anything like that before. He relished the moment absorbing the sights, sounds and smells. Alan watched in astonishment as the little rear engine formula cars were able to run for such a long time and run as fast as they were going. He could not believe the punishment the engines and the transmissions were going through during the race. Alan's background was in drag racing. His engines and transmissions only had to last the quarter mile. Here these little cars were going lap after lap. When the race ended one of the cars came to rest nearby. He could not help himself; he needed a closer look. He jumped the snow fencing and ran over to the disabled car. As he scanned the machine, he saw that the engine was a four-



*Alan's street bike, notice Helmets were not required*





*Alan early love affair with going fast was on Motorcycles*

cylinder Coventry Climax.

That one experience told Alan that road racing was where he wanted to be. When he got home, the '55 Chevy was put up for sale. A TR3 replaced the Belair and soon a SCCA membership card took a prominent spot in Alan's wallet. Alan had to wait until he was old enough to buy beer before he could race, because at that point he was only 18 years old. Shortly after his 21st birthday Alan enrolled in the next and closest SCCA driver's school which was at Daytona Speedway. This was the first time Alan was in the TR3. His instructor had an Elva Courier which was a state of art car for E Production at that time. With a fresh SCCA racing license in hand, Alan loaded up the toolbox, a change of clothes and drove his TR3 shod with state-of-the-art Dunlap R5 tires to Effingham Speedway in Savannah, Georgia. It was a five-hour trip up the east coast to Savannah; and when he arrived, he did not know anyone. He did not know anything about the track or even where to park, but that did not matter as he was going to be in his first race.

Alan did not win the race, but remembers beating his instructor in the Elva Courier. After the race, the instructor came by and complimented Alan on his driving. He said that he knew Alan was good but didn't realize he was that good. The compliment to Alan was just as good as winning. It was validation for him and his racing ability. That was all Alan needed to become a full-fledged racecar junkie.

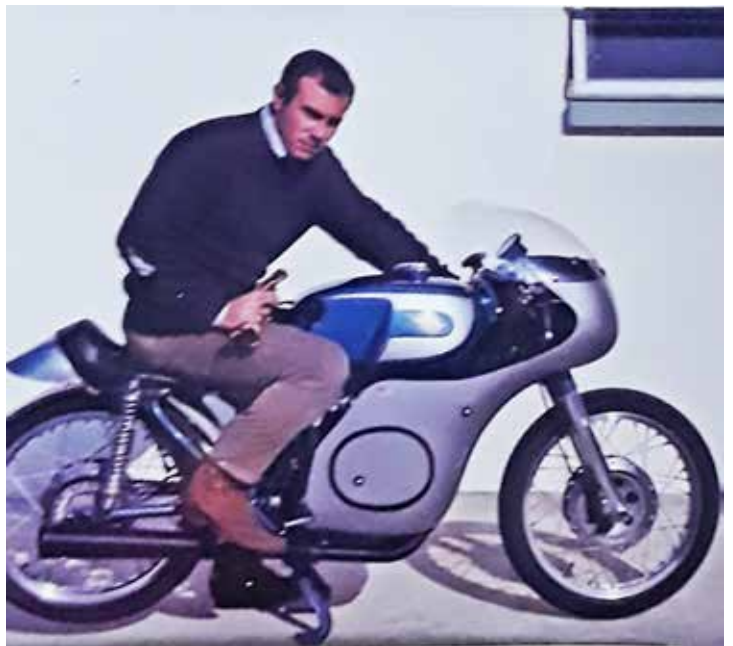
Alan's family was from Tampa Florida. They owned a restaurant called the Glass Lounge. The restaurant was quite popular and was a sought-after destination for those arriving from out of town. One day a guy named George Morgan came into the restaurant and struck up a conversation with Alan's dad. During the conversation, the guy said he drives Formula One cars in England. Alan's father mentioned that his son also races and introduced the two. After talking to Morgan, Alan decided he needed to go to England if he was ever going to be an F1 driver. So, he bought a one-way ticket at 22 years old, and told all his friends he was headed to England to where the real racing was.

Alan flew over the pond and met up with met George, who had an

older Cooper F-1 car. When George and Alan met up, the first thing Alan asked about was the race car. George motioned to the car and told him go fire it up if he wanted. Alan immediately got to work on the car, but he was having a hard time getting it running. Finally, another mechanic came by and asked him if he pressurized the tank? Of course, Alan had not! Because none of the cars he ever worked on needed anything like that to make them run. Once the tank was pressurized, the car fired up. George, who had not driven the car for a long time, got in it and took it for a drive on the public road. He got back and told Alan it never ran so good. George then asked Alan what he wanted to do, Alan said he came over to England to get on a racing team.

Now that Alan had proven himself, George was willing to vouch for him, so he made a phone call to see if anybody was looking for a mechanic. Once the conversation ended, Alan was told to get in an old Mercedes Benz George had and to drive over to Brands Hatch. He said there will be some guys testing a car there and go introduce yourself to them. Using the map George drew up on a piece of paper, Alan set out on the Canterbury Trail across the English Countryside. The drive over to Brands Hatch was much longer than Alan thought it would be, the English Countryside is full of windy [BT1] two lane roads.

He did not know whom he was supposed to meet. His only instructions were to hook up with a couple of blokes. When he arrived, he saw two guys standing by a Lotus 19. The Lotus 19 had a Buick engine bought from Max Balchowsky, the guy who built Ole Yeller. The mechanics had been at the track since very early in the morning and were waiting for the driver to show up. The two blokes that Alan just met asked Alan if he was a racecar driver. Alan naturally replied yes and before the words were



*Alan demonstrating the seating position*

out of their mouths, Alan was asking for a helmet. Alan buckled himself into the Buick powered Lotus 19 and headed out onto a racetrack he had never raced on before. Alan, being used to a large V8 motor, thought the car was a blast to drive. After a few laps Alan was waved in

# Wheelworks *continued*



*The '55 Chevy with all of the trophies Alan won*

by the mechanics.

One mechanic checked the car for leaks and checked the tire pressures while the other asked him how everything was working. Alan told them it was working fine, and they told him to take the car out for a few more laps. Alan did and he started having fun with the car. He could play with the throttle and get the car to go around the track at what Alan thought was a decent clip. After about five laps he was waved in. Alan told the mechanic the car was pretty good; but with a few adjustments, it could be even better. The mechanic told Alan that was not necessary and that he was within a second of the track record. Alan was astonished and suggested that he go out one more time and break the record. The mechanic was willing to bank their success and decided that the car needed to be parked as there was no sense in risking damaging the car. The car was loaded up and Alan returned to his rented room at George's sisters' house.

The next day Alan paid a visit to George and he inquired about the previous day. Alan raved about the car. George had already talked to the mechanics that were present the previous day and they raved about Alan and his driving. They called Alan a bloody Fangio.

At this point Alan was still looking for a car to drive. George Morgan did not have anything for Alan to drive, so he again got on the phone. George called Tommy Atkins. Atkins had a racing team called High Efficiency Motors with a stable of cars. Atkins lived in a big house in the English Countryside. You know, the kind of English estate that is built up on a small hill, with perfectly manicured bright green grass on either side of the long driveway. Feeling good about himself after the test, Alan met with Atkins to see about getting a job in racing. Atkins heard about Alan's driving prowess; but he already had drivers, he needed someone that could work on the cars. Alan was willing to get into racing through any door that was open, so he was interested in the job. When Alan was in Florida, he bought and sold several cars and was used to making good money working on cars. He told Atkins that he wanted to make \$100 per week; but Atkins just laughed. He said he paid \$10 per week - take it or leave it.

The next thing Alan knows is he is a mechanic on a big-time race team. He is working on a Cooper Monaco for Roy Salvadori. They had a lightweight Jaguar E-Type, and a Saloon car. It was with this team that Alan met two other mechanics that would become close mates, Gordon Whitehead and Harry Pierce. Atkins' team was the development team for the Cooper Monaco. They had a driver by the name of Bruce McLaren. Additionally, they had a Saloon car which was driven by Denny

Hulme. They were also the development team for Jaguar; and they were charged with developing new parts for the car.

Alan's first race with the team was at Brands Hatch in the Guards Trophy race. Some American named Roger Penske qualified for the pole. Another American who was just starting to make a name for himself was Timmy Meyer, who started third. Timmy would later die in an accident during practice for the Tasman series. Timmy was mentored by his brother Teddy Meyer of McLaren racing fame. Penske would go on to win the race, Roy Salvadori came in second.

After one of the races, Alan was charged with driving the E-type Jaguar car across England to the Coventry factory for an engine replacement. He drove it over the public roads and straight into the Coventry factory. Once inside, he was directed to an engine bay where the Coventry people were going to swap the motor.

Alan fondly remembers the day he was placed in charge of changing an engine on a Cooper Sports Racer. Everyone else took a late break in the afternoon - they call it high tea. Alan was left alone to work on the car. To change the motor on the Cooper Sports Racer, everything had to come out. You had to start by taking the transmission off the differential, then take the differential out of the chassis, then you could access the engine. It was labor intensive as the Cooper was a maze of tubes. Alan studied the situation and decided that cutting the rear cross member off saved several hours of labor. As the rest of the team finished their high tea, they came over to check on Alan's progress. Harry Pierce the chief mechanic was mortified when he saw what Alan had done. But once Alan explained the situation and once the team fabricated tabs to bolt the cross member back in, they all realized the modification was a drastic improvement. In fact, all the subsequent Cooper Monaco's came with this modification.

