



The wheel[®]



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



SCCA Covid-19
p. 9

Fresno SCCA 2 & 3
p. 10

Woolley Family Racing
p. 18

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Ben Martinez in his 1984 Van Diemen FR84

On the cover: The Woolley Family of SRF Racers

FEATURES

- | | | | |
|-----------------------------|--|--------------------------------|-----------------------------------|
| 7 Wheelworks | 12 Worker Profile | 18 The Wooley Brothers | 26 Notes From The Archives |
| 8 RE News | 13 SFR SCCA Board News | 22 Motor Sports News | 28 Thunderhill Report |
| 9 SCCA Covid-19 | 14 How To Take Better Track Notes | 23 Letter To The Editor | |
| 10 Fresno SCCA 2 & 3 | | 24 CrossWord Puzzle | |

IN EVERY ISSUE

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

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

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2020 SFR SCCA Season Update

As most people must know by now, our 2020 season is suspended at the present time. Our April 3-5th Majors at Laguna Seca have been postponed. The current plan is to have them at Laguna Seca in June. Our next Races would be a double Regional at Thunderhill May 23-24th, however that is contingent on getting the "all clear" sign from Federal, State and Local authorities. The Covid-19 pandemic has affected all aspects of our lives. We do not really know when this will end, but it will end at some point. The region will keep you posted as soon as we are aware of any changes, cancellations, or additions.

Please stay safe and practice the protocols put in place by the CDC and other agencies!

Please also know, our office will run limited hours during this period, however, we will follow up with all calls and emails!

**Tim Sullivan
Regional Executive
SFR SCCA**

TRAVEL TECH

Travel Tech is a volunteer, in shop/ at home tech inspection service for pre-race and purchase inspection of race cars, including newly built cars. Travel Tech Scrutineers are:

TELEPHONE HOURS:

6 pm-9 pm Mon. through Fri., and 10 am to 6 pm Sat. & Sun.

Morris Hamm
Marin/ Sonoma/ Napa/
Infineon
707-738-8860

Phil Munoz
Santa Cruz Area,
831-297-2457

Jason Hohmann
Patterson - Central Valley
209-620-0559

RATES

- 1 car/\$10.00 + mileage
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- Logbook for new car or re-issuing a Logbook is \$30 plus mileage.

CALENDAR 2020

2020 FRESNO CHAPTER SOLO SCHEDULE

Event 6 - **May 23****

Event 7 - **May 24****

Event 8 - **June 13***

Event 9 - **June 14***

Event 10 - **July 25***

Event 11 - **Aug 29***

Event 12 - **TBD Oct*****

Event 13 - **Nov 14***

Event 14 - **Nov 15***

*Held at Fresno Fairgrounds

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SAN FRANCISCO REGION'S 2020 SOLO II CHAMPIONSHIP SCHEDULE

April 17-18 - National Pro Solo

April 25-26 - SFR Event running with AAS

May 23-24 - SFR/Fresno/Sac joint regional's

June 20-21 - SFR Event

July 25-26 - SFR Event

October 3 - SFR Event OR test and tune

October 4 - SFR Event

November 7-8 - SFR Event

SACRAMENTO SOLO SCHEDULE

Round 3 - **April 25***

Round 4 - **April 26***

Round 5 - **May 23****

Round 6 - **May 24****

Round 7 - **June 22***

Round 8 - **June 23***

Round 9 - **June 24***

Round 10 - **June 25***

Round 11 - **July 17***

Round 12 - **Aug 18***

Round 13 - **Aug 17***

Round 14 - **Aug 18***

Endro Practice - **Sept 21***

Endro Practice - **Sept 22***

*Held at Thunderhill Raceway Park

**Crows Landing

2020 SFR/SCCA RACE AND PRO SUPPORT SCHEDULE

APRIL 30-MAY 1

CUVARS WEATHERTECH RACEWAY LAGUNA SECA (LIMITED SUPPORT)

MAY 24

REGIONAL 5&6 - THUNDERHILL

JUNE 6-7

DOUBLE REGIONAL 7&8 - WEATHERTECH RACEWAY LAGUNA SECA

JUNE 26-28

DOUBLE REGIONAL 9&10 AND TEST DAY SONOMA RACEWAY

JULY 24-26

FERRARI CHALLENGE WEATHERTECH RACEWAY LAGUNA SECA (LIMITED SUPPORT)

JULY 31-AUG 2

REGIONAL 11&12 WEATHERTECH RACEWAY LAGUNA SECA + TEST DAY

AUGUST 8-9*

PRE-REUNION WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 13-16*

REUNION WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 29-30

DOUBLE REGIONAL 13&14 WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 10-13*

IMSA WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 17-20*

INDY CAR WEATHERTECH RACEWAY LAGUNA SECA

OCTOBER 23-25

TRIPLE REGIONAL 15,16,17, DOUBLE POINTS/5 MILE TOM MCCARTHY TRIBUTE RACE THUNDERHILL RACEWAY

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Time Trials (TT):

(formally Club Trials & Track Trials) are timed competitive events where the drivers vie for the fastest individual lap time in their class. TT is not wheel to wheel racing.

TRACK EVENT & TIME TRIALS

2020 SCHEDULE

JUNE 20 , 2020 SAT	2 MILE	WEST COURSE
JULY 17 , 2020 FRI	3 MILE	EAST COURSE
JULY 18 , 2020 SAT	2 MILE	WEST COURSE
SEPT 5 , 2020 SAT	2 MILE	WEST COURSE

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Wheelworks

WHAT WILL REGIONAL RACES LOOK LIKE WHEN SHELTER IN PLACE IS LIFTED?

By now everyone knows about the dangers of the Coronavirus. We cannot help but wonder will life ever be the same? And if it is not the same what will it be like? Before we answer those questions let's understand some key information about what we know about Coronavirus and why it is so important to maintain diligence and practice safe distancing.

How does the Virus Work?

A protein on the receptors of the virus can attach to the host's epithelial cells and penetrate those cells. The virus begins to replicate until the cell is killed. This takes place in the upper respiratory systems (nose, mouth, larynx and bronchi) initially.

The symptoms become more severe once the infection starts moving down to the lower respiratory tract. As the virus replicates and journeys down the windpipe into the lungs it can cause problems like bronchitis and pneumonia. Once the virus is in the lungs it becomes a war between the host and the virus. If your body can't produce enough immune cells to fight off the virus serious respiratory problems occur to the point where some people have to be placed on a ventilator.

How does the virus spread?

The coronavirus is thought to spread from person to person. This happens when people are in close contact with one another. Droplets that are produced when an infected person coughs or sneezes can be inhaled into the lungs of people who are nearby.

Coronavirus can also spread from contact with infected surfaces or objects. For example, a person can become infected by touching a surface or object that has the virus on it and then touching their own mouth, nose, or eyes.

A person infected with coronavirus could not show any symptoms, especially if they were recently infected. These asymptomatic people may produce infectious droplets that can float or drift around in the air for an estimated time of approximately three hours. The key to prevention is having everyone cover their nose and mouth when they go out in public and maintain the minimal six feet distance.

What are some symptoms that I should know?

For some, symptoms do not appear for approximately two to fourteen days after exposure. If you are infected you may or may not have symptoms. Some of the first things you will experience if infected include a fever (>100.4 F), body aches, dry cough, fatigue, chills, headache, sore throat, loss of appetite, and possibly a loss of smell. In the population that is more at risk the symptoms will be more severe like high fever, severe cough, and shortness of breath, which can lead to pneumonia if left untreated.

There is a broader list of symptoms, but it does not universally affect everyone. Please check the CDC or another reputable source for a more complete list.

Who is affected?

No one is invulnerable, but what we've seen is that older adults (>60 years old) are at increased risk for severe illness or death from COVID-19.

Regardless of your age, underlying conditions such as: heart disease, lung disease, asthma and diabetes increase your risk. Data received from the CDC showed that in late March, nearly 40% of people hospitalized for COVID-19 between mid-February and mid-March were between the ages of 20 and 54.

How do we keep from catching the virus?

Based on recommendations by the CDC handwashing is the best way you keep yourself from catching the virus. Wearing a mask to prevent inhaling the virus comes in at a close second.

Here are some other important guidelines:

- As much as possible, limit contact with people outside of your family
- Maintain enough distance (six feet or more) between yourself and anyone outside your family
- Wash your hands often with soap and warm water for 20 to 30 seconds
- If soap and water are not readily available, use an alcohol-based hand sanitizer with at least 60% alcohol, covering all surfaces of your hands and rubbing them together until they feel dry
- Gloves use is not necessary as long as you participate in regular handwashing
- Avoid touching your eyes, nose, or mouth
- Stay away from people who are sick or are caring for someone who is sick
- Clean and disinfect high-touch surfaces such as counters, tabletops, doorknobs, bathroom fixtures, toilets, phones, keyboards, and tablets, daily
- Wash all fruits and vegetables

A recent study found that the virus can survive up to:

- three hours on droplets in the air
- two to four hours on aluminum surfaces
- four hours on materials made of copper
- twenty-four hours on cardboard
- two to three days on plastic and stainless steel
- four days on wood surfaces
- five days on material made of other metals, paper surfaces, glass surfaces, ceramics

There's a lot that scientists have not been able to discover. These include how different conditions, such as exposure to sunlight, heat, or cold, can affect these survival times.

What is the deal with masks?

The CDC now recommends that everyone wear nonsurgical masks when going out in public.

What kind of mask should you wear?

Everyone without symptoms or without symptoms should wear a cloth face covering over their nose and mouth. This will help to lower the chances of the infection spreading by way of droplets. Masks also help prevent others from becoming infected if you happen to be carrying the virus without any symptom.

Masks are more effective when they are tight fitting and cover your entire nose and mouth. They can help discourage you from touching your face as long as you are not touching your face to adjust the mask. Masks are meant to be used in addition to, not instead of, the six-foot distancing.



Hi Everyone,

Well, we are now in the month of May, or about 8 weeks into the shutdown due to Covid-19. I hope that everyone is well and taking care of themselves. The Bay Area Counties have extended their Shelter in Place orders through the end of May. Not quite what we were hoping for, but better safe than not. In addition, both Sonoma and Laguna are closed through

the end of the month. As a result we did cancel the May Regionals at Thunderhill. Both Sacramento and SFR Solo have also cancelled events. Nationwide, over 400 Regional events have been cancelled.

Looking forward, we have kept the June Regionals on the books, adding an extra day and making it a Majors and Regional event. This will keep a Majors in our schedule and keep 15 races in our Regional schedule. Please note that this is contingent on no new orders coming down from the Governor, or local officials. Today's news sounded promising, as word from Sacramento was that we could be in Stage 3 within a couple of weeks. We will have masks available at the track, as well as sanitization and hand washing stations. This does not mean you should not bring your own as well, especially if you are camping at the track. We will also be modifying some of the rules, per National, in order to limit large gatherings, especially at Tech.