Alan met a lot of racing elite while in England. He was rubbing elbows with all the British racing elite. All these people had a high level of coolness. But according to Alan, the coolest of the cool was Masten Gregory. Masten just carried himself differently. He did not get too excited, and had a level of sophistication with his thick brown hair and stylish turtle shell glasses. Masten kept to himself; but when he was out



*This is the TR3 Alan took to driver's school*





*The Brabham FB car Alan took to Daytona*

in the race car, he got every ounce of performance out of it.

During the 1963 British Grand Prix at Silverstone Alan received a surprise visitor. Alan was changing a tire on the Cooper Monaco when he heard a familiar voice. Alan could not see who belonged to the voice, but the person was asking if Alan was around. Alan was baffled as who it could be because he did not have any time to develop any drinking mates plus, he was too busy earning that \$10 a week salary that Tommy Atkins was paying him. Alan went to investigate and discovered his high school friend Gabe Ayala was there. Gabe told Alan he had been talking to Alan's mother and she shared the letters that he sent home. He just had to come over to England and see for himself exactly what he was up to. Gabe felt Alan was having too much fun without him.

One of the nights before the race Alan and Gabe were walking around the Village and heard some noise coming from a garage down one of the dirt alleys. They decided to go and see what was going on. When they came upon the scene, they discovered a poor excuse for a garage with a racecar in it. The floor was dirt, and it was barely wide enough for the car and the mechanics to get around. Inside they found the Ferrari that John Surtees was about to drive in the Grand Prix. John was sitting next to a bench with his wife and he was talking to the two Italian mechanics. As Alan and Gabe stood at the entrance Surtees acknowledged their presence and welcomed them to hang around. Some small talk ensued about the car and the race weekend, and then Alan and Gabe continued along their way. The 1963 season was Surtees first year with Ferrari. The following year he would become the World Champion while driving a Ferrari, becoming the only person to be World Champion on two wheels and four wheels. Surtees would finish second to Jim Clark that weekend.

The fairy tale lifestyle had to come to an end, and it did via a letter from Alan's parents. The letter informed him that the United States Government was going to enter him into the draft. Alan had a decision to make. Either go back to school or return to the states and report to Uncle Sam. Alan decided School. He went

to the American embassy and found a school to enroll in. Alan had one requirement for this school. It needed to be in a warm climate. The cold English weather was making the kid from the states long for the Florida sunshine. He enrolled in Università Italiana Per Stranieri. This was a school in Perugia Italy that specialized in studies for foreigners.

Alan studied Italian language and Italian history. He stayed in school until he ran out of money, then had to come home. Alan returned home and enrolled in the University of South Florida. Once he graduated from college Alan took a job at UCLA as an Assistant Professor in the Theater Arts Department.

While still attending University of South Florida Alan was invited to drive in the 1964 Daytona 2000 KM race. This was the longest race in the United States and the precursor to the Rolex 24-hour race. He was teamed up with Milo Vega and they were driving of all things, a Lotus Elite. The Lotus Elite is not much of a race car. It has a fiberglass monocoque with Macpherson struts bolted on the corners. Alan called it a death trap. Alan studied the results from previous events in which Lotus Elites participated in. He saw that they suffered from half shaft failure. Which is a traumatic failure, considering the broken half shaft is flopping around tearing up the fiberglass chassis. He discovered the failure was caused by the differential locking up and then snapping the half shafts. Alan's fix for the problem consisted of finding the best grease he could, which at that time was made by Shell Oil. He then packed the differential full of VHT grease instead of gear oil. Needless to say, the car held together, and Alan and Milo won their class. At this point Alan was responsible for putting Lotus in first place for Manufacturer's points. However, it was shortly lived.



*The McLaren F5000 car Alan built himself*

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# Wheelworks *continued*

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This race was held before the cars and the track were equipped with powerful lighting. They just had the headlights the car was equipped with from the factory. You can imagine how hard it was to see the turns in the middle of the night, especially when a person is deprived of sleep. Alan discovered at one of the turns in the infield some seagulls had been ran over; and as the race progressed, the birds were shuffled to the apex of the turn. The significance of this was the white feathers from the dead birds would act as a reflector off of the head lights from his car, giving him a reference for the turn.

Alan drove the final stint, even though he was supposed to bring it in with an hour to go to let Milo finish the race. Alan was worried Milo would break the car as he was a rent a racer and did not understand the how fragile the car was at this point. When the race was over, Alan was completely exhausted. He was so weak he could not stand; but when he pulled into the pit lane, he was lifted in the air as everyone was so excited with the victory.

The problem was that the next day was Monday and Alan had to be in school the following morning. As the team was celebrating. Alan bummed a ride home from a reporter for the Tampa Tribune. Alan got in the car and was asleep before they hit the tunnel under Turn Four. He did not wake up until they arrived at his driveway. The reporter woke Alan up and he went straight to bed still in his driver's suit. The reporter went to his office and wrote a glowing story about Alan that was in the Monday Newspaper.

Back in Los Angles, even though Alan was leading a respectable life, he still had the racing monkey on his back. He just could not live without his racing fix. Shortly after getting established on the left coast Alan, who was still a member with SCCA, found a Brabham FC car for sale. The guy who owned it was very successful in it and Alan knew the car would be perfect for him. Alan met the owner and his mechanic at Willow Springs for a test drive. After driving the car for several laps, he came in and told the owner that he would buy the car. You would think the owner would be happy to sell the car; but he was having second thoughts. Apparently, Alan showed him up by setting a track record during the initial test run. The car owner's displeasure was certainly trumped by the grin on the mechanic's face, as this was vindication to him about the car's performance and preparation. Alan started campaigning the car in SCCA national races, and the mechanic Steve Silver came with the car. Because he bought the car in the middle of the season he barely missed qualifying for the National Championship (aka Runoffs), which of course, were being held in Daytona.

Alan really felt he had the car to win the National Championship and decided to load up his Ford Country Squire station wagon and drive across country to his old stomping grounds in Florida. Alan knew it was a gamble because he needed one of the guys who qualified from the CalClub region to back out. Alan was able to practice even though he was not officially accepted into the filed. During practice he was within a tenth of a second of the pole sitter, but he still needed one of the CalClub drivers to park their car. Alan pleaded, he begged, he even offered to pay the driver's expenses, but none of them were willing to give up their spot. So in frustration Alan loaded up the Brabham and began the long tow back to California. I doubt he got his kicks on Route 66. Once home he was so disenchanting with club racing that he sold the car.

But on the bright side, while he was involved in the southern California racing scene he joined the Race Driver's Association. The meetings were a virtual who's who of the California racing scene. It was not unusual for the roster to included Richie Gitner, Dan Gurney, Milt Mitner, and John Morton. The meetings were fun, if for no other reason because of the guys attending.

Alan quit racing for a while and in the meantime a baby boy replaced the racecar. Also Alan decided to give acting a try and got a job at Columbia Studios. While Alan was training to be an actor, he did stints on Hollywood Squares; he was even in the running for the part of an American driver in the movie LeMans. But according to Alan the director was worried Alan's good looks would steal some of the attention away from Steve McQueen.

Even with a very young son and an acting career that had not yet taken off, Alan could not stay away from racing. He ordered a McLaren M10A Formula 5000 car from Lother Motschenbacher. The car arrived in a large crate. There were no instructions or any tips on how to assemble the car. It was just a partially assembled car that the buyer had to figure out how to make it run. Several hours of assembly and a Chevy Engine from Traco Engineering later the, car was complete. Alan finished it in time to make the last race of the year at Sebring. Which is ironic because Sebring is guilty of injecting Alan with the hotshot of racing addiction that would run the rest of his life. Even though Alan was 50 hp down on the big boys he finished 6th in his first race with the car. He won a whopping \$1600 which in 1970 did not make you rich, but then again gas was only fifty cents a gallon. So, at this point, racing was paying better than acting. Alan would go on and race the McLaren at the west coast races in the 1970 F5000 L&M series. His days in the car were numbered when he started questioning his sanity. He had a couple of close calls in the car. One time was when another driver cut him off in Turn Two at Riverside. Another was at Sears Point when debris from a hay bale made the track feel like an ice rink. Alan thought about his situation as he was strapping himself into a 500 HP aluminum monocoque with several gallons of gasoline inches from his butt. He was a blown tire away from not being able to provide for his family. It was at this point that Alan decided that he needed to hang up the helmet.

Alan would go on to run professional racing teams in Super Vee and Indy Lights. He ran an Indycar for Dennis Firestone at the very first Ontario Speedway California 500. By being involved in racing, he knew a lot about the business of selling the product, so he started a company that secured sponsorship packages for racing teams. He currently is retired and last worked with several National non-profits. But through it all Alan has no regrets.

When Alan and I ended the phone call I checked the time and realized seven hours had passed. During that seven hours I was taken on a ride through motorsports history that made me envious of days gone by. It made me dream of cars with carburetors and the sound of a Coventry Climax. It reminded me of the days when I would check the mail for the Autoweek that was printed on Newsprint. But most of all it reminded me that Auto Racing is so fun to be part of, that two complete strangers would spend an entire evening talking about it.

Alan - thank you for your time and call anytime.



# Confessions of a Cone Slayer By Rob Krider



## Dog is my Copilot



Betty The Shop Dog

When I am stuffed underneath the racecar and I need someone to hand me the ten millimeter

end wrench that is when I really wish my dog could speak English. "C'mon Girl! Fetch me the ten mill! You can do it!" The dog never gets me the wrench but is super excited that I am speaking with a really enthusiastic "I love you" vibe in my voice so she climbs underneath the car with me and licks my face. It is during these moments I remember she is a dog, not a person. I would never let anyone else at the race shop climb under the car and lick my face.