This down time has also given us some time to play catch up. I know we have not ordered the bars for workers since 2017. We are currently ordering bars for 2018-2020. For those volunteers that earned these, they will be available from your Chiefs once they arrive. We should have been on this and I apologize they are so late.

The status of Reunion and Pre Reunion is also up in the air. With the Concours, the Quail, and all the Auction Houses calling it quits at Monterey this year, as well as Rolex likely withdrawing as a sponsor this year only, it is likely that Pre-Reunion and possibly the Reunion are cancelled. As of this moment, they haven't been cancelled, but there is talk of scaling everything way down, as many cars from overseas likely won't make it. We will keep everybody updated as the schedule becomes clearer.

I also want to thank everyone who participated in the survey sent out a few weeks back. We had almost 500 respondents and lots of

feedback. The results are on our web page. For both Drivers and Volunteers, it was almost identical responses on whether you would attend events moving forward. 80% yes, 20% no. I was also stunned at the number of Drivers saying they would be going to the Runoffs this year. Sixty-Six Drivers said yes. That was really astounding. We have opened an account with Survey Monkey and will start having post-race surveys as well. This can be a useful tool. Again, thanks for participating.

For anyone that feels uncomfortable returning just yet, that is ok. I want to stress that while we will be practicing social distancing and hygiene, if you are uncomfortable, you should not attend. We may need some extra help at the June event. If any Drivers are not entering in June, this would be a perfect time to Volunteer for Flagging, Grid, Tech or any other specialty. You would earn Draft Cards which can be used as credits for test or race events. It also gives you a look at the other side of the track. We are also looking for someone to come in and learn Timing and Scoring. This would be a great opportunity for a younger person to learn how it all works. Remember, if there are no folks in Timing and Scoring, we cannot time a race. If you know of someone that would like to do this, let us know and we can get them involved to see if it is a fit.

Hopefully, we will all be back to some semblance of normalcy in the next few months. It may be longer. It will be nice to write columns that are not Covid related. I am sure everyone is looking forward to that day.

Until next month, be well, and be safe. Hopefully, I will see a lot of you at the June races.

Tim

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SCCA COVID-19 Road Race Event Guidelines

Event Planning Guidelines

- Follow state and municipal guidelines in relation to COVID-19
- Require or strongly encourage all participants and workers to wear masks, for not only their own safety but for the safety of everyone on-site
- Provide COVID-19 prevention supplies to event staff and participants—such as hand sanitizer with at least 60% alcohol, disposable gloves, trash baskets, disposable face masks and cleaners/disinfectants.

Source from DiscountMugs

- Plan ways to limit in-person contact for workers supporting your events (suggestions contained on this page)
- If possible, identify a space that can be used to isolate staff or participants who may become ill at the event.
- Close event to spectators
- Develop flexible refund policies for participants
- Encourage/Require event staff to stay at home if they are at higher risk for severe illness, or if they are sick or experiencing COVID-19 symptoms such as fever, cough or shortness of breath.
- Plan for additional staffing needs should a regular event staff member become ill or need to stay home due to being in a high-risk category
- Develop plans for limiting the sharing of equipment or the sanitization of equipment during hand-offs
- Determine how to hold driver meetings within social distancing protocols, keeping in mind any site-specific limitations such as access to PA systems or wide-spread internet access
- Pre-Event Communications
- Provide consistent and informative pre-event messaging to participants and workers so that everyone arrives to the site with an understanding of the COVID-19 safety protocols
- Ask that anyone who is at higher risk for severe illness, feeling unwell, or who has been in contact with anyone that is sick in the last two weeks to stay home
- Describe your cancellation policy, so that drivers are not pressured to come to an event while feeling unwell
- Provide participants with protocols they are expected to follow – Social distancing, frequent hand washing, face covering, what to bring, etc.
- Describe to participants the protocols that workers will follow, so that they may make an educated decision about attending the event
- Ensure that event workers are aware of the safety protocols they will need to practice and will enforce them on-site
- Encourage participants to come prepared to protect themselves and their equipment
- Provide workers and participants with details on additional precautions that the Region is taking

General Operations

- Do not provide community beverage coolers. Suggest participants bring their own, or have water available in opened cases, but not chilled. Shared coolers are discouraged to decrease the spread of the virus
- Use disinfecting wipes or disinfectant spray and disposable towels to wipe down equipment, supplies, shared work areas and surfaces between uses, shift changes and frequently throughout the day
- Clean frequently touched surfaces such as tables, counters, doorknobs, light switches, pens, keyboards, and cones (when used)
- Ensure there are plenty of hand washing stations or hand sanitizers in and around the facility, particularly high traffic areas
- Do not provide community food tables
- As much as possible, staff should keep a single radio with them and not hand off between staff members; before storing or when giving it to another staff member, wipe off the radio with a disinfectant wipe
- Close events to spectators
- Depending on the space available in the paddock, ask drivers to park 6' away from other vehicles or as far as paddock space allows
- Add hand washing and sanitizer stations in and around the facility
- Only allow essential, on-duty workers are allowed in specialty work areas such as timing and scoring; when someone is not working a session, they should remain at their cars or follow social distancing protocols
- Consider placing flyers at key locations across the event site to remind people of social distancing and protective health protocols.

<https://www.cdc.gov/coronavirus/2019-ncov/downloads/stop-the-spread-of-germs.pdf>

<https://www.cdc.gov/coronavirus/2019-ncov/downloads/2019-ncov-factsheet.pdf>

Social Distancing

- Six feet of space should be kept between individuals for the entirety of the event, except in cases of participants that are part of the same household
- Staff may need to gently reinforce this requirement throughout the event
- Anyone who continues to ignore social distancing procedures even after staff input may need to be asked to leave
- Personal Protective Equipment + Hygiene
- Event staff should be required to wear cloth face coverings or masks
- Provide COVID-19 prevention supplies to event staff and participants if they do not supply their own

CONTINUED ON PAGE 20

FRESNO SCCA "LEAP" INTO ACTION WITH EVENT 2 & 3

Leap year meant an extra day of fun for the Fresno SCCA Club. Event 2 was held on Saturday, February 29 and saw 87 drivers eager to take advantage of the great weather. Event chairs Leon Weinroth and Mikey Bringetto designed a fast and smooth course that yielded top time in the high 29 seconds. All drivers were divided into 3 groups and 5 runs each.

For the veterans of the sport in the Fresno area, there was one car on grid that brought back memories. Ric Quinonez brought out his AMOD car known as the "The Shark" back into action. The last time it ran was in 2013. The Shark made its return after a seven years layover and did not disappoint as it took top honors of the day with a 29.686.



Ric Quinonez in his AMOD taking TTOD, photo by Gene Harrison

Second went to Ben Martinez in his CM 1984 Van Diemen RF84 with a 29.961, third was Michael Gardner in his CAMC 2016 Ford Mustang gt350 with a 32.059, fourth was Paul Newton in his AS 2005 Lotus Elise with a 32.271 and fifth went to Sam Johns in the SSM 2001 Corvette Z06 with a 32.366. Sixth went to Jimmy Au-Yeung's STU Mitsubishi Lancer Evolution, seventh went to Manfred Oesting's FP Mini Cooper S, followed by Jonathan Cadiente in the STH 2017 Honda Civic, William Marlow in his 1990 Honda CRX and Yang Moua in his 1989 Honda Civic rounded out the top ten.

Top PAX of the day went to Ricardo Quinonez followed by Michael Gardner and Paul Newton rounded out the podium positions. Fourth was Jonathan Cadiente, fifth went to Ben Martinez, William Marlow, Andrew Padua, Jimmy Au-Yeung, Rob Krider and Kurt Wong and rounded out the top ten.



Ben Martinez in his 1984 Van Diemen RF84

In Street Class competition, Richard Cadiente took the win in ES followed by Gary Lieb and Dennis Feasel. FS saw five drivers, Gary Fazekas took the top spot followed by Chris Rodriguez, Corky Schroeder, Kendall Brock and Frank R. Simmons. HS had two drivers with Rob Krider taking the win over Tyler Bandy. DS was also a two-horse race with Eric Martin taking the win over Brad Dawson. Keith Bullock bested Jay Srivatsan in AS. Dave Warner(BS), Malcolm Gibson(CS), Richard Schmidt(SS) and Pamela Schroeder(Ladies) all ran unopposed.

Street Touring Class only saw a few competitors. Kevin Pena took the top spot over Nickolas Forson in STR. William Marlow bested Chris Keyser in STS and Kyle Matsumura ran STU unopposed.

In the battle of CAM cars, Michael Gardner took the win in CAMC over Leon Weinroth, and Greg Back. CAMS saw five drivers with Tyler Oaks taking the win over Roger Oaks, Dan Bratten, Phillip Roberson and George Dias. James West ran CAMT unopposed.



Kenneth Lim in his 1974 Toyota Celica

In CSP action, Ken Vaughn took the top spot over Ming Tang and Samantha Oaks. Darrell Moskowitz took the win over Lloyd Patton in DSP. Justin Tang came out on top over his brother Jensen Tang in DP and Manfred Oesting took the win over Chris Donnelly in FP. Mas Vang(FSP), Bill Martin(OSP), Louis Lira(CP), Kenneth Lim(XP) and Bob Bullock(HCR) all ran unopposed.

In Street Modified competition, Yang Moua took the win in SMF over Ryan Zelinski, Mark Gomez and Leng Vang. SM top podium went to Christian Mesina, followed by Jerry Kell, Roberto Morales and Jack Cox. Sam Johns took the win in SSM over co-driver Karl Johns.

In Modified, Crispin Morgenthaler took the win in DM over Gregory McNair. Ricardo Quinonez(AM), Gary Ratliff(EM) and Ben Martinez(CM) all ran unopposed.

In Index, ten drivers came focused and prepared. Paul Newton led the pack over Jonathan Cadiente followed by Andrew Padua, Jimmy Au-Yeung and Kurt Wong rounded out the top five.

Novice class was by far the largest with sixteen drivers. Most of the drivers had their quickest time coming on their last run. By the end of the day, Christopher Colwell came out on top followed by Nicholas Rivera, Jake Fagundes, Brett Schoener and Ulises Gutierrez rounded out the top five.



Chris Donnelly in his 1989 BMW 325is

The first day of March brought out 78 drivers for event #3 and much cooler weather. All drivers were divided into 3 groups and 5 runs each, same as the day before. Ric Quinonez in his AMOD "The Shark" only needed his first run to capture the top time of the day with a 31.089. He only made 2 runs on Sunday. Jason Hansen and his XP 2006 Mitsubishi Evolution MR claimed second with a 31.364, third went to Jimmy Au-Yeung's STU Mitsubishi Lancer Evolution with a 31.811, fourth was William Marlow in his STS 1990 Honda CRX with a 32.193 and fifth went to Jonathan Cadiente in the STH 2017 Honda Civic with a 32.3. Sixth went to Troy Jennings in his 2014 Ford Mustang GT, seventh went to Paul Newton in his 2005 Lotus Elise, followed by Eileen Blando in the 2006 Mitsubishi Lancer, Carl Sing in his 2014 Ford Mustang and Justin Tang in his 1986 Toyota Corolla rounded out the top ten.