My wife, however, treats our dog like it's an actual human being, a short furry human being who speaks the King's English. My wife has in-depth conversations with the dog and I've even heard her go as far as to ask the dog metaphorical questions. The dog, being a dog, of course, never responds to any of these inquiries. The dog simply sits underneath my wife in the kitchen hoping she will accidentally drop some food, some human food, the good stuff.

My wife "accidentally" drops a lot of human food in the kitchen now that we own a doggy. These accidental drops are adding quite a few pounds to our little pooch. These added pounds concern me because we don't have canine medical insurance and I don't think I can afford racing tires and cash treatment for doggy diabetes. Regardless of my dietary concerns for our dog my wife continues to "accidentally" feed the dog. She also asks our dog if it wants the hallway light left on at night so it can walk out to the kitchen for a late night snack because, "Everybody likes fourth meal."

I treat the dog like a dog. I understand the dog doesn't speak English (since it has never helped me fix a racecar). The dog only speaks belly rubs. When I come home from work I don't ask the dog how its day was. I already know what the dog did all day. It ate food, pooped in the backyard, barked at the mailman, barked at the gardener, barked at the pest control guy, licked its butt, and then took a nap. Eventually, after its extremely busy schedule, the dog sat by the front door waiting for me to get home, hoping I would accidentally drop some food. The difference between me and my wife is when I drop food it is truly accidental. I'm just a sloppy eater. The dog knows this about me and sits herself strategically below me during every meal. It doesn't make me feel like the dog loves me; it makes me feel insecure about my ability not to let food roll down my shirt. I'm rethinking eating out in public.

There is no question, obviously my wife loves our dog, and for that reason, anytime I am about to take our little dog out for a walk I get a long list of dos and don'ts because in my wife's opinion I can't be trusted with the safety of our pet. "Don't let her feet get too hot on the sidewalk," or "Don't let her off the leash, a car could hit her," and "Take some bottled water, don't let her drink any water from the gutter." I successfully raised two kids without letting either of them drink out of the gutter or get hit by a car. I think I can handle safely walking the dog around the block. And since the dog spends most of the day licking her own butt, I think she can digest a little gutter water without any issue.

As much as it irks me when my wife continues to give me a list of how to properly take care of "her" dog, not "our" dog, occasionally I have done things which have led to "her" dog being in some unfortunate

predicaments. Like the time I tried to let the dog ride in my bicycle basket and then the dog jumped out of the basket and was hanging from the leash by her neck at fifteen miles per hour. That wasn't awesome. My wife saw the whole thing and hasn't let me forget it since. The dog turned out fine, but since then she does bark at bicycles anytime one rides by. Could just be a coincidence.

Recently I convinced my wife to let me take the dog to the race track in our RV. My wife wasn't going to the track with us so she was worried about the safety of "her" dog. After a lot of lectures on dog care, more warnings, rules, and admonitions, I was allowed to take the dog with me. During the weekend event after the racing was done for the day, my daughter, the dog, and I hung out in the paddock while I cooked some good ole fashioned Santa Maria Style barbeque tri-tip. I probably cooked about ten pounds of tri-tip, spreading the tasty barbeque smoke around the pits. The meat smelled so good in fact, a gentleman pitted next to us asked me if I wanted to trade some of his local craft beer for some of my barbequed meat. Of course I wanted to do that, beer, barbeque, and new friends: camping at the track doesn't get any better than that.

I grabbed some meat for my neighbor and headed next door. I left the dog inside the RV, just for a minute. I also left a foil tray with the rest of the cooked tri-tip on the table of the RV, just for a minute. After some bench racing, an hour and three craft beers later I headed back to my RV to use the bathroom. That was when I found the dog sitting on the ground looking very guilty. I glanced at the table and saw ALL of the meat was gone, ten pounds of tri-tip devoured by a twenty pound rescue lapdog.

The dog looked bloated and extremely unhappy. This wasn't good. I knew my wife, whom I love, was going to blame me for the whole thing (rightfully so). Then I remembered, the dog doesn't speak English, therefore the dog couldn't tell my wife what happened. It would be our little secret. Nobody would know and the only real tragedy of the incident was the fact that there was no more tri-tip to eat or trade for beer.

Then Karma stopped by my campsite in the paddock. Karma came in the form of explosive doggy diarrhea all over the inside of the RV. The floor, the walls, the side of the refrigerator, nothing was safe. Camping trips at the track are supposed to be all about relaxing and taking it easy. There is nothing relaxing about cleaning up ten pounds of canine diarrhea, especially when you're drunk and hungry. While I was busy carefully wiping down every inch of the RV so my wife wouldn't find out anything happened, my daughter was busy texting her mom to tell her how I made "their" dog sick when "I" let it eat ten pounds of tri-tip. Busted. No more trips to the track for our doggy.

*Rob Krider is a national champion racer and author of the novel Cadet Blues.*



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# Regional Champions And The Year 2020

February 1, 2020 Travis Air Force Base is a quarantine site for the first Covid 19 patients in the United States. March 13, 2020 Students at public schools are sent home and told not to attend school until further notice because of the Covid 19 virus. May 25, 2020 George Floyd dies of Cardiac Arrest after he was taken into custody by Minneapolis Police. Summer of 2020, cities across America deal with the aftermath of the George Floyd arrest and Black Lives Matter was the chant heard across America. The NBA played all of their games in a bubble. Major League Baseball plays a 60 games season instead of the usual 162 game schedules. NFL plays the entire season without fans. Joe Biden was elected as the 46th President of the United States amid cries of voter fraud brought on by the Global Covid Pandemic. Americans are told to stay home and to wear a facial mask when out in public. After a year like that how in the world did we ever have a racing season?

For a while it looked as though we would not have one. Just as the region was about to host regional 3 and 4 at Thunderhill Raceway the world started to shut down. But after several long discussions regional 3 and 4 went on as planned albeit as a non spectator event. Once the race weekend was over California went into full shut down with the entire state being ordered to stay home.

The next race on the schedule was the May event at Thunderhill which was cancelled due to the state being in the middle of the stay at home order. By

June the infection rate in California was slowing down and we were able to get clearance from the County of Monterey to have a very restricted event at Weathertech Raceway at Laguna Seca. The fact that this event even happened was a testament to the volunteer work force and to the tenacity of SCCA racers. The event went off without any fallout and we figured we would be back on track (literally) to completing our schedule. But we had to cancel the Sonoma Raceway June event because we were not able to get a timely enough answer from the County of Sonoma.

Lucky for the region the rest of the schedule played out as planned, with masks worn by all, social distancing, and limited pit crews. Everything being said we only had to cancel four races on the 17-race schedule. As a region we were very lucky. When we look back on the year 2020 I can honestly say that the racing was fabulous, the entry levels were very good, and if anything the covid crisis has taught us to appreciate our health and do not waste waiting to do something.

We had twenty two classes with drivers earning a Championship. In order to be regional champion a driver must be a starter in at least 51% of the races on the calendar. Obviously you have to have more points than anybody else. The rules allow for at least two dropped races.

Lets summarize and recognize this year's champions.

## AS (aka A Sedan)

I like to think AS represents the original Trans-Am series. Back in the late sixties and early Seventies the SCCA Trans-Am series was very popular. The series was comprised of American Pony Cars, such as the Ford Mustang (the only one named after a pony), the Chevy Camaro, and the AMC Javelin. Trans Am eventually changed into a full tube framed racecar and bore very little resemblance to the car as manufactured. AS brings us back to the original intent of the Trans Am series with American Pony cars that actually started out as street cars.

The winner in the class this year was Michael Lowe. Michael drove a 2005 Ford Mustang to the class championship. AS had ten different drivers enter the class this year. Michael's best finish was second which he did six different times. Michael beat out second place finisher and Rookie of the year Mikhail Butenko by 49 points. Last year Michael finished second in points to Igor Gandzjuk.



Michael Lowe AS Regional Champion



## FA (aka Formula Atlantic)

Formula Atlantic has become kind of a catch all class. True Formula Atlantic Cars are very fast with full ground effects and very powerful Mazda Cosworth MZR engines. Even an older Swift in the proper hands can beat a lot of cars lumped into the class. That is until they come up against the 2019 Ligier JS F3 Formula Car. This car is a full carbon fiber tub with a 2.0 Litre 16 valve Turbocharged Honda developing 303 horsepower. What the Ligier lacks in down force it makes up in horsepower.

This year saw Jay Horak pilot one of these cars to the Formula Atlantic Championship.

Jay was involved in one of the best races I watched all year when he locked horns with Graham Rankin in Regional Race 12 at Laguna Seca. Jay and Graham had an epic battle with Graham coming out on top at the end. Jay did all he could to keep Rankin behind he but the cornering speed of the Swift Rankin has driving ultimately won out at the end.

Jay beat out second place finisher John Ostlund by 50 points. Ostlund piloted a 2008 Pro Formula Mazda.



Jay Horak FA Regional Champion

## FC (aka Formula Continental)

FC cars are very quick formula cars. Think Formula Ford with a bigger engine and front and rear wings. Formula Continental Cars have a 2 litre Ford engine. This class has very good participation numbers mainly because Peter West has put together a semi professional racing series featuring these cars. Currently there are only cars from six classes that are faster then a FC car, three of those classes are full bodied prototypes

Scott Vreeland won this year's championship. He competed in ten events, won four of them, with his worst finish being 6th in regional #12. This is the fifth Regional Championship for Scott. He beat out Jeffrey Pietz by 25 points.



Scott Vreeland FC Regional Champion

## FF (aka Formula Ford)

Formula Ford was once the darling of the Formula Car world. It was considered an entry-level class with sophistication. As the name implies they were all powered by a Ford four cylinder Kent motors. But as the parts for the Kent motor got hard to source an alternative was sought. The alternative motor turned out to be the engine out of a Honda Fit. The Honda motor has great reliability and even has an alternator so now the battery stays charged when the car is ran. The problem has been changing an existing car over to Honda power is expensive. Since the introduction of the Honda power unit the numbers in this once very popular class have declined. There are currently several efforts to revive the class and hopefully they pan out. The other problem is it is hard to call them Formula Fords when there is nothing Ford on them so now they are called Formula "F".

This years Formula F champion was Jon Brandstad. Jon drives a DB6 Swift. The DB6 was originally a car designed for Formula Continental. It has refined suspension that allows for a more repeatable setup. Jon also runs a Honda engine.

Jon won this years championship over Chuck Horn. Horn has been the king of the class locally but this year he took a couple of races off. This allowed Jon to gather points while Chuck was resting his car. The championship came down to the final weekend. Chuck chances of repeating took a severe hit when he and Denny Renfrow tangled during the Saturday afternoon race allowing Jon to win.



Jon Brandstad FF Regional Champion

## FM (aka Formula Mazda)

These cars are probably the best all around Spec Formula car ever made. They were designed for the Jim Russell school so they were designed to be easy to work on, easy to repair, and easy to fit drivers of all shapes and sizes. The other part that makes the car so reliable is the Mazda Rotary engines that power them. No valves, no connecting rods, nothing to make a large window in the side of the engine block. They also run a very long time between rebuilds. FM was combined with several other Formula cars by SCCA because the numbers in other area of the country are minimal. On the west coast we have a good number of FM competing mainly because Telo Stewart has included them in his Formula Car Challenge series.

Bill Weaver is the master in this class. He shows up with a very well prepared car and he leaves no excuses back in the

shop. Although Bill has been the master of the class Michael Welden from Sausalito did get the best of Bill during the regional 7 & 8 weekend. Lars Jensen finished second 33 points behind.

Not only did Bill win the FM regional championship he also was the 2020 Formula Car Challenge Champion for Formula Mazda.



Bill Weaver FM Regional Champion



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## **FX (aka Formula X)**

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FX is the group of cars the SCCA combined in order to make the formula car classes larger. SCCA CRB Chairman Peter Keane said they saw Formula X as a way to enhance formula car participation in Club racing. It serves as a means for cars used in pro series to get involved in SCCA Club events, and can function as an incubator for the growth of new formulas that may one day have a specific competition classification.

Tao Takaoka won FX this year in a car built and designed by World Speed. It is the World Speed FS 2.0. Tao started his SCCA career driving sedans but has since made the transition over to open wheeled cars. I think Tao's best race of the year was the Sunday afternoon race during regional race #8. Tao finished second overall behind Jay Horak. He was definitely fighting above his weight as he beat several other drivers in higher classified cars.



*Tao Takaoka FX Regional Champion*

## **GT2 (aka Grand Touring 2)**

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GT2 cars range from purpose built tube framed cars to high-powered streetcars that have been converted into racecars. Bryan MacMillan drives a Ford Mustang that is a cross between the two. It started out as a street car but it has enough tubes and so much of the original Mustang is gone that it could be considered a purpose built tube framed racecar.

Anyway Bryan won the GT2 Championship after finishing in second the last two years. Congratulations Bryan on your first Championship.



*Bryan MacMillan GT2 Regional Champion*

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## ITA (aka Improved Touring A)

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Improved Touring was at one time the savior of the SCCA. With a few modifications and a roll cage you had a racecar. When I started racing 70% of the paddock was improved touring cars. Everything from Datsun 510 to Toyota Corollas were racing. The fields were large and the diversity was nice to see, Then came the Mazda Miata and improved touring became a second run group for the Miata drivers.

Even though most all the improved Touring cars are Miatas running in a second class it does not diminish the quality of the racing.

Three drivers very hotly contested ITA. Wa Houg, Scott Smith, and Joseph Kou. They fought door handle to door handle, nose to bumper the entire season. Scott Smith and Joseph Kou each won three races during the year. Wa Houg won five races with his lowest finish being fifth place during the March event at Thunderhill. By virtue of a more consistent season Houg won by 7 points over Smith.



Wa Houg ITA Regional Champion

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## ITX (aka Improved Touring X)

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I am not quite sure why this class was created but I think it was done so the people racing a sealed Spec Miata could run a second class and be competitive.

It just so happened that the ITX Regional Champion Rob Fuller was also the Sealed Spec Miata regional champion. Ross Lindell came in second

34 points behind Fuller. Fuller and Lindell also raced each other very hard during the year. It was fun watching them race. As a spectator I would watch the ITA cars duke it out and then by the time they were out of sight the ITX cars would come by fighting for position.



Rob Fuller ITX Regional Champion



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## MC (aka Muscle Car)

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This class is for cars that do not really fit into the A Sedan class because of modifications but are not really GT cars. This class is usually comprised of Camaros, Firebirds, and Mustangs.

This year MC had only two people compete in the class. Richard Pryor and Charles Laster. There was only one race where both competed against each

other with Pryor taking the victory. Hopefully all the people that promised to build cars and race them show up in 2021 so we can see the potential of the class.



*Charles Laster MC regional Champion*

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## P1 (aka Prototype 1)

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Prototype cars are basically SCCA's version of the ultimate racecar. They are lightweight, they are made of exotic materials, they have aerodynamic aids, they have horsepower and they are really cool.

The San Francisco Region is lucky to have one of the premier prototype drivers in the country call us home. Jim Devenport has won numerous regional championships plus he has won the SCCA National Championship.

Jim's weapon of choice has been a Norma M20FC but after numerous performance penalties Jim has switched to the Elan DP-02. Jim won every race he entered in our region except for the last one. The guy that beat him Joe Viso was driving an Elan DP-02.



*Jim Devenport P1 Regional Champion*



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## P2 (aka Prototype 2)

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Think of a P1 car with a smaller motor. Then you have a P2 car. Visually it is hard to tell the two apart. Often times a well driven P2 car is as fast as a P1 car.

When it came to P2 this year Eric O'Brien was the class of the field. Eric drives a car originally owned by Dave Arken. This car started out as an

AMac DSR but has since been upgraded. The Amac is an older design and theoretically should not be able to compete with a more modern Stohr but Eric squeezes everything he can out of the car and it goes really well.

Second place in P2 was Fabian Okonski in a Stohr. Heads up against Eric they were even, they each had a victory.



*Eric O' Brien P2 Regional Champion*

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## SM (aka Spec Miata)

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This was the class with the most competition and the hardest racing during the 2020 season. It was dominated by a group of drivers that made the long haul down to California from Oregon.

Watching them race in such close proximity was a thrill. To see them perform at such a high level was worth getting up early for.

Ken Sutherland from Sherwood Oregon led the pack of marauding intruders from the North. In Ken's wake was a bevy of other drivers from Oregon like Will Schrader, Eric Jones, and Jason Rawlins. In fact at regionals 15 and 16 seven of the top ten were from Oregon and Washington. They really did a number on our local boys. Tommy McCarthy finished second 142 points behind Sutherland.



*Ken Sutherland SM Regional Champion*

## SMG (aka Spec Mustang)

Spec Mustang was the brainchild of David Ray. David is the guy that took peoples desire to drive their car fast and made it into a business. He is the man behind Hooked on Driving.

Spec Mustang was developed because the Mustang car could be bought at a very reasonable price and it did not need much to make it a well performing racecar. Spec Mustang is one of the few new classes that has taken off. The racing is tight and the cars are very reliable.

Former Motocross racer Adam Enticknap won the SMG class championship for 2020. It might have taken him two cars to get the job done but Adam adapted quite well to four wheels. He beat out the Rookie of the Year driver Mikhail Butenko by 30 points.

It was fun to watch Adam as he transitioned over to cars. We look forward to seeing more of him in 2021 and we look forward to seeing the mustangs run.



Adam Enticknap SMG Regional Champion

## SMT (aka Spec Miata Tire)



Joe Kou SMT Regional Champion

Spec Miata Tire is the same car as Spec Miata but instead of using the tire the SCCA national rules require this group runs a tire that is more economically viable.

The racing in SMT is very intense. Joe Kou competed most of the season in his flat black with pink strips 1999 Miata. He was very successful in this car but introduced a new car during the weekend of Regional 13 and 14. Unfortunately for the rest of his competition Joes performance did not fall off.

Joe and his running mate Wa Houg were often running as if they were glued together. They were such an exciting duo to watch race they were named drivers of the year.

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## SRF (aka Spec Racer Ford)

The Spec Racer is SCCA biggest success. The car started out with a Renault power train and has gone through two engine modifications since it's inception. SRF is a regional only class and is powered by a four-cylinder Ford engine. As more and more people convert their cars over to the Gen 3 version of the car the number of Spec racers has dwindled.

Bruce Richardson is the local CRB for the Spec Racers. He has a stable of

cars that he brings to the track one of those is a Spec Racer of his own that he drives. Bruce ran every race this year and won five of them. His lowest finish was 4th during the October race at Thunderhill. Second place was Ken Woolley. He actually won more races (6) and never finished below second place but he missed regionals 1 and 2 at Sonoma which ended up being the difference in the points chase.



*Bruce Richardson SRF Regional Champion*

## SRF3 (aka Spec Racer Ford Generation 3)

This is the third generation of the Spec Racer. It has more power and much better tires. These cars are much faster now and even sound better than the previous Generation. This class has very close competition and lots of talented drivers.