Manfred Oesting in his 2009 Mini Cooper S

Top PAX of the day went to William Marlow followed by Rob Krider and Jonathan Cadiente rounded out the podium positions. Fourth was Jimmy Au-Yeung, fifth went to Troy Jennings, Andrew Padua, Richard Cadiente, Paul Newton, Carl Sing and Michael Gardner rounded out the top ten.

In Street Class competition, Benjamin Toews led in DS over Christopher Yang, Jacqueline Vazquez, Travis Kramer and Rebecca West. Richard Cadiente took the win in ES followed by Dennis Feasel and Gary Lieb. FS saw five competitors, Gary Fazekas took the top spot followed by Chris Rodriguez, Corky Schroeder, Frank Simmons and Kendall Brock. HS saw Rob Krider taking the win over Andrew Theodotou and Frachiseur Shelton. Keith Bullock bested Jay Srivatsan in AS. Brett Sliakis won over Malcolm Gibson in CS. Robert Cabasa(GS), and Richard Schmidt(SS) both ran unopposed. The Ladies Class had two drivers with Pamela Schroeder taking the win over Addy Krider.

Street Touring only saw two drivers on Sunday, William Marlow(STS) and Kyle Matsumura(STU) both ran unopposed.

In CAM, Troy Jennings took the win in CAMC over Carl Sing, Michael Gardner, Leon Weinroth and Greg Back. In CAMS, Anthony Topalian too the win over Dan Bratten. David Lopez ran CAMT unopposed.

In CSP action, Ming Tang took the top spot over Eric Gillis. Darrell Moskowitz took the win over Lloyd Patton in DSP. Justin Tang came out on top over his brother Jensen Tang again in DP. In XP, Jason Hansen led the class over Kenneth Lim, Trevor Fechner and Jeremy Meyer. Mas Vang(FSP), Louis Lira(CP), Chris Donnelly(FP) and Bob Bullock(HCR) all ran unopposed.



Chris Donnelly in his 1989 BMW 325is

In Street Modified, Ryan Zelinski took the win in SMF over Yang Moua. SM top podium went to Thaddeus Robeck, followed by Jerry Kell, and Christian Mesina.

In Modified action, Ricardo Quinonez(AM), Charles Allen(EM) and Mitch Fagundes(FM) all ran unopposed.

Index class was in full force again for the autocross weekend. Sunday saw eleven drivers all wanting to put their name on the top spot. Jonathan Cadiente took that top spot over Jimmy Au-Yeung followed by Andrew Padua, Paul Newton and Eileen Blando rounded out the top five.

Who would come out on top in Novice class? Nicholas Rivera brought out the muscle in his 2019 Ford Mustang and led the pack of eleven strong. Second went to Javier Sanchez, third went to Dylan Myers, Joshua Vidal and Kelsey Stoltenberg rounded out the top five.

Three events into the season and the competitions are already heating up.

With eleven events left for the year, anything can happen in the standings. Hope to see everyone at the next one.



Jason Hansen in his 2006 Mitsubishi Evo MR

WORKER PROFILE - GREG MARTIN

Photos by Lynne Huntting and Ray Linkous

BY LYNNE HUNTTING



GREG MARTIN is one of our newer SFR volunteer Workers. He found us by searching online for volunteer opportunities in auto racing, and SFR's website popped up high in the results. Greg is a life-long auto racing fan and also a long-time volunteer in support of his son's activities such as coaching, club administration and other school activities. Now that the boys have transitioned into adulthood, Greg was looking for activities to combine the enjoyment of auto racing with the collaboration and camaraderie of volunteering to support activities. He started in March 2017 and chose the Flagging & Communications crew.

Greg really likes this crew for many reasons, including the close-up view of on-the-limit driving and racing; non-stop action as cars are constantly on-track; the challenge of flagging and of incident reporting; working at big-time IMSA and IndyCar events; the tracks we work, enjoying his part in providing a service necessary for the event to occur; and the teamwork and the people who make up the team. Like one of our mottos - Come for the Cars, Stay for the People.

When Greg started, he didn't know anyone in SFR, and this was his first experience with race working or SCCA. Prior to this, his only motorsports experiences were some hot laps in a M3 at Sonoma thirty years ago plus Gran Turismo and Forza on and off over the years.

Greg's said his most memorable race experience had to be working the Exit Flag station at Turn 11 for the IMSA race last fall. His post was the 'hole' between the Turn 11 station and Start-Finish. "Watching and hearing those cars put the power down out of the turn for the straight was fabulous. The cars were literally 10 feet or less away from me. Trying to accurately Blue Flag was a real challenge, and kept me actively involved during

the entire race."

Greg likes all three of the SFR tracks. They all are great with interesting elevation changes and technical challenges. If he could change or improve one thing, given the wind at the first 2020 regional events at Sonoma Raceway and Thunderhill, Greg would opt for "climate controlled flagging boxes!!"

For his favorite track overall, Greg's list of tracks to drive would be long. He said "If a genie granted me a wish that I could drive a high-performance track with the skill of a professional driver, but I could only do that for one day at one track, I'd have to pick the Nurburgring Nordschliefe; but that's not an easy choice."

Greg's favorite driver is Alexander Rossi, who hails from Nevada City CA. Greg got to see him up close and personal at the IndyCar race last fall at WeatherTech Raceway Laguna Seca. Greg first found out about Rossi in 2012 when he was racing in Formula Renault and was a test driver for Caterham F1. Greg remembers seeing him interviewed as part of an F1TV broadcast that year. "The appeal of a Northern California kid going to Europe and trying to break in to F1 made me a fan right away, especially since he seemed to be having some success." Greg was disappointed that Rossi couldn't make that elusive American breakthrough in F1, but "I couldn't believe it when he won the 100th Indy 500, and now root for him to win IndyCar races and a season championship."

Greg has a busy day job working as a computer programmer and systems analyst working on large government systems. Currently he's working on the EDD system which processes and pays Unemployment Claims, which has taken on major relevance with the Covid-19 pandemic. His next assignment will be transitioning to the agency which supports the Medi-Cal Eligibility system.

Greg can't pick a single thing he likes best about working. "I'm so glad to have made that first step to initially volunteer and discover something that I really enjoy and will likely continue to enjoy for many years to come."



SFR SCCA Board News:

BY BEN FRENCH

For many of us right now racing is a welcome distraction. It's something we miss, something we are looking forward to. With this, your SFR SCCA board has been busy with the preparations for the continuation of our racing season while also working diligently to tackle issues both big and small facing our club. Before this terrible pandemic swept both our region and our nation, we had devised some exciting ways to increase participation and help support our racers doing what they love to do.

February SFR SCCA Competition Licensing School: Although this year's school was smaller in turnout, we really had a fantastic school with great one-on-one coaching and instruction. This is an event we look forward to each year as it brings in new racers to our region and is our opportunity to show what SCCA road racing is all about to a new generation of racers. Our SFR drivers school focuses on teaching our students to race, not just drive quickly on the racetrack.

Wanting to provide our students with the most value for their driving dollars, we took a hard look at the costs associated with our school. Unfortunately due to track costs and other factors, we just could not lower the cost of the school. However, I am happy to report, that this year's class along with future classes will be receiving a free SFR SCCA race entry at Thunderhill later this year. It is true that our school costs more than others; however we feel it provides more. SFR has more track time with three days vs. two days for most SCCA schools; more experience with fuller grids, including instructor lead/follow cars; and more personalized instruction with great coaches and instructors. Now with a free SFR SCCA race entry, we feel your club is providing the best value in driving instruction and hope to have your support next year by recommending students or helping at the school.

Speaking of help, we see the need for additional workers to support our road racing efforts; and to address this, your board has decided to expand upon the existing DRAFT Card program. For those that of you who do not know, the DRAFT card program stands for: **DR**ivers **A**ssistance **F**or **T**esting, and it allows volunteers to earn SFR Testing time or race entry credits for volunteering to work in any specialty area at SFR supported road racing events. Although the DRAFT program works well for drivers who own SCCA legal race cars, our region has many more enthusiasts who do not own a wheel-to-wheel legal race car.

Knowing this, your SFR board has expanded the DRAFT program to include autocrossing credits for drivers who volunteer in our road racing ranks. It is our hope that not only will this boost participation in our road racing work force; but it will also help boost participation within our autocrossing ranks, allowing workers to compete in autocross for free.

With an initial work-to-race ratio of 2 to 1, volunteers can work two days and get one autocross day for free, (one autocross entry.) To support this effort, the board will be working with our various Solo Chapters within the region to figure out compensation plan, so that the various chapters will receive payment and not lose event income. Depending upon the level of interest from our members and the overall success of the program; we will look at other volunteer track time opportunities, perhaps partnering with the Reno Region as they run a great track event Time Trial program that complements what we do very nicely. Think of this new and improved DRAFT program as:

DRivers **A**ssistance **F**or **T**racktime...

Speaking of volunteers, when we do get to go racing again we are in need of a few key specialty areas. The first of those is Social. Our Social position is the one which helps folks at the races have a good time and largely coordinates the food and festivities for our Saturday night dinner. We are on the hunt for someone who likes people and is good at hosting. Secondly we would like to entice anyone who is techy over to Timing and Scoring. Without T&S, we could not hold race events; and we are in desperate need of help. Working Timing and Scoring provides shade and shelter from the elements, a great view of the racetrack, and some of the best snacks around; so please come on up and lend a hand.

Flagging & Communications are the corner workers, who have the best seat in the house to see and be part of on-track activity. They are the eyes and ears for Race Control. This is a good specialty for Drivers, who want to see how other drivers take to the track and earns DRAFT Card credits.

I could go on and on about our needs. The truth is that it takes a lot of talented people to run a quality race event; and everyone of our specialty areas would welcome your help and interest. As a racer who has also volunteered, I can say that it's just fun being at the racetrack and spending time with others who are as passionate about motorsports as you. I encourage you to come out and help work a race event. I guarantee you will learn a lot and meet some really nice people.

With our plea for more volunteers I also want to take the opportunity to pitch a new volunteer position. One thing that this pandemic has to light is the increased popularity of online or simulation, (sim) racing. IMSA, NASCAR, Indy Car, V8 Supercars, and even Formula 1 have now been hosting sim-races; and these events have produced some exciting results. This is something your SFR SCCA board has been looking at for some time. Even in a normal world, sim-racing's realism and popularity has been steadily increasing over the years. It is not uncommon now to be speaking with a new racer and hear how they got their interest started by playing racing simulation games like Gran Turismo or Forza Motorsport. With this, we are looking for someone who can help us start an organized effort of sim-racing within our region. We would love to see some San Francisco Region SCCA sim-racing leagues that feature the types of cars you would see at a typical SCCA race. Ideally we are looking for a SCCA member who not only participates in sim-racing; but who has hosted events, has technical knowledge and could be our ambassador in the sim-racing arena.