This year Umberto Milletti dominated the field with six wins and three

seconds. Regional 8 at Laguna Umberto spun and had to work his way back through the field and he finished 11th. That was the only blemish on his year. Umberto ended up winning the championship even though he did not attend the first two regionals. Joe Briggs came in second had one win and five second place finishes.



*Umberto Milletti SRF3 Regional Champion*



## SSC5 (Sealed Spec C5 Corvette)

This class was designed to mirror the success of Spec Miata only with a bigger car, the Corvette C5. So far the class has not caught on to the level that was expected.

But in Southern California there seems to be a large number of the cars which proves the idea is good.

Tim Sullivan has been the maverick behind the class and has campaigned his car for several years acting as a moving billboard for the class. Tim beat out the only other driver to earn regional points in the class Anthony Jimerson.



Tim Sullivan SSC5 Regional Champion

## SSM (aka Sealed Spec Miata)

Sealed Spec Miata was the idea of Mike Smith. He was worried that the cost of Spec Miata was getting out of control, so he thought that if everyone had to limit the money spent on the cars the more people would be able to afford the car. It worked for several years because the cars were run on a chassis dyno and set to a maximum horsepower. They were then sealed and if the seal was broken the car had to run on the dyno again to make sure it was in compliance.

When you think of SSM you think of three guys, Rob Fuller, Gregory Hoff, and Ross Lindell. Lindell is a past champion but did not run the entire season. Hoff had four wins but missed the first two regionals. Fuller attended all of the races won six of them and finished no lower than third place. This is another good group of racers I enjoy watching. Close clean racing.



Rob Fuller SSM Regional Champion

## T1 (aka Touring 1)

Touring 1 is made up of large bore production cars. The cars very unique with Clark Nunes Camaro and Don Van Nortwick's Ford Mustang FP350S leading the pack.



Don Van Nortwick T1 Regional Champion

We are hoping the class catches on or at least the Southern California guys will become regional members thereby tightening up the points chase.

#16, neither one made the grid for Regional Race #17.

## T3 (aka Touring 3)

This is the midsize version of T1. Where as T1 is usually big American iron think nimble European Sportscar for T3.

This year T3 had several people run in the class but only two entered enough races to qualify for a year-end trophy. The two drivers were both

driving Porsche Boxsters and they finish within nine points of each other. Eric Fulkerson won the Championship by virtue of entering more races. In the head to head match up between Fulkerson and the second place finisher Donald Ahn, Ahn won five out of the six matchups.



Eric Fulkerson T3 Regional Champion

## T4 (aka Touring 4)

This is the baby brother to T1 and T3. Think small sportscars. This year Tony Kiratsous won the championship in his Scion. Tony wasn't the only driver to race T4 this season, but unfortunately for him his competition did not show up on a consistent basis. He spilt the weekend series when Izzy Sanchez raced at regional 7 and 8. Tony did not run race #17 at Thunderhill and Jonathan Sanchez-Ortiz was there to take the win.



Tony Kiratsous T4 Regional Champion

*Because it was the 2020 Championship there will be no banquet to share the spoils of victory with all the Regional Champions. However given that we all had to deal with more then our share of obstacles it was exciting to see so many people at the racetrack enjoying the sport they love. The pandemic may have put a few*

*roadblocks in our way but in the true racing spirit we figure out how to make it work. Congratulations to all the Regional Champions and lets hope 2021 allows us the freedoms and the world peace we all look forward to.*



# Jill Gregory

## New General Manager at Sonoma Raceway



**CONCORD, N.C. (Jan. 5, 2021)** – Acclaimed NASCAR executive and sports marketer Jill Gregory has been named the new Executive Vice President and General Manager at Sonoma Raceway.

Named by Adweek one of “The Most Powerful Women in Sports” for the past two years, Gregory assumes leadership of the historic 1,600-acre property where she attended her first NASCAR road course race as a teenager.

“Growing up in nearby Modesto, my cousins brought me to NASCAR races at Sonoma when I was in high school,” Gregory said. “I’ve been a true fan of this place for most of my life, and now I’m blessed with a leadership opportunity to return and inspire others to have the same love for the region that I do.”

Gregory will follow Steve Page who announced his retirement last August after nearly three decades at the helm of Sonoma Raceway.

“Jill Gregory has demonstrated innovative leadership in sports marketing for more than 25 years,” stated Smith. “She brings a background of not only professional accomplishment and familiarity with our company, but as a native of northern California, she also brings a passion for the region that makes her an exceptional successor to follow Steve Page’s distinguished career.”

“I’m thrilled that Jill is joining us at Speedway Motorsports, and I look forward to seeing all that she and our Sonoma Raceway team will accomplish in the years ahead.”

“Starting with the vision of Speedway Motorsports founder Bruton Smith, I’ve always admired the company’s efforts to grow the sport of NASCAR and embrace innovative, new opportunities,” added Gregory. “I look forward to taking that same aggressive approach to further establish Sonoma Raceway as not only a premier destination for NASCAR and NHRA events, but also elevating the historic road course as a year-round tourism and driving-experience attraction.”

“I’m grateful to have worked with such a talented team of people at NASCAR, and I look forward to continuing those professional relationships from a new trackside perspective on the West Coast.”

Gregory is currently the Executive Vice President and Chief Marketing and Content Officer at NASCAR and the managing executive of the company’s Charlotte-based operations. She leads the marketing, media, communications, broadcasting and diversity and inclusion functions for NASCAR, and is responsible for the sanctioning body’s digital platform, including NASCAR.com, the NASCAR Mobile app and fantasy games. Gregory will continue in her current role through January pending transition plans and begin her new position at Sonoma Raceway Feb. 1.

“Jill’s strategic leadership has successfully guided our sport through incredibly complex challenges, all while reinventing how we engage our fans and grow this sport,” said Steve Phelps, President of NASCAR. “The impact of her legacy driving smart change management and continuous improvement will be felt for years in our operation and we look forward to partnering with Jill in her new role.”

During her tenure at NASCAR, Gregory revamped NASCAR’s marketing, content and fan development strategies to elevate strategic planning and enhance collaboration across the industry. She also launched an effort to refresh and modernize the NASCAR brand, significantly elevated the sport’s diversity and inclusion platform, and was a key leader in NASCAR’s drive to become the first major league sport to return to live competition during the COVID-19 pandemic.

Prior to joining NASCAR, Gregory was the Senior Vice President of Motorsports Marketing for Bank of America, and previously served as Director of the NASCAR Sprint Cup Series marketing program for Sprint Nextel. In 2011, Gregory was selected for the inaugural class of “Game Changers: Women in Sports Business” by Sports Business Journal and Sports Business Daily.





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# Why The SFR School is Special By Dave Arken

## What makes the San Francisco Region School Special?

We now refer to our school as the Competition Licensing School, to better reflect our philosophy, aims and goals. The overriding objective is to turn out RACERS, not drivers.

It starts at the top with the Region Board putting people in charge and letting them do the job without interference, and setting an expectation the school must turn out drivers who are first of all safe for us to race with, who have been instructed in the techniques of driving fast, who have been taught the fundamentals of race craft, are prepared for the bureaucratic side of Club Racing, who understand that this is fun, and at its very core is a RACING School.

We want our participants to enjoy the racing on the track while developing the skill to be competitive sooner rather than later, and who are having fun with their cars.

The ingrained culture at the San Francisco Region School is participants are going to learn and take away skills they did not have at the beginning of the weekend. This is not unique in SCCA; in fact it is a goal for all SCCA driver schools, and SF Region just takes it to a higher level. This is accomplished with near one-on-one driver to student ratio, corner by corner observation, and post sessions group critiques, followed by more one-on-one interaction.

The demographics of participants has changed over the years; now most participants have some type of track experience: Track Night in America, High Performance Driving Experience, such as Hooked on Driving, or some other track day experience. This has made the objectives more challenging to achieve, since most already have a line down; and some habits learned in these experiences need to be molded to Racing skills, with the inherent higher level of risk in pushing limits, something discouraged in track day events. While this adds a challenge, it also moves the program quickly to a higher level of teaching into coaching. The pace of the school is faster than 10 years ago, and the instruction/coaching centers on race craft and higher-level skills, such as threshold and trail braking.

The challenges presented with students who have more experience does not change the fundamental objectives: safe racing, skilled fast drivers, who have good understanding of what racing is about, and who are having fun with cars.

These things make the SF Region School special and a good leaning experience, a great way to start an SCCA driving career.

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# 2021 SFR Competition Licensing School

By Ben French

It is that time of the year again. The 2021 San Francisco Region Competition Licensing School will be held on February 12th - 14th. Each year this event provides driving enthusiasts the opportunity to develop their skills and become a full-fledged club racer. The San Francisco Region school is the only club run school in California that features three full days of track time with three race events to conclude the school. There are many good driver schools; however, the SFR school sets itself apart from the rest by teaching its students not just how to drive fast, but real racecraft.

School topics include: the driving line, braking techniques, racing rules, race starts, passing etiquette and situational awareness. In addition, the SFR school provides each student a driver coach and places instructor cars on the race track with the students. The San Francisco Region believes in always providing its members with more; and the competition school is no different. The SFR school features more in-depth instruction, more track time and more coaching than other schools. Plus, for the second year in a row, the school will also feature even more racing time by giving its students an additional race day at Thunderhill to be used later in the 2021 season.