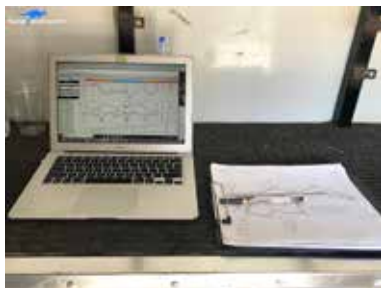
If you are interested in this position or any of the volunteer positions I shared, please feel free to contact me and I will get you connected with the specialty chiefs and appropriate people. If you approve or have any related ideas, again feel free to email me; as although I feel like I am spending way too much time in front of a computer screen these days, I would still love to hear from you. Until then, we will keep looking forward to that next race day...

Keep moving forward and stay safe everyone,

Ben French
Treasure, Director SFR SCCA
benf@sfrscca.org

How to Take Better Track Notes

When I first started making track notes I would write a few things down: start of braking point, gear selection, apex point and some visual reference markers. These proved to be useful for my initial track days when returning to the same track as they gave me a head start on refreshing my memory. But as I got faster, I realized that I needed a session or two to get back up to speed and shake off the rust. My notes were ok but weren't enough to help me be faster, especially early in the day.



I started taking more notes after each on track session. Things like "brake later for Turn 9", "More throttle for Turns 3 & 4", and "Lift and go for Turn 6". These notes were very beneficial on the day when I had back-to-back sessions but lacked the context I needed when returning to the track weeks later. I often found myself a

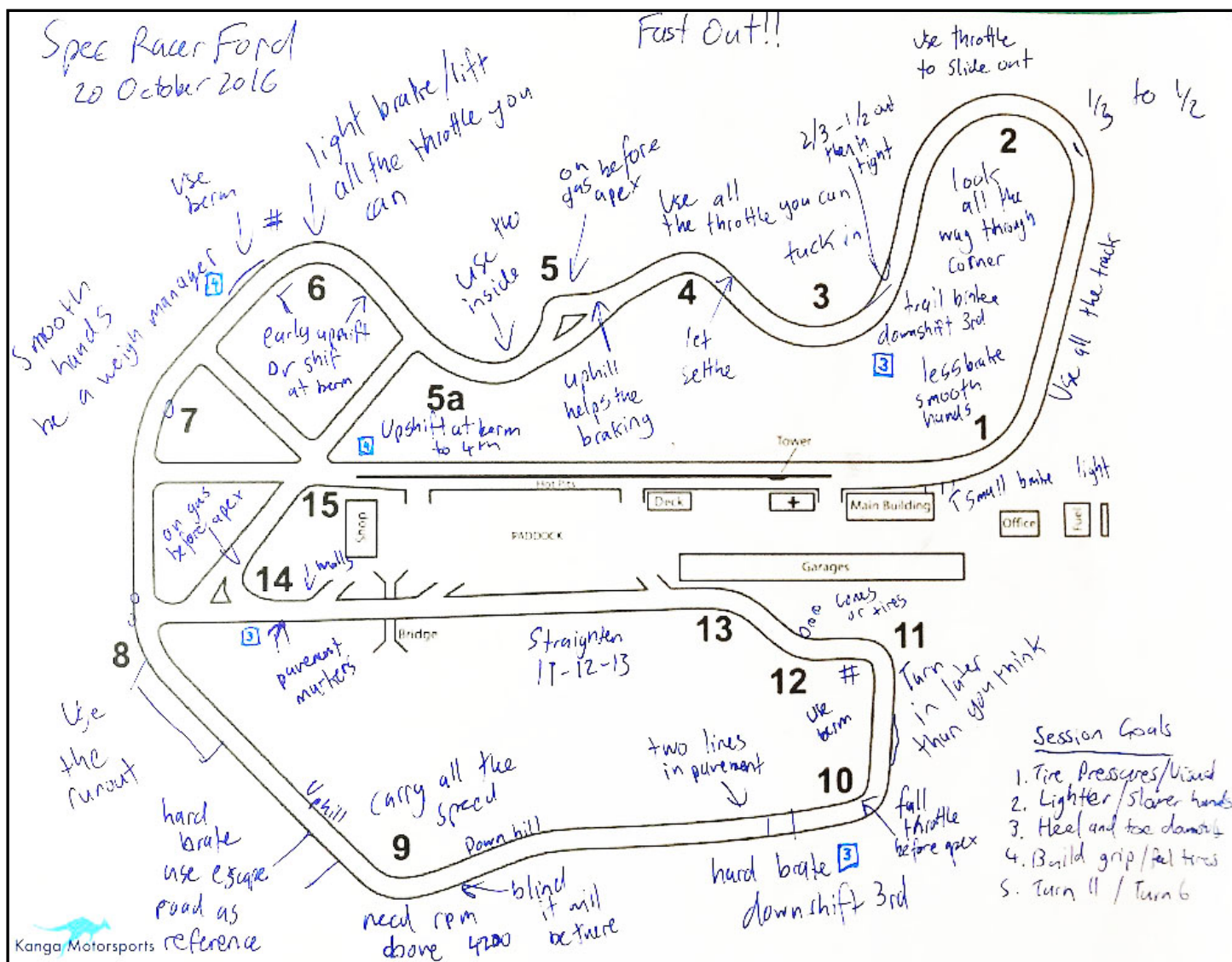
little confused, as there was no frame of reference for "more throttle", more than what? Or "brake later", later where exactly? I kept working at a system that helped me to get up to speed quickly to go faster when returning to a track, even in the early sessions of the day.

The key was context and specific references that were easily understood and repeatable. I also started adding more visual cues from replaying my videos and focusing on the various visual references. Things like cracks in pavements, changes in the K-wall, apex berm colors and trees in the distance.

Driving on a track can be broken down to a few different things:

- Position of the car on the track
- Braking
- Accelerating
- Steering input
- Gear selection

Let's look at these individually and see how you can take better notes and give a few examples on how I improved my lap times by just taking better notes.



Track Maps

The first step is to get a good clear track map with space around the outside so you can make notes. Ross Bentley of Speed Secrets has put together a collection of 100+ track maps that you can use for taking your own notes. If Ross doesn't have your local track you can normally find it on the tracks website or with a quick search online.

Braking

Taking track notes like "brake less", "brake harder" or "brake later" are useful on the day or that weekend but a few weeks/months later when you return to the track they lack the reference and context to be beneficial especially in the early sessions. Using a number scale to represent the brake pedal pressure can be really helpful for providing the context needed to know just how much brake pedal pressure to use. Many drivers use a number scale of 1-10 for brake pedal pressure with 1 being a light brush of the brakes and 10 being the maximum pedal force for threshold braking. Threshold braking is defined as the maximum amount of braking just prior to locking up the wheels. The initial brake pedal pressure number can be very useful when you are trying to manage the final speed adjust for medium and high speed corners. For example heading into Turn 5 at WeatherTech Raceway Laguna Seca where your speed adjustment is critical for the uphill run to Turn 6 and the Corkscrew. You can practice on a test day using lighter and lighter brake pedal pressures to increase your corner entry speed and assign a pedal pressure number so when you return to the track you know just how hard to hit the brakes heading into that corner.

I have also on occasion used a scale of 1-5 to indicate brake release with 1 being a slow release and 5 being a quick release of the brake pedal. This helps especially in slower corners, like hair-pins, when you are trying get a lot of rotation out of the car. You can use the later "R" to indicate release so you don't confuse with brake pedal, for example R1 or R5.

Track Position

There are many elements that make up track position and these will likely be the majority of your written notes. Items include visual references, apexes, track surfaces, sound cues and corner characteristics like camber, elevation and even surface bumps.

Visual references

Visual reference notes can be very useful for indicating turn in and braking points. Examples include large cracks in the pavement at Thunderhill Raceway and the tree at the Corkscrew for pointing the car correctly, despite the rapid elevation change. These are the most common types of notes and you are likely already jotting them down. You can improve your notes by watching back your videos and noting additional items you might have missed at speed. You can also spend a test session purely just focusing on all the different things you can see while driving. Common visual cues include:

- Painted lines
- Cracks in pavement
- Changes in berms

- Fences and walls
- Corner worker stations
- Tire walls
- Trees
- Light poles
- Billboards
- Grandstands
- Exit or access roads

Try to use more permanent visual markers as cones and brake markers can move if a car runs wide and knocks them out of place. A neat one many drivers miss are the small painted circles marked on the track surface which many track day groups use for quickly putting up cones for their beginner groups.

All of these can be very helpful for when you are trying to negotiate tricky corners or returning to the track after several weeks.



Note the large crack in the pavement patched with tar/bitumen stretching from the left side to right side under the car in this frame. These types of cracks can be fantastic visual references for braking, turn in or throttle pick up. You can also change these by their point of reference; initial view, when the nose of the car reaches, or referencing how many car lengths forward or backward.

An example shown is Turn 2 at Thunderhill Raceway. There are large cracks in the pavement that can be used to determine the initial braking point. In your notes you can write down how far from the track edge you position the car for the turn in, apex point and angle to the apex. Also mark where you want to get to full throttle and where you track out on the outside berm.

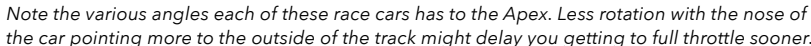
Apex Point and Angle to Apex

We previously talked about the Apex position and angle in our "5 More Tips To Faster Lap Times" article. The angle of the car to the Apex is just as important as the location of the Apex. Depending on how wide or how tight the corner is will determine how oblique your angle is to the Apex. Changing your angle to the Apex with more initial car rotation in the corner can really help you get to full throttle sooner.

Sound Cues

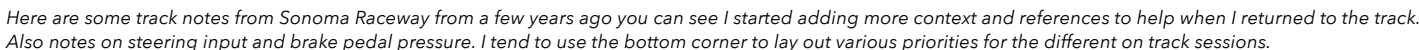
Along with visual cues comes sound. There are several times in a lap where your references can also be sound driven. These sounds can include changes in engine note due to elevation change, the rumbling

114



Physical Cues

Another great way to know the car is positioned correctly are the physical cues you feel through the seat and steering wheel. These feelings can include bumps in the track surface, elevation changes, scrapes from car bottoming out and feeling the changes in grip levels through the steering. Sonoma Raceway has several useful examples like the bumps in the track surface exiting Turn 2 heading over to Turn 3 and the dip in the road heading into the braking zone of Turn 11.



Corner Characteristics

Other items to note especially when a track is new to you or you only frequent the track a few times a year include items like uphill/downhill slope, on/off camber turns and track surface changes. These types of notes are very useful as they can often change your approach and line through the corner. For instance the braking zone heading into Turn 5 at Thunderhill can be shorter as you loose speed going up the hill and Turn 5 at WeatherTech Raceway Laguna Seca has a lot of camber allowing you to carry more speed than you would initially think.