We hope you are as excited about the 2021 driver's school as we are to be hosting it. This excitement is not without some new challenges that have been brought on by the pandemic. Keeping our students and instructors safe during the school is a top priority. This year's instructional time will run a little differently than in previous years. Our biggest focus is to minimize large group instruction time to reduce transmission risk between our participants. We will be implementing the following changes:

- We will leverage our great team of coaches to provide more one on one instruction.
- Rather than ride arounds, we will utilize lead-and-follow activities.
- There will be an on-line SCCA ground school e-learning class to be completed before the event.
- The Monday before the school begins, we will be hosting an orientation session and virtual track walk on Zoom to ensure our students can arrive fully prepared on the first day of class.
- During the school we will utilize well ventilated areas which may be a little cold, but should keep everyone safe. (Please dress appropriately)
- Last but certainly not least, students and instructors will be required to wear masks, wash their hands frequently and practice social distancing at all times.

One of the most challenging parts of the SFR Competition Licensing School is the preparation needed to be ready for the school. This includes:

- The on-line registration on <https://www.motorsportreg.com> with complete and accurate driver and vehicle information entered in your MSR profile.
- Complete the SCCA required registration paper work including the competition licensing forms. These have to be sent to the SCCA national office a minimum of one week before the school.
- A physical health exam with an eye test. This will likely be harder to schedule this year, so please plan accordingly.

- Send in your driving experience/bio to the SFR office.

The SCCA page at <https://www.scca.com/pages/i-want-to-road-race> is a good place to start in your preparation process.

If you are preparing your own race vehicle for the school:

- Your vehicle will need to meet the safety requirements outlined in the SCCA rule book, known as the General Competition Rules or GCR. Our advice is to focus on safety and reliability rather than speed, when preparing your car for the school, as there will be little time to work on your car during the event.
- For the SFR school, your car does not need to fit a particular SCCA class, it just needs to be safe - again meeting the GCR requirements with items like current safety belts, fire suppression and kill switch.
- Do not forget about your personal safety gear such as a driver suit, head and neck restraint and a 2015 or newer SA rated helmet.

It is difficult to answer all the possible questions when planning an event of this type. We have taken into consideration common questions focused on health, safety, and cancellations at the school. Below are our answers and expectations:

- As with all SFR SCCA events, we do not charge our drivers until AFTER the event. So if you are unable to participate due to health concerns, fear not, you will not be charged.
- As a region, we are asking that you DO NOT ATTEND THE SCHOOL if you or anyone in your immediate family becomes sick or has recent COVID exposure before the school.
- Because we anticipate there may be some of you who cannot participate and still want to obtain your competition racing permit, the region will be exploring the option of hosting an alternative driving school later in the year.

For other questions our talented team in the San Francisco Region office are happy to take your calls and provide you with excellent support.

Unfortunately, much like last season, there are many factors that are beyond our control. If public health requirements change, or we simply do not get enough participants we may have to postpone the school. As stated above, if this happens we will look at alternative driving school options; however our preference is to run the school as scheduled. With that in mind, please SIGN UP EARLY as we need to know our car counts and driver background information as soon as possible.

Our event team looks forward to seeing you at the school, as we transform a new group of drivers to be certified SCCA club racers.

See you at the track,

Ben French

# NOTES from the ARCHIVE - ROD CARVETH



*Carveth's Lotus - Buick he called Brutus*

August 16, 1953 was the date for the inaugural road races at the former World War II Naval Base for Lighter-Than-Air blimps in Mountain View, CA. With the huge blimp hangers as a backdrop, a rectangular course with rounded corners utilized the fields runways and taxiways. It didn't take an experienced race spectator to know this layout would obviously benefit cars with high horsepower.

On the entry list was one such car, the new Mercury V-8 powered Kurtis Sports Car built by Frank Kurtis and driven by Bill Stroppe. Coming into the Moffett race, the Kurtis had won five consecutive events including the previous weeks race in Seattle, where Stroppe had reached 120 mph on one stretch of the 2.1 mile airport course. The Kurtis design closely followed the general chassis and suspension layout of the Indianapolis car that Bill Vukovich used to almost win the previous years 500 mile event. The Kurtis Sports Car used a combination of tubes and flat sheet metal sections to form a stiff and low profile chassis. Solid axles, front and rear, with each suspended by trailing arms and torsion bars... simple but very effective at putting the V-8 power to the ground. Frank Curtis had built six cars already with ten more in production and a further twenty more planned. There was even talk of entering the Kurtis in the Le Mans 24 hour race in 1954.



*Carveth-leads-Barneson-at-Palm Springs -1957*

Barnum in a Cad/Allard and in third, driving a Frazer-Nash, a driver who would eventually race the vaunted Scarabs, Chuck Daigh.

The Captains Cup of 77 miles was to have been duel between Jack McAfee's Porsche, Ken Miles MG Special, Al Coppel's OSCA and Chick Leson's Simca Special. Unfortunately both Miles and Coppel dropped out with mechanical troubles which left McAfee to control the race with Leson coming in second. This was a rare defeat for Miles who had been dominating races in his MG Special, the R-1.

All eyes were now focused on the grid as the main event, the 2 1/h hour long, Moffett Field Handicap, was awaiting the green flag. An interesting mix of cars were in the field - a GMC powered Aston Martin; a Morgan Plus Four; a Sunbeam Alpine; a Jaguar XK-120M; several Allards; a Siata Spyder; several MGs and a Simca Special.



*Carveth-at-Pebble Beach 1956*





Carveth-leads-a-pack-at-Stockton - 1957

Miles had repaired his R-1 in which he hoped to give both Hill and Stroppe a run for their money despite having an engine half their size. The anticipated duel between Hill and Stroppe ended as the flag fell. After a LeMans start, Hill's race lasted exactly three feet as his rear axle snapped and could do nothing but sit and watch the other cars race away. With Hill now sidelined, Stroppe slipped into the lead and progressively moved away from the rest of the field and won easily. To those watching the race it was evident the Kurtis/Mercury was handling beautifully. After the race, Stroppe said "it never feels like its slipping and doesn't heel on the corners. The rear suspension

tends to spot the chassis into the rear end and the car simply squats on

acceleration". Following Stroppe home in second was the Aston Martin/ GMC and amazingly, Ken Miles in his 1500cc MG/R-1.

Almost as impressive as the performance of the Kurtis was the efficiency of Stroppe's pit crew. The speed and organization of most pit crews had to this point in sports car racing been pretty amateurish. Stroppe's crew was not your usual assemblage of mechanics or friends, rather they were an experienced group that had handled the duties for Vukovich's 1953 Indy 500 winning car and for Chuck

Daigh in the previous years Mexican road race. With fifteen minutes left in the main event, Stroppe came in for a pit stop. Six crewmen sprang into action and in less than 50 seconds, fuel was added and two new rear tires were changed before he accelerated back onto the course. The elapsed time compared favorably with an Indianapolis pit stop and had this race been closer, Stroppe's pit crew could very well have made a difference.



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**STANDING**

# THUNDERHILL REPORT

BY DAVID VODDEN

By the math Thunderhill Park, opened in 1993 and is now starting its 29th year. Wow! Who would have guessed? The good news is that the prognosis for Thunderhill Park going forward is excellent. The mission of the track has always been to provide our parent company with a long-term venue for Club events while not placing a burden on the members of the Club. We do this by providing all of our customers with superior service above and beyond that which exists at other motorsports venues. Our vision is to offer all customers a unique, clean, and safe motorsports park that is known and respected throughout the United States. The team here operates based on the core values of always taking care of our customers, keeping our commitments, and recognizing team and individual success. We add to this the very-important objective of being recognized as a good and valuable member of the community we live in.

These running orders are the first entries in our three-year planning tool that we update each year with ongoing and specific goals for the next three years. The goals are, for the most part, SMART, meaning specific, measurable, achievable, realistic and time bound. So far this method for succeeding in the mission of Thunderhill has worked very well. It is a work in progress with much more to do with more mountains to make Thunderhill Park better each new year.

This past year the Board of Directors of the company incorporated in 1990 as San Francisco Region Properties, Inc., included Michael Smith as Chairman, Steve Archer as Treasurer and Brian Ghidinelli, Jim Devenport, Joe Briggs, Tim Sullivan, Jeff Lederman, Bruce Richardson, and R. J. Gordy as Directors. I continue to serve as the CEO of the Company completing my 33rd year on the project.

The COVID virus was clearly the biggest story of the year as I have reported before but, despite the adverse impacts, the track was able to perform well and earn sufficient revenues using lower expenses to produce a profit.

The team at Thunderhill Park during the pandemic and today includes yours truly, Terry Taylor, Jim Thompson, Geoff Pitts, Bob Maybell, Schuyler VanBuskirk, Lee Noll, and Anthony McHugh. These eight people make Thunderhill work with a lot of help from a regular team of helpers including: Leslie Taylor, Sean Crandall, Brian Tharp, Nancy Menezes, Stacy Storrs, Francisco Alvarez, Seth Dunlap, Hector Acuna, Brice Johnson and a team of race officials led by veteran David "Turbo" Rhoades. It takes a team to run Thunderhill which, at its peak for big events on all six rental surfaces, tops out at about 42.

Our revenue streams include track-surface rentals starting with the three-mile track. To this we add the two-mile track, the five-mile track, the big skid pad, the little skid-pad, and the dirt area out front. This totals six. We have forty-two garages that provide fixed monthly income that is key to the peaks and valleys that event operations provide. We sell food, fuel, and merchandise to add to the success of the business and hope that people who come here realize that buying these things from the track is an investment in the track that we all want to be here for decades to come. [See above].