Tracks often have changes in their surface due to repair work, where new patches of pavement have been installed or even concrete segments are installed instead of pavement. Often new bitumen pavement has a lot more grip because the aggregate has yet to be worn done and smoothed out. This is why you will often see new lap records set when a track is freshly repaved. Track surface notes can be especially useful when racing in the rain.

Acceleration or Throttle Application

As I took more detailed track notes I found just marking the turn in, apex and track locations wasn't always the most useful for some corners. For long sweeping corners where you spend a lot of time in the turn, the throttle pick up point or even more importantly the location where full throttle is reach can be extremely useful. If you are looking for more speed often getting to full throttle earlier can help you gain tenths of a second. So on a test day as you are trying to go faster and moving the full throttle points it is great to take these notes for the next day or next time you return to the track. A good example corners are the long sweeping Turn 2 at Thunderhill Raceway or the carousel (Turn 6) at Sonoma Raceway where early full throttle application can really reduce your lap time.

Steering Input

Just like the brake pedal you can also assign a number to how fast you turn the steering wheel when turning into the corner. I use a 1-5 scale with 1 for slow hands and 5 is the fastest turn of wheel. In general you want to use fast hands for the slow tight corners like hair-pins and slow had for the fast sweeping corners. To differentiate the steering number I preface them with an "S" for example S1, S2, etc.

Gear Selection

Gear selection is pretty straightforward and most people begin using it early on taking track notes. The most obvious things are: knowing what gear you are in, when and where you need to shift. I mark these by using a number surrounded by a square to differentiate them from turn numbers or other notes. Where I find it most useful now is, knowing which corners I could take in a couple of gears and where I am trying different gears to see which is faster. A great example is Turn 4 at WeatherTech Raceway Laguna Seca, which is a fast right-hander if you have never driven there before. In the Spec Racer Ford Gen3 you can either take in 3rd or 4th gear. In 3rd gear you are right at the top of rev range and can hit the limiter exiting the corner upsetting the car

or you can take it in 4th but if you enter the corner slow because you didn't get a good exit from Turn 3 the motor can lag in 4th gear and you won't get good acceleration down the straight to Turn 5. Making notes on my track maps helps remind me what I was working on the last time at Turn 4 given the conditions, what I thought would be faster and what the data showed last time I was there.

Putting It All Together

So here are a few different things you can do to improve your track notes:

- Visual references (cracks in pavement, walls, trees)
- Sound cues (engine notes, berm gators, pavement sounds)
- Physical cues (bumps, scrapes and grip levels)
- Corner Characteristics (camber, elevation, track surface conditions)
- Throttle pick up locations
- Full throttle application location
- Brake Pedal pressure scale of 1 to 10
- Brake Pedal release scale of R1 to R5
- Steering input scale of S1 to S5
- Gear Selection

See my track notes for examples with some of the different elements we have discussed. What track notes do you take? What other items do you include? Send us a note we would love to hear from you.

James Chartres
Kanga Motorsports

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James operates Kanga Motorsports; we race on the West Coast in a Spec Racer Ford Gen3, a very popular one-make spec series. Kanga Motorsports also provides multiple online resources including how-to videos, maintenance articles, and racing tips. James also publish on other platforms as well, including coverage by AutoWeek, SCCA National, The Wheel Magazine, Speed Secrets, TrackTuned.com and numerous podcasts. Their goal is to show more people how to get involved in motorsports and provide information on what it takes, so it doesn't seem so overwhelming and financially prohibitive to go racing.

THE WOOLLEY BROTHERS AND DAD RACE TEAM STORY



Boys at the races 2012

race at four days old! Now 12 and desperate to race.

Erich did Drivers School last year at 15 years old, whose only experience at shifting was about 2 hours up and down the driveway with big brother Michael hanging on the side, coaching. After struggling thru Drivers School last year, Erich (the arrive-and-drive brother) heroically wins Rookie of the Year! With big brother Michael winning the SRF Championship! Dad couldn't be prouder.

Ken "Dad" Woolley:

When I was 9, my friend took me to the go-kart track in West Berkley. Briggs and Stratton, bumper all around, you know, little kidney-shaped track with tire walls on both sides. It was wonderful. Full throttle out of the turns, tires slipping and grabbing, next to the tire wall, tires flying by... zooming! I was hooked.

Seven years later, when I got my first car, I soon realized, with the help of everyone that would ride with me, that I had an odd compulsive driving perversion. I would speed up in the turns, instead of slowing down. I couldn't help it. Also, I seemed to be cursed... to always be the last one in a long line of cars. Why me?

And then the NMSL. The National Mandatory Speed Limit, 55mph max! Oh my goodness.

Anyway, to make a long story short (too late?)... a couple decades and a couple hundred speeding tickets later, it's 1987 and I drive my '60 Corvette hot rod to an SCCA race at Sears Point. They direct me to the "Corvette Corral" at Turn 2 with a Corvette club. We watch Frank Emmett pound a couple Porsches; and at the lunch break we take a parade lap around the track. What Luck! I probably shouldn't mention hammering it up the hill, opposite lock thru Turn 2, rear TAs smoking....

And then, after lunch, a race group of open, single seat, rear engine race cars..."Sports Rambo" or something. Wow. Looks pretty cool. Epiphany! 1988 SCCA Drivers School, I show up with my very own Sports Renault race car. That season was so great. Quicker every weekend. I'll never forget racing Mark Fong, in last place, passing each other back and forth every lap. Whenever one of us would get in front and start looking in the mirrors, we'd screw up and get passed. All for a \$100 entry fee.

Four years of racing and the economy tanks and I have to sell my race car, thinking I'll get another in a couple years. Yep! A quick 15 years and 3 kids later... a Spec Racer Ford. While I can still pass the physical, and show my young children what a hero their dad is. Right? The race team is born! True racers all. Jake, the fourth kid, third son, was at a Laguna Seca

I started racing at 37 years old and wished I would've had the opportunity to race when I was young, as I would've been way way quicker. Right? So I'm now determined to provide that opportunity for my kids.

My favorite race: 2018. I cross Start-Finish for the last lap, at Thunder Hill, in the lead, on the way to win my first race in 18 years of racing, with a good lead on second place, my oldest son, Michael, 17, in his third season and recently a little quicker than me. No problem. All I have to do is cruise around one more lap, no mistakes. Cake. I ease thru 9, brake for 10, check Michael in the mirror. Oh crap! He's flown thru 9 and on me hard! Too deep into 10 and he's inside for 11. The rat! He's walking home! But I dive bomb him into 14 (I've been practicing. Ask around). We go around 14 and 15 side by side and I'm a little ahead at the curb. I got this. It's a drag race to the line. The gap is 0.01 officially. HIS FIRST WIN!

Michael "2019 SFR Spec Racer Champion" Woolley:

When I was 14, my Dad let me cruise in his race car around an empty parking lot in preparation for Drivers School. I was so excited to finally be able to race in the class that I had been spectating since I was five years old. And even though I barely knew how to shift, I had no doubt that I would be fast. Come the first day of Drivers School and all of my confidence completely flew out the window. The transmission was worn out and the master brake cylinder had malfunctioned; but at the time all I could think was that I was horrible at shifting, and



Michael holding George in a helmet 2012



Erich and Michael helping Dad 2008

that my foot was dragging the brakes so badly that they overheated and brought my car to a complete stop, seizing in the middle of the first session, right at Start-Finish in front of the whole world. Anyway, I somehow ended up redeeming myself and graduated Drivers School.

Now that I'm on my fifth season as a racer, I would say that my most memorable racing experience was my first time at Sonoma. It was my third season, and I was still getting faster every race. I had qualified within a second of my Dad for the very first time. After the wave of the green flag, the race was on. Several laps into the race I was still keeping up with him, it was unbelievable. There were a few laps left and I was on his tail going up the hill to Turn 2. If I could just nail that turn, I may have a chance to pass. I flew through there faster than ever before, barely braking, and the next thing I knew I was backwards on the exit curb with a group of cars hurling towards me. I finished second to last; but I knew that my Dad was now within reach of my death grip.

Erich "2019 SFR Rookie of the Year" Woolley:

My favorite racing moment was racing at Sonoma for the first time because I had seen it so many times on TV but I had never actually been on track. My favorite racer is Max Verstappen because we have the same number. When I am not racing, I like to play basketball and my favorite team is the Bulls. If I was a super hero, my power would be to not flat-spot all of my tires anymore. If I were to start my own race team, I would be the driver and everyone else would tend to my car. My favorite race track is Thunderhill because there is a lot of runoff and fewer walls for me to hit.

Finally:

But I am most impressed by the great group of people that are our club. From the '80s to today, the organization has improved in every way. It's inspiring. More than a hobby. From the friendly, helpful girls at Registration, to Tech, to Rrid, to the Flaggers, the Emergency crew, the Stewards, the Directors, to our Regional Exec. If you're in trouble between sessions, competitors will come to your aid. Our SRF "Customer Service Rep" (Bru) is like our Group Six dad. Taking care of us at every event, and in between. It's like one big happy family. And most of all... seeing our pictures in The Magazine! Right? I'm thankful just to be a part of it!

Pop Quiz: How many regions have built, developed, & own their own track?

Answer: One. US! San Francisco Region! Because we're the best!



Family Photo 2020

SCCA COVID-19 *continued*

PPE and sanitizer equipment source: DiscountMugs.com

- Remember to, and encourage others to, wash hands with soap and water for at least 20 seconds regularly especially after using the restroom, before eating, and after blowing your nose, coughing, or sneezing. Use hand sanitizer that contains at least 60% alcohol if hand washing facilities are not available. Avoid touching your eyes, nose, and mouth with unwashed hands.

Social Activities

- Suspend social aspects of the event, i.e. meals, parties etc.
- Discourage eating in indoor/enclosed locations
- Close all indoor eating or lounge areas to discourage "hanging out."
- Limit physical contact; refrain and discourage hugs, handshakes and high-fives

Additional Operations Guidelines

- Worker lunches, if provided, should be pre-assembled for a grab & go service or have them delivered directly to workers. Workers should maintain 6-foot social distancing protocols while eating.
- Gate Entrance: If the region is responsible for controlling the track gate entrance, personnel should wear a mask and maintain as much distance as possible. If possible, consider handing out individual single pack sanitizing/antiseptic wipes after people sign the waiver. Gate personnel should sanitize their hands regularly. Region should coordinate with the track on additional steps.
- Limit tower access to essential workers only. If rotating positions, leave the tower until your next scheduled session
- Regions should consider using the Small Event Steward Model when possible, to reduce the number of required officials
- If a participant meal is provided, have the food served and provide to-go containers so people may take it back to their camping and paddock areas
- Results Distribution:

Regions should consider posting qualifying and race result files on the region website throughout the event for electronic access.

For results distributed at the event, place copies in an easily accessible location, open-air preferred, so that participants can pick them up with no-contact.

Registration

- Online registration should be left open so that at-event walk-ups can register for the event with little/no contact.
- Regions should utilize ticket office/registration buildings with individual walk-up windows that help maintain physical separation and protection from splashes/sprays. Limit the number of people allowed in the registration building to 10.
- If the above is not available, regions should hold registration in an open area like an open garage or outside.

Free standing plexiglass barriers are encouraged. Here are two sources for barriers: Displays2Go.com or Shoppopdisplays.com

- Registrar stations shall be 6 ft apart.

If room permits, place a storage tote or second table in front of the Registration table to create separation and keep participants back an acceptable distance.

- If registration is held indoors:

Limit the number of people permitted inside based on the size of the room, keep 6 feet apart.

Mark the floor indicating where people should stand—use a bright color like blue or green painters tape

Use different doors for entrance and exit, when possible

- Once available, utilize online waivers through registration software (National Office is actively pursuing this capability)
- Do not handle clipboards. Have waivers sitting in a place accessible by the participant. Sanitize hands before and after handling the pen.
- Registrars should not handle membership cards or driver's licenses.

Use scanners to scan membership cards OR

Ask member to hold it up and visually check the validity OR

Use member look-up in the Member Account Portal to verify membership

- Have wristbands or event credentials on a table for participants to pick up or have registrar just hand it to the participant to put on. Wristbands should be separated prior to opening registration.

Tech

- Express Tech/Tech Check-In

Utilizing free standing plexiglass barriers for tech workers is encouraged. Here are two sources for barriers: Displays2Go.com or Shoppopdisplays.com

Regions are encouraged to pre-print event logbook stickers (Event name, track, region, date) that drivers can place in their logbook rather than having tech worker sign/handle the logbook

Please reference the race memo for the temporary expiration extension for Annual Tech Inspections. Pending approval - coming soon.

- Have drivers remain in cars for those that weigh car/driver together. Limit the number of pushers allowed in the scale area, while observing 6 feet distance, or allow drivers to drive on and off.
- Limit tech plan to non-invasive checks unless there is a protest. Have the driver perform functions to verify equipment, whenever possible
- Event Tech Stickers - The region's distribution process should be modified to incorporate low/no contact and social distancing.
- Do not IMPOUND ALL. One of the primary goals of impound all is to bring all the drivers and crews together. This is counter to social distancing.

- Impound Guidelines:

Drivers must stay at their cars and should not move around to socialize.

Only crew members essential to the vehicle inspection should be in Tech or Impound

Driver & Worker Meetings

- Driver meetings may be held if they are outside and social distancing protocols can be followed however, holding meetings over the PA, FM radio stations, via live stream and/or via email is preferred.
- Worker meetings may be held if they are outside and social distancing protocols can be followed; otherwise worker meetings may be held over the radio net
- Add information about COVID-19 procedures to your normal meeting content and allow for Q&A.
- Virtual meetings can be held the day before. Options for virtual meetings include:

Zoom - A limited plan is available for free, and the full version is available for \$14.99 per month.

Google Hangouts - Via G Suite. The Basic Package is \$6 per month and will serve most region's needs.

Indoor Specialty Work Areas

- Includes timing & scoring, registration, race control (for road race and time trials), sound, etc.
- Each specialty location should be equipped with appropriate disinfectant, hand sanitizer, etc.
- Minimize number of people in the work area, ensuring 6 feet of separation
- Strongly encourage/mandate workers to wear masks (provide PPE to workers at no cost when necessary)
- Disinfect all shared work areas—including computer equipment and radios—between staffing changes and at the end of the day
- Disinfect all shared equipment before and after use

Outdoor Specialty Areas

- Each specialty location should be equipped with appropriate disinfectant, hand sanitizer, etc.
- Includes pit, grid, start, sound, flagging, paddock, etc.
- Limit to 10 workers per specialty area
- General social distancing protocols should be followed
- Encourage workers to wear masks when a 6-foot distance cannot be followed
- Use baggies to transport disinfected equipment, supplies to corner stations and other specialty locations; disinfect after use
- Disinfect all shared work areas and equipment between staffing changes and at the end of the day.

- Only essential, on-duty workers are allowed in specialty work areas
- If canopies/tents are used, leave sides open or removed
- Pace/Safety Car
- No Pace Car rides
- Limit to driver only, if they are able to also operate the radio
- If two people are required, the driver should wear a mask, allowing the communicator to operate the radio; if the radio can still be used with a mask, it is advisable for both to wear masks

F&C/Corner Stations

- Disinfect shared equipment and supplies before and after each use; use baggies to transport either contaminated or disinfected equipment.
- Assign household members together, when possible
- Keep corner teams together at the same station during the entire event
- All personnel drive separately to the station, when possible; if this is not possible, do not fill the transport vehicle to capacity and have passengers wear masks

Wreckers/Course

- Each person in the vehicle should wear a mask
- Disinfect interior before and after use
- Medical/Fire/Contracted Service Providers
- Medical and Fire Personnel should follow protocols outlined by their employer and local/state recommendations

Trophy Presentations

- Hold outside and follow social distancing protocols
- If social distancing cannot be achieved, trophy presentations should be eliminated.
- No physical contact
- Utilize "No Contact" trophy presentation (i.e. set trophies on table/podium steps for pickup).
- If used, distance podium steps
- If used, do not share the microphone



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All of you house-bound folks may be interested to know that most of the motor sports world is scheduled to resume on June 6th and 7th. As a result, the Indy Car series has reduced their schedule to a total of seventeen days with double races on some of those days and the promise of either NASCAR Trucks or their other lower series, Xfinity, on the docket. The Detroit Grand Prix has been cancelled and is not going to happen. The Laguna Seca Indy Car event is now in August as two races, one on Saturday and one on Sunday. Just a few weeks away from this August date, the Monterey track will host the big IMSA series leaving one to wonder if fatigue in the market will hurt Indy Car attendance or IMSA. Not much one can do these days. It comes down to the "best of the bad choices".

At Thunderhill we hope to start activity sooner than June because so much of what pays the rent here is small, non-intrusive, one and two car events with no more than six people supporting the effort. With a large parking area and 530 acres, social distance is easily achieved. The stay at home requirement is the real stopper but we need to be smart, like you and just hope that all the lost business will somehow come back when the doors open and people can travel here and there again. We are optimistic but we will comply with whatever rules and regulations are in place at all times.

You should know that driving around a racetrack or doing anything that is a little bit risky or scary is a great tension reliever. This has been documented and is credited with causing men returning from war in the 1920's and after WW II, to flock to racetracks to achieve some mental balance. Want to test this theory? Try doing something scary and observe your body's reaction.

NASCAR just announced new candidates for their Hall of Fame in 2020. The program has been broken down into three categories, Modern Day, Early Day [before 1960] and Landmark for contributions to NASCAR not based on driving cars. To every one's delight, Dale Earnhardt Jr., is up for consideration, as is veteran driver Carl Edwards. They join Neil Bonnett, Jeff Burton, Harry Gant, Ricky Rudd, and car owners/mechanics Jake Elder, Banjo Mathews and Harry Hyde. Herschel McGriff is up for consideration in the before 1960 category. Janet Guthrie is a Landmark candidate along with NASCAR employee Mike Helton. If Helton does not get picked then the old line that blood is thicker than on-track performance will be debunked. There are a few more candidates on the list from previous nomination cycles but none that are commonly known by causal fans.

Logan Seavey of nearby Sutter California joins William Byron as the unbeatable drivers in I-racing. Seavey, who is a USAC non-wing midget racer, won in late models, sprint cars and NASCAR which tells me that the skills to win in this "on-line, virtual reality world" are unique and have nothing to do with driving real race cars. Byron, you may recall, came from I-racing having made the transition based on more than just his computer skills. It was a big discussion item by pundits who wondered if computer

racing would replace outlaw dirt karts and pavement karts as the best way to the top of the sport in all forms of auto racing. The fact that Byron has the best car, the best crew chief and is part of the best team in NASCAR and has not won yet, may dampen the hopes of all the little kids out there with a tablet in their hands.

Kevin Swindell won in I-racing this week at the virtual Knoxville Raceway. He passed Kyle Larsen for the lead and went on to win over Christopher Bell. As stated before, this win, at the track where he was injured, must feel awesome to the personable son of Sammy and Amy Swindell.

Thunderhill General Manager and Willows resident Shannon Ell moved with his mom Ruth Ewing and lady friend to Branson Missouri after twenty-two years at the raceway here. He will be missed as was Ray Mudd who left us months ago to join the Cal Plant operation down the street. Turnover is part of any business but we have been fortunate to keep our team mostly intact over the years. We still enjoy the talents and contributions of Terry Taylor, Bob Maybell, Jim Thompson, Geoff Pitts, Schuyler VanBuskirk, Sean Crandall and many more including veteran starter David Rhoades. After twenty-six years of operation, Thunderhill continues to grow, enjoy a good reputation in the industry and provide great motorsports recreation to throngs of men and women of all ages from around the world. This will resume when the virus has passed. See you then.



Letter to the editor

I liked your article and thoughts on a West Coast Championship. Well done and well thought out.

In reading your article, I was not sure why you limited yourself to the west coast. The national office is splitting the US east and west of the Mississippi. But you seem to be west coast centric and its three states- California, Washington, and Oregon. There are a lot of states with wonderful SCCA clubs and SCCA racers west of the Mississippi or say west of the Rockies. I think you should expand your horizon and get away from "West Coast Championship". What about "SCCA Western States Championship" or "The WeatherTech Western States Championship" or "Western States National Championship" (or tongue in cheek, "The Real SCCA USA Runoffs")?

In addition to the principles you lay out in your article, I suggest you include some of the following principles to make the event even more successful.

1. Rotate the event among iconic tracks west of the Mississippi or at least west of the Rockies. Holding the event only at west coast tracks will discourage those to the east of us from attending due to the long distances involved.

2. The event needs to be held at iconic venues that will attract the SCCA racers and their wives/husbands from out-of-state. Holding a race at

Buttonwillow (the arm pit of California) is not going to draw racers from out-of-state. I love Thunderhill and it is a great track but it, by itself, is not a draw. Venues like Laguna Seca (Monterey and Carmel are attractions for out-of-state racers and their wives), Sonoma (SF and Napa wine country is the draw). I have not raced outside of California but for Road America, Barber Motorsports Park, and Spring Mountain (near Las Vegas, Nevada) so do not know of the "iconic" tracks in the western states that would be a be draw like say Road America or Watkins Glen but that is what is needed. Tracks with big names for a big draw.

Thanks for your article and thoughts. Keep up the good work. I hope you can pull off the "WeatherTech Western States National Championship." I like your ideas.

As a side note, I see where David Vodden has resigned from the Board. Wondering why? If you are looking for a candidate to take his place, I would be willing to be considered. I live in the Sacramento area, if that matters or not.