So far for in 2021 we have rented all weekends on the three-mile and are starting to rent the weekdays. The goal for 2021 is 600 rental days on the tracks and over 250 rental days on the pads. In 2020 it was the skid pads and the two-mile that made the difference in our performance. Normally the rental days between the two tracks is about 70/30 in favor on the three mile course. Last year it was more like 60/40. The pad rentals too were far above previous years which I take as a change in the rental patterns here on the property.

Our biggest customers remain our biggest customers for the most part with increasing business from the automotive engineering companies located in the Silicon Valley. 2021 and beyond will see continuous shifts in the customer base impacted, in part, by changes at other tracks in both pricing and availability. The likelihood of a new road track being built in California is less than my winning the lottery. It could happen but it will not.

Development is an ongoing process at Thunderhill Park and I hope that it continues! As you know, if you are not growing you are dying. I really hope to see you all at Thunderhill Park in 2021 for the SCCA races here and the school and, even more importantly, for testing, open track, and teen car clinics. Do not forget we expect to have Track Night in America events here this year on select Thursday afternoons. We have hosted this program at the track since it began and believe that it is a good way to introduce new people to the thrill of on track fun and, ultimately, racing. If you have a teen age driver in your midst, we will never stop encouraging you to put them through our Teen Car Control Clinic of which there are six on the 2021 schedule at this time.

Finally, I hope that you are pleased with the progress of Thunderhill Park over the years since it began. Please tell everyone you know that you are pleased and why. Write to the Wheel and provide a story of your adventures here long ago or yesterday. We will document your stories and add them to the archives. They will become part of the history of Thunderhill Park located at 5250 Hwy 162 in Willows.



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Spec Racer Ford Gen 3. Chassis #76. Three owner car, raced SF Region as #20 for past 12 seasons, all logbooks since new. Continuously maintained by Ric Heer at CSR Performance, low hour motor (approx. 35 hours-just broken in), gen 3 chassis conversion approximately 6 hours, fresh paint and graphics, solid honest car, 12 rims, AIM Solo data, Butler (small), Momo wheel, transponder (duh!) etc. Car is up at Ric Heer's shop, to a good home for \$30,000. Contact Anthony Tabacco at tony@atarchitects.com.



Royale RP 18A Formula Supervervee, 1972. Former Robert Bosch Gold Cup car 1972-74. Eligible CSRG, VARA, HMSA etc. Tub monocoque/rear drivetrain tubing frame. Wing set up not mounted has sports car configuration. New bottom end rebuild, line bore, less than 30 minutes, new Avons, spare Avon roll around/practice days, new belts. Some spares, extensive history file/pictures, three log books. Extremely clean! Run with twin cams for VW pushrod money! Hewland geared for Laguna, one additional gear set. \$14000 obo. Call 831-917-5952

SRF3 #865: Built 2009, Converted by Cerini Motorsports Jan 2017. Gearbox rebuilt Jan 2017, Butler Seat & new style Butler "HALO", AIM MXL Pro 05 Dash, New Style UCAs, New Style Toe Adjusters, 2 Sets New Style Wheels, Laguna Muffler, AMB Transponder, Thermal coated headers, PBS Quick Jack, MSR Alignment Bars. SPARES: Nose, Uprights, Hubs, LCAs, Steering Arms & Box, Spare Half Shafts, & much more \$35,000 415-298-3917 1803



1989 SWIFT DB -4 Winning Group 2/ FA car or Vintage SVRA • New Dyno time onHasselgren Toyota • Totally race ready • Professionally maintained by Auto Spa • Last raced at 2018 Sonoma Runoffs. Qualified 4th with old motor • Spare wheels/ new sticker Avons/ trailer wheels/ gears/ springs/ misc. • \$35,000, Edd Ozard (925) 200-7509 • eozard@pacwestsolutions.com



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



2010 formula enterprise race car in great condition. Several podium finishes SF regional races. Call Brad Shaffer for more information \$19,000 (415) 317-1860

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1999 Spec Miata. Fresh and strong Rosini pro engine with only 4 weekends of use. Penske Shocks. Non-subscription transponder. Recaro full containment seat. Custom Aim Solo mounting plate. 2 sets of wheels. Custom dash and gauges. Solid car meticulously maintained and dialed in by Competition Autowerks. Multiple wins and consistent podium finisher in SMT and ITA. Needs nothing to go race and win. Asking \$22,000 Call/text Joe Kou at 925-818-0043 or email joekou@gmail.com



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1971 Ford Mercury Capri Trans-Am B-Sedan Race Car FIA Group 2  
Full 2 year nut and bolt Rotisserie restoration just completed in 2019  
Finished in beautiful 74 Porsche Mexico Blue SCCA Racing History back to the 90's SCCA, VARA Logbook and Clean Oregon Title.  
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Baby Grand, 2 log books. Never been wrecked. Track records. Won 5 hr endero. SP region champ. National champ. Supper reliable. Fast. Ready to go race. Lots of spare parts and tires. Brett Egen. 916 709 7274. \$8000. Have in car video you can watch.



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Engine by Rebello Racing-Low Hours, twin disc clutch, two(2) sets Sander wheels, three(3) new sets of American Racer Tires, Kirkey 45 Series Seat, locked 4:11 diff.& spare, 240SX front disc brakes, Wildwood rear disc brakes, Porsche rear axles / CV joints, shortened coil-over strut, and more.  
For details, text or call Dale 928-302-9000



Vintage H-Mod mid-50's Jabro Mk1  
750 Crosley Engine, Rib Case Gear Box, Fuel Safe Cell, Log Books VARA, CSRG, HMSA • Not raced in 15 years. Needs new Flywheel Ring Gear. Other Crosley gear available.  
For more info: bbhillsantacruz@gmail.com

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

1990 Spec Miata. Race motor by Haag Performance, in 2016. Four weekends on motor. In Feb. 2017, complete suspension set up by TFB Performance, at cost of \$2,195: new Bilstein shocks front and rear, new Fat cat kit and 99 top hats; attach sway bars with no pre-load, four wheel alignment (TFB worksheet available). Tech inspection in 2017. GPS track data. Trailer, ramps, and straps go with car. \$7,000. John Myers 916-342-2141. jmyers@pacific.edu 1804



Built to current SCCA FP specs this 1962 P1800 is the winningist Volvo in the U.S. Several west coast track records held, 2nd place finish in the 2018 SCCA Runoffs , this car is built to be driven fast or proudly shown in Vintage events. Race ready now and comes with a number of spares. The car is located at Sonoma Raceway in California. For inspection and details contact Bruce Ackerman @ backerman@sbcglobal.net or 510.549.9330

## TRAILER/TOW



26' Enclosed Triple axle Trailer  
This trailer has been very reliable for us as a double race car hauler. we have moved to a little larger trailer and are ready to sell our double car trailer. Cosmetically in fair condition but it gets the job done. 10K  
Call Justin 530-368-0306



2012 DYNAMAX 34XL, 2 Slides, 350 Cummins, 1000# of torque, FREIGHTLINER Cab and chassis, 20,000# hitch, 17,500 miles, FULL warranty until 2023, King Dome Sat., 2 TV's, Sony surround sound. Queen bed in rear, couch makes into double bed, dining table converts to single. Great inside and outside storage. automatic 18' awning. New batteries in 2018 ,tires in 2016. 8000kw diesel generator. More pictures available> \$136,000. Contact Dennis @ (209)613-8625 or surfsupdw@yahoo.com. Coach has been garaged and is located in Modesto, CA.

## TOOLS/ EQUIPMENT /MISC FOR SALE

17" Mazda MX-5 Club Wheels + Tires  
OEM wheels and tires from 2019 Mazda MX-5 Club (non-Brembo) have less than 500 street miles. One wheel has light curb rash, others are in factory condition.  
17" x 7", 4x100 hole pattern, +45 offset, Bridgestone Potenza S001 tires 205/45R17, Price: \$900 OBO Location: Sunnyvale, Contact: ejshin46@gmail.com



charging docks & bricks. Contact Bill at whbooth@gmail.com

2 Vertex Standard radios. 15 channel. Can be used right away or programmed to frequencies of your liking. \$300 for both, including the 2 radios, 2 antennas, 2



HANS Sport Series Model 20MS 20 degree, Medium, Sport New Quick Click tether. Recertified to SFI SPEC 38.1 by Simpson January 2021. Recertification

is good for 5 years. You will need to purchase the Quick Click helmet hardware elsewhere. \$200 plus shipping costs. Gary Corsiglia (805) 801-0705 GLCRacing@gmail.com

Mk4 Triumph Spitfire parts for sale: steel hood, engine blocks, cams, timing covers, suspension pieces, body trim pieces, much more. Richard Spencer 510-774-8834



Pre-listing purchase opportunity: 8579 Mortenson Lane, Fair Oaks, California Location, location, location! Beautiful 4,000 sf executive home, pool, spa, 3 car 870 sf attached garage with 10 ft. ceiling, 400 sf detached garage/shop both fully insulated. Home sits on 1/2 acre, quiet 4 lot cul-de-sac in Fair Oaks. Features (2) RV access (east and west). Lots of natural lighting, high ceilings, stunning entry, spiral staircase, oak throughout, 4 bedroom, 3.5 bath, large kitchen, nook, 2 second floor decks, exercise/office/multipurpose room, loft, dining, living, family rooms. Massive amount of storage. Excellent schools. Walking distance to the American River Parkway, Sailor Bar Park with cycling, running/walking trails. 1.5 miles to Lake Natoma; swimming, sailing and paddle sports. Minutes from Hwy. 50, less than 2 hours to Thunderhill, Sonoma, South Lake Tahoe and the Bay Area. Fair Oaks Village offers restaurants, brew pubs, shops, outdoor concerts, and Amphitheater. 15 minutes to Mather Field (MHR) for private aircraft, 40 minutes to Sacramento International Airport (SMF). Must see! \$1.15M Contact Ritchie at: Rhollingsworth@tk.com or 916.531.5968