Paul---

2000 Van Diemen (Formula F)

1967 Brabham BT21C (vintage Formula B)

Wheelworks *continued*

Information gathered from: CDC, Stanford Health Care, Harvard School of Medicine, University of Chicago Medicine, and WebMD

How will we run races once we are given the all clear to gather?

Wearing masks is mandatory. Masks will be required when entering any building on any of the facilities as well as when you are in public areas. Wash stations or hand sanitizer will need to be set up at strategic locations throughout the paddock.

As the weekend unfolds regular wiping of all the high use surfaces will happen. Wipes and trash cans will be available at all doors, elevators, and any place that is considered high traffic. We suggest that you have your own pen with you for sign in at the gate and during registration. We can wipe them down between uses however the safest practice is for everybody to have their own. All SCCA volunteers should use only one computer during the weekend and make sure it is wiped down several times during the day.

The use of disposable gloves is recommended but make sure to be vigilant of them touching a potentially contaminated surface and coming into contact with your face. If you touch a high use area please discard and replace.

The practice of doing full pulls at the end of a session will be halted until the Governor declares we are in stage four of the opening of the economy (which is large social gatherings). If instructed to report to tech please leave your helmet on while talking to the SCCA volunteers.

At the end of the day social activities will be done at a distance. We ask that you keep at least six feet away from others not in your family for everyone's safety.

Handshakes, High fives, and any direct skin contacts between hands should be avoided. Regular handwashing is a must.

Your cell phone is one of the most contaminated surfaces we all have. Please no sharing of phones to send messages, videos, merge conversations, Facetime, before you hand your phone off to someone else.

Carry with you a container of disinfecting wipes. Use them before and after touching surfaces, especially bathroom fixtures, doorknobs, tabletops, and keyboards.

Fortunately SCCA has developed a comprehensive guideline for Road Racing event. They have gone to the trouble of listing specific job functions and safe practices. For more information go to <https://www.scca.com/pages/road-race>. In addition we will print those guidelines in the wheel.

Of course if you feel ill while at the track, please pack up and go home, and feel free to take whatever additional precautions you deem necessary.

With an overabundance of caution we can have fun and still be safe. We need to work together and respect each other's wishes; no one should take this threat lightly. We all look forward to the day where normal life returns but in the meantime let's accept the circumstances and make the best of it. See ya at the races!

CrossWord Puzzle

ACROSS

1. Unwanted messages
5. Not hard
9. English race car manufacturer
13. Deep sleep
14. Watchdog for civil rights
15. Get the wrinkles out
16. Did well on a test
17. Part holding clothes together
18. Going out with someone you like
19. SFR SCCA volunteer (person)
20. Penal code e.g.
21. Niki Lauda's first racecar
26. Airplane made of Wood _____ Goose
30. Elementary school math
34. Can be a big problem in urban areas
37. Three Dog Night hit song in 1968
38. First part of a sneeze
39. IRS' nasty three letter word

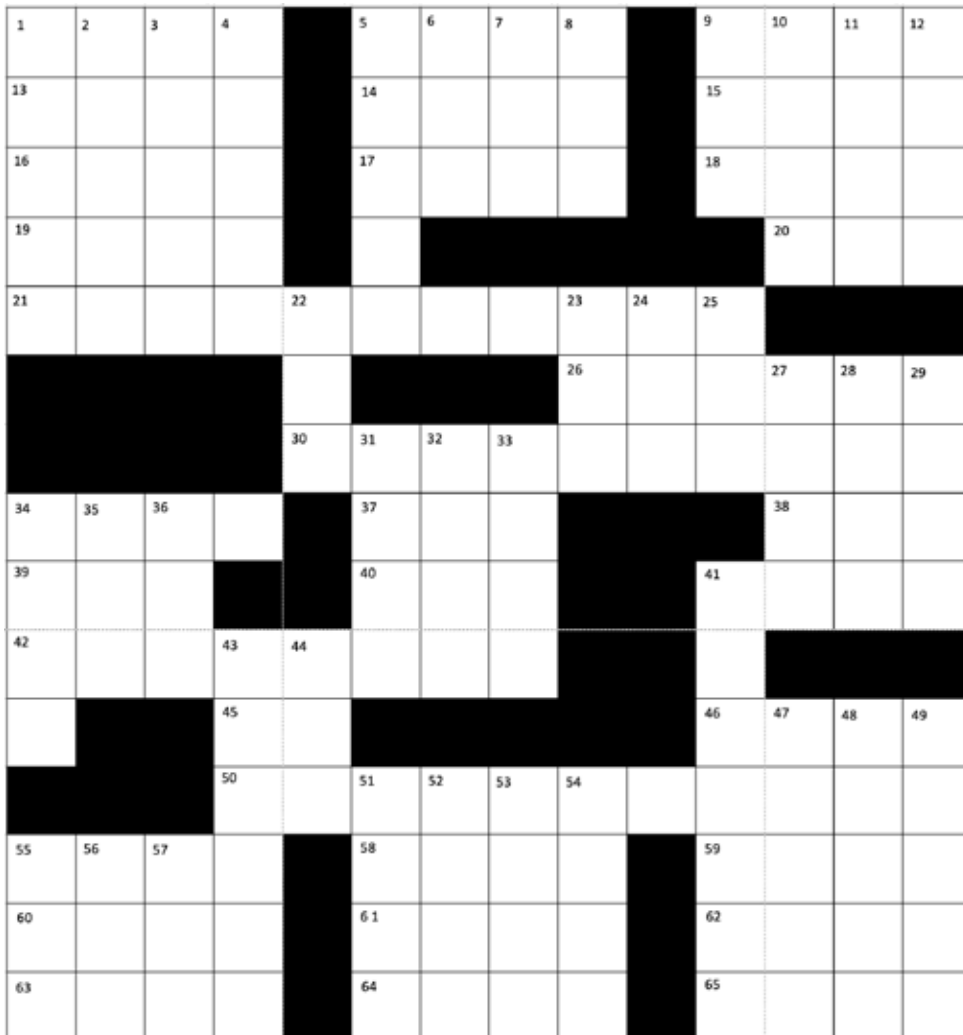
40. Had a meal
41. Second part of a sneeze
42. "Original Copies" is an example of what?
45. Alright
46. What we like to do
50. Car we like to do it in (see clue 46 across)
55. Sweet fruit
58. Therefore
59. Rick Ocasek's band
60. Their motto is Bear Down
61. Wreck it
62. _____ 51
63. NBA, MLB, NFL players
64. Small Honduras town on the Caribbean Sea
65. _____ Tomlin

DOWN

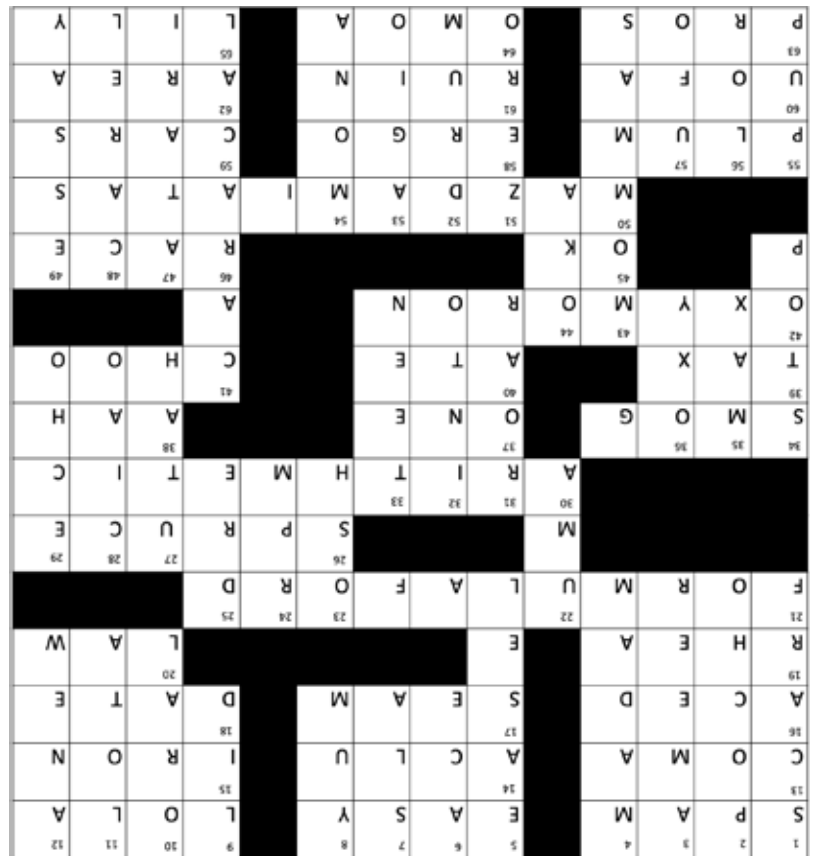
1. Apparel for the neck
2. _____ Hontas
3. Arabic for Prince
4. Head person at the house of ill repute

5. Used for displays
6. High card
7. Grp. Patti Hearst was abducted by
8. Taste good
9. Quantity marijuana was sold in
10. Disliked type of reports
11. Led Zeppelin song Whole _____ Love
12. Starting over
22. Female star in Pulp Fiction
23. Good hardware store that went bankrupt
24. Important engine measurement
25. He sells headphones
27. Lake Powell is located here
28. Hello and Good bye for Mario
29. Hear again
31. _____ing twenties
32. Hulu series _____ the dark
33. Before adult
34. Put the brakes on

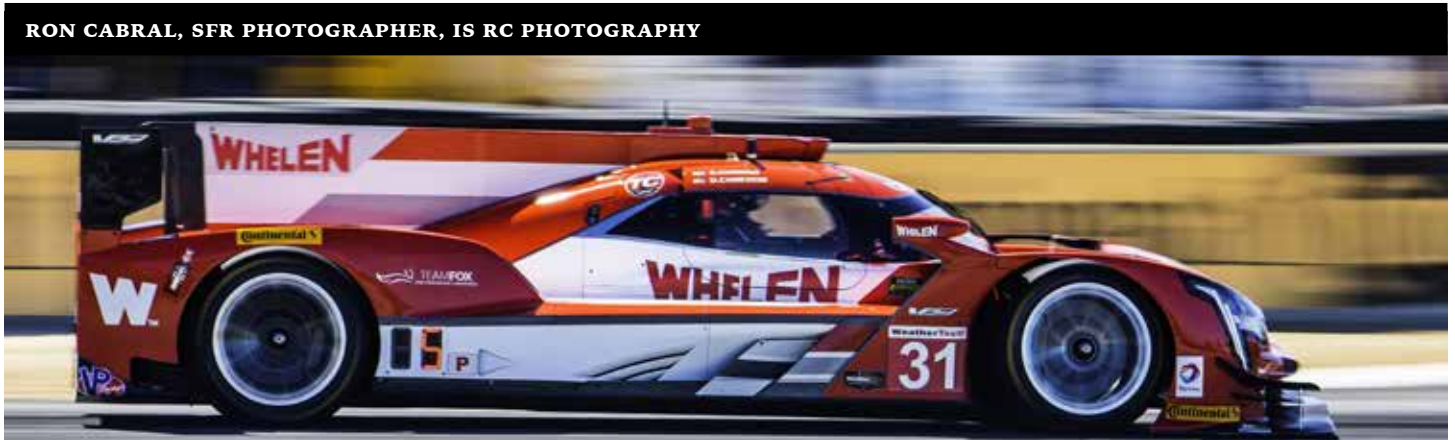
35. Level ten on the stereo
36. Slang term for highly addictive pill
41. Formula Vee Manufacturer used to be Lynx
43. People who brought us into the world
44. He rents racecars
47. Early video game company
48. The last knight of Grand Prix Racing _____ Godin de Beaufort
49. English assignment
51. Nothing
52. Kind of brakes Formula Vees still have
53. The premium paid for exchanging one currency for another
54. da Vinci girl _____ Lisa
55. Baby dog
56. Get one of these when in trouble while in the military abrv.
57. Alien's vehicle



BY BLAKE TATUM



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NOTES from the ARCHIVE - The Italian B.A.T. Mobile(s)



No this isn't a story about the Italian version of Chuck Barris' famous movie car The Batmobile, but one of the three most unique and famous concept cars ever built - the Berlina Aerodinamica Technica or BAT cars. So what connection do three Italian concept cars have with the SF Region and racing? Well of the three cars built, the BAT 5, 7 and 9, only BAT 7 was ever raced and had two different owners in the San Franciscan Bay Area.