## BUSINESS OPPORTUNITIES

Business Opportunity: Locate your business at Thunderhill Park as part of the new "HUB" Center at the raceway. Office space, showroom, conference rooms and more available for the right business partner. Ideally located in the center of over 700 days of activity that can feed your business. \$1.00 per square foot first year offer. Move in now. Call for more details but do not wait. This is a once in a life-time offer to locate your business in the best possible venue for expanded sales and growth. Contact: David Vodden 530-934-5588 Ext 101 or e-mail todvodden@thunderhill.com

## SHOP/STORAGE SPACE

Car storage in Garage #3 at Thunderhill: Adjacent to main paddock with possible tool/equipment share. Room for two cars – must be running. \$200 to 300 per month depending on the size of the car. Contact: David Ray at 925-683-1991

SHOP SPACE in Santa Clara, 2600 sqft of available space with 2 lifts. Perfect to keep and work on your race or track cars. Suitable for small to medium size teams as well. Trailer storage also available. Bathroom and small office. Lots of storage racks. Izzy 650.279.7252 or izzysanchez78@yahoo.com. 1808

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

Happy Wife- Happy Life!!! Get that ugly trailer off your side yard. Store it at Thunderhill, your wife will be real happy. Call 530-934-5588 and talk to an expert on keeping marriages intact.

TRAILER/RV Storage. Gated area. Security guards most hours. Call Geoff 530-934-5588 Ext 105.

## GET ON THE TRACK

TRACK DAYS AND SKID PAD DAYS AVAILABLE: You can rent Thunderhill Park's 3-mile, 5-mile and 2-mile track for a pittance on most weekdays throughout the race season. WE can make your day a turn-key operation where all you do is secure your friends and customers and have fun. Days available now. Call 530-934-5588 Ext. 101 and get started in the fun and profitable business of putting on your very own track days.

## DRIVING CLASSES

TEEN CAR CONTROL CLINICS- Life saving experience for your teen age drivers – November 29th and December 21. \$129/student. Use personal vehicle. Sign up on www.thunderhill.com/teen-car-control-clinics.

## SERVICES

FOOD SERVICE AT THE TRACK FOR YOU!: Look smart and save money and time by having the team at Thunderhill Park provide your race team and group with hot food, cooked to order, drinks and snacks throughout your weekend. It is easy, inexpensive when compared to the time and waste involved in transporting your food stock to the track, and everyone will be impressed. Call Jim Thompson and arrange to have his excellent certified food handlers prepare and serve your weekend needs for food and drink. Jim can be reached on: 530-934-5588 Ext-112 Or by cell @ 530-519-2201.

Haag Performance of Sacramento, a leading West Coast Spec Miata engine and drive train builder, has a limited number of spots available for racers needing storage, engine and drive train services, race prep, transportation and/or track support. Contact Mike@haagperformance.com or call(925) 783-9409. 1808



FREE All-Weather Storage Lockers – Now @ Thunderhill Park! Finally a solution to having to deal with all your race equipment! Don't bother lugging your gear around or leaving it out in the cold. Bring your own lock. Day use only or event use, meaning when you leave at the end of your event, you take your stuff with you including your lock. Locks are removed Mondays and Fridays if left in place. These lockers are big enough (4'x 4'x 8') to store almost everything you could need for your time at Thunderhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1502

SPEC MIATA & SPEC E30: TFB Performance's winning alignment service has expanded to include race prep and "arrive and drive" trackside support for SCCA/NASA and HPDE/track days. Rent clean, safe, front-running cars or bring your own. Run your first race or win a championship! Contact Tim Barber at 415.205.2222 or tim@tfbperformance.com.



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**RACE CAR RENTALS**

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Auto Spa Racing Service - In our 25th year, still located at Sears Point / Sonoma Raceway , continues to provide our customers with full service race car fabrication , restoration and trackside support . We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment , transaxle service or any fabrication project you might have . We can now offer race car storage , long or short term. Call Steve 707 938-8727 , [auto-spa.com](mailto:auto-spa.com)

Mazda Miata Rentals  
Good Times Racing- Ron Carroll and Donna Gilio. We have front running, winning Miatas for rent for all SCCA and Nasa events, SMT SM ITA ITX PTE.  
Arrive and drive with full support, coaching also available.  
Contact Ron 530-210-3848 [recmotorsports@gmail.com](mailto:recmotorsports@gmail.com) or Donna 775-781-3385 [racecarbetty5@gmail.com](mailto:racecarbetty5@gmail.com)



**SPEC RACER RENTALS & SUPPORT:**  
AccelRaceTek has fast cars for rent and offers great arrive and drive trackside support. Rental cars are well maintained and have the latest upgrades. Trackside support includes more than just getting your car to the track, we will help you get faster. Our attention to detail and experience will give you a competitive advantage. Our rigorous service and preparation results in reliable cars, we don't have any DNF's due to poor maintenance. AccelRaceTek is now the SFR CSR and can support any SpecRacer driver with parts and support at the track. [www.accelracetek.com](http://www.accelracetek.com). Bruce Richardson @ (408) 499-7266 or [brichardson@accelracetek.com](mailto:brichardson@accelracetek.com) 1607

**TRACKSIDE SERVICE:** Bulldog Motorsports offers Formula Enterprise full trackside support. Join in on the fun of one of the most affordable/ fastest classes in SCCA. The Spec Class with class. Bulldog Motorsports is the place for full CSR support. Call Jason at (209) 892-5747.

**SPEC RACER FORDS:** Available for nationals, regionals, schools & test days. Well equipped with data acquisition, video, and radios. Enthusiastic crew to help a beginner get started in SCCA racing or setup a car to a more experienced driver's specifications. Dave Harriman (408)507-1531 [dave@specracer.com](mailto:dave@specracer.com)

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**JOBS**

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**PAID FLAGGING** Opportunities daily and on weekends. Year round. Some benefits and more. Call Geoff Pitts 530-934-5588 E105.

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**ATTENTION**

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**Attention FV Owners**

It is time to dust off that car and clean out that solex carburetor. I am currently interested in starting a registry of FVs on the west Coast. The purpose of this registry is to get Fv owners together and talk about ways of getting the class rolling once again.

I would like to start with getting the name rank and serial number of any Fv owners on the west coast. I would also like to know the type of car and the current condition. I am interested in all FVs.

Send any responses to [westcoastfv@gmail.com](mailto:westcoastfv@gmail.com)

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**Attention Race Car Drivers**

Looking for a class to run consider FV. FV offers many advantages over most SCCA classes. It is the cheapest class in SCCA to run. Initial purchase price of car is very low. Stable rules mean cars do not get outdated. Spec tire that has a lot of grip and no set up changes. Freedom to express your mechanical ingenuity . Very close racing with drafting and wheel to wheel completion. Great father and son class. Fellow competitors that will give you the shirt off their back to help. Very safe and will teach you more race skills than any other class, ask Rick Mears. Readily available supply of cars which I will help you with. Call Blake Tatum 209-403-2452

**ATTENTION ALL DRIVERS** - mandatory requirement to participate in the Club's Season Finale at Thunderhill Park on October 25,26,27. BIG TEST Day Oct 24th. Make it a great year-end race weekend and race and race and win! Sign-up soon and often. Encourage others in your class to enter too. The more the merrier! Call 530-934-4455 to get the inside scoop! Hundreds of entries expected!

"Book 2020 TRACK DAYS AT THUNDERHILL PARK NOW. Call 530-934-5588 Ext 103 to get first choice of the best dates.

Delta Veterans Group ([www.deltaveteransgroup.org](http://www.deltaveteransgroup.org)), a group that works to help Veterans at risk and to help Veterans obtain benefits they deserve is looking for a trailer. Unfortunately, our much-needed trailer and golf cart were stolen recently. We are looking for a Utility Trailer 6.4x16 Dove tail double axel includes a gate 6x16. If you have a trailer for sale or can donate a trailer please contact Stephanie Helberg at [stephanie@wavesofspirit.com](mailto:stephanie@wavesofspirit.com)

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**SUPPORT THE SPORT YOU LOVE**

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Make your tax-deductible donations to the sport and fun that you have loved all these many years. Donate to the Thunderhill Park and support the "Family of Racing" Foundation, a 501C-3 charitable organization dedicated to improve the safety and long-term status of on-track safety and education. Also supporting efforts to reduce the number one cause of injury and death to teen age drivers through our Teen Car Control Clinics. 5000 kids die each year behind the wheel or as passengers in cars driven by their teen age friends. Finally, the foundation is committed to educating and assisting the communities around Thunderhill in order to build good will and friendship between what you love to do and their home lives. Send your tax deductible donation to Family of Racing, Thunderhill Foundation, P O Box 966, Willows, Ca. 95988.

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**WANTED**

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The Delta Veterans Group ([www.deltaveteransgroup.org](http://www.deltaveteransgroup.org)), a group that works to help Veterans at risk and to help Veterans obtain benefits they deserve is looking for a trailer. Unfortunately, our much-needed trailer and golf cart were stolen recently. We are looking for a Utility Trailer 6.4x16 Dove tail double axel includes a gate 6x16. If you have a trailer for sale or can donate a trailer please contact Stephanie Helberg at [stephanie@wavesofspirit.com](mailto:stephanie@wavesofspirit.com)

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