The story of the BAT cars began in Turin, Italy in 1953 when stylist Franco Scaglione teamed with coach builder Nuccio Bertone and Alfa Romeo to work on a series of aerodynamic design studies. They were curious to see how much improvement in a standard cars speed could be achieved with a sleeker, more aerodynamic shape.

Alfa Romeo supplied a 1900 Sprint chassis for Scaglione to use as the base for his designs. The result of his work was certainly unique and would further enhance the Italian reputation for beautiful automotive design. The new body was tear drop shaped and featured enclosed front and rear wheels; the smooth roof extended back to sharply pointed tail fins and split rear window separated by a raised spine; the grill was deeply recessed with pointed front fenders extending beyond the rounded nose. The body was painted in a light shade of metallic charcoal with red leather interior. Stunning to say the least.

The car was named the BAT 5 and debuted at the 1953 Turin Motor Show where it drew both praise for its style and design plus large crowds. The BAT 5 also achieved its aerodynamic goal by recording a coefficient of drag of 0.19 and increasing its top speed of 125 mph. Not bad for a 1900cc engine.

The second car in the series was the BAT 7 which surpassed the BAT 5 with its dramatic design featuring very large, inward curving rear fins. Other features included a dorsal fin which ran down the back of the roof and between the rear windows to a small center fin. Enclosed headlights, smaller grill openings and covered wheels were other design elements. The BAT 7 was first shown at the 1954 Turin Motor Show to an admiring crowd and press corps.

The last in the series was the BAT 9 and for the first time in this series of cars, the 9 featured the traditional front-mounted Alfa Romeo shield with smaller grill openings on either side. A horizontal line on the body began at the front below the enclosed headlights and extended all the way to the rear ending below the smaller, rear tail fins. As with the BAT 5 and 7, the 9 was debuted at the Turin Motor Show, in 1955, once again to rave reviews. Keep in mind these were all steel body cars so the fabrication skills to make these bodies was off the chart.

Even though the three BATs were only meant for show as concept cars, Alfa Romeo and Scaglione did use some of the design elements from the cars on the Giulietta Sprint Speciale which went into production beginning in 1959. However their influence extended beyond Alfa Romeo and international borders. It is said the famous General Motors car designer Harley Earl,

when he saw the BAT cars during one of his regular trips to Italy, they became the design inspiration for the 1963 Corvette split-window coupe.

In the period immediately after 1955, all three cars were bought by American entrepreneur Stanley "Wacky" Arnolt II. Arnolt and Bertone were already in business together on the Arnolt Bristol sports car which was imported and sold in the U.S. Arnolt drove BAT 5 on the road for many years. When the collection was split up, BAT 7 was acquired by San Francisco Import Car Dealer Charles Rezzaghi in February 1955. He sold the car to Al Williams, chief concessionaire at the Hotel Fairmont Popagaya Rom. Williams paid the princely sum of \$18,000 for the car right off the floor of the National Roadster Show at the Oakland Exposition Building.

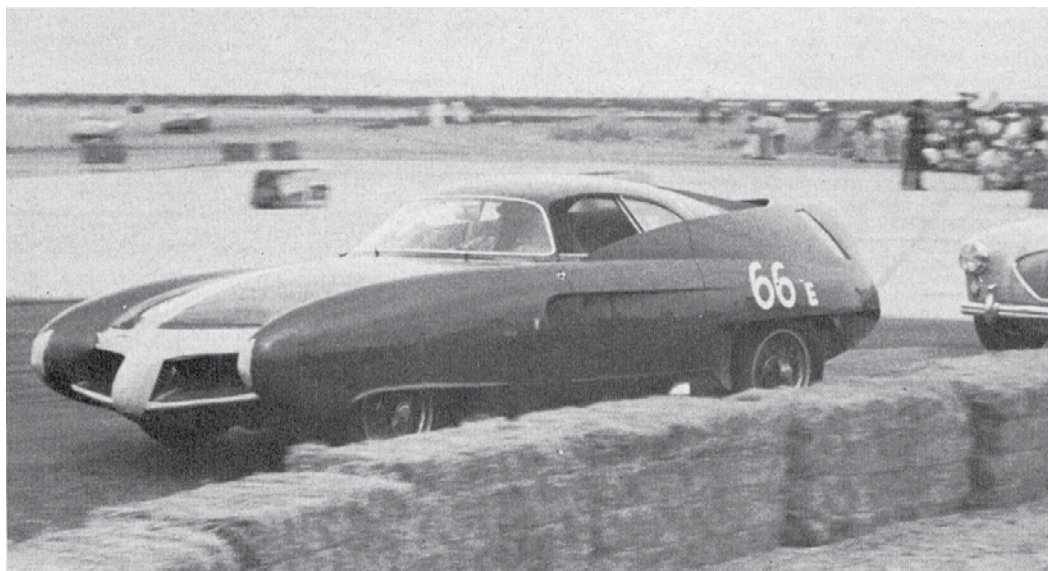
Williams first race in the BAT was in March at Palm Spring. A video



of the car in action at Palm Springs can be seen at: <https://www.youtube.com/watch?v=7-MQzBSpy38&feature=youtu.be>. The BAT 7 is in red and will appear at the one minute forty-five second mark after the start of the video.

In April the car was shown at the Pebble Beach Concours in 1955 but it is not known if the car was raced until later in the year. Williams decided to make some changes to the BAT to improve the cars performance. He had the engine modified for more power, installed a straight pipe exhaust and had the inward curving rear fins cut off to improve visibility out the back. Williams then entered the race at Glendale Airport in November with Ray McLaughlin driving where it finished sixth. In February 1957, local Bay Area resident Ken Schaff bought the car and proceeded to restore the fins, the exhaust, detune the engine then apparently used it as a street car.

In 1962, Schaff sold the car to Salvatore di Natale of Los Angeles who eventually sold it to Lorenzo Zambrano of Mexico. The cars changed hands through other owners and were restored during this period.



While the string of ownership is somewhat foggy, it is known that BAT 9 served as a "gate guardian" outside a General Motors dealership in Michigan. The cars changed hands through other owners and were restored at some point along the way.

Interestingly, the three BATs had never been publicly shown together in all their years, that is until 1989 when the Pebble Beach Concours celebrated the work of Bertone. For the first time, all three BAT cars were on display to the great pleasure to all who attend the event. In early 1990 the cars were acquired by a Japanese collector for his private collection at a reported cost of \$18 million and four years later the cars were sold by Coys for a mere \$4 million. In 2005, the Blackhawk Museum acquired all three cars for \$8 million for a client and proudly displayed the cars on the museums main floor.

In the Summer of 2016, Blackhawk loaned all three cars to the First Art Museum in Nashville, TN for a special exhibition which drew large crowds to see these fantastic cars. What started out as a design exercise sixty-seven years ago and produced three stunning body designs, has transcended time and is still a major attraction today.





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THUNDERHILL REPORT

BY DAVID VODDEN

CORONA VIRUS TOP STORY OF 2020...

In over twenty-six years of operating Thunderhill Park nothing comes close to the drama and impact of the appearance of the Corona Virus in America and around the world in 2020. When it is over, history will speak of the many aspects of this event with stores of bravery and actions above and beyond the call of duty, humanity at its best in times of crisis. There will also be the unavoidable stories that will spew out what went wrong, what should have been done and identify those that did, or are suspected of doing, bad things. This last part is crap!

The motorsports Industry adjusted in unique ways to the impacts of the virus by changing schedules over and over again as the pandemic lingered on. The Indianapolis 500 was moved to August. The 24 Hours of LeMans was moved to September. The Monaco Grand Prix and most other street races were just cancelled. I-racing came to the forefront as famous drivers raced virtual cars on virtual tracks on NBC and Fox sports channels. It was entertaining once and boring after that. There will be a glut of motor racing on television when this is over.

Some of the actions taken in response to the virus will produce real change going forward. Some will be placed back in the file for potential future reference. Hope not. For now, I recommend not listening to the gloom and doomers. They said the mission to the moon would fail and they had evidence, statistics [lie] and more. They might as well have cited that Hollywood silent movie picture that showed a rocket stuck in the "eye of the moon", their data was so incredible and unbelievable by anyone who knew the earth was round. Sound familiar? Do not listen to these people, ever!

At Thunderhill in March and April of 2020 the track closed. We staffed the gate for security reasons and to allow garage tenants access as is promised in their leases. Today we have ongoing maintenance being done. We continue to juggle the schedule to relocate cancelled dates for our customers as well as other customers who cannot re-book at neighboring tracks. This is a real challenge but we have two tracks and we have days available based on 366 days remaining on the calendar from June to the end of December. The economic impact on Thunderhill from this act of nature will far exceed a million dollars in lost revenues. Time will tell but we will do all we can to minimize the downside so you will not notice a thing when you drive up Tom McCarthy Lane off highway 162 in Willows, California and enter the Roger Eandi or the Steven Crawford Club houses.

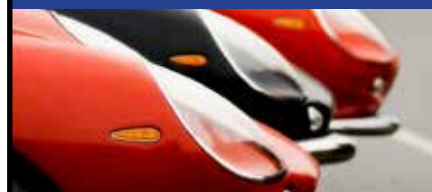
For now, we have plans in place to get the track started again including a number of actions that will reduce exposure to the virus if it should appear at the gate. We have the ability to take temperatures at the gate. We have hand-wash stations in several places and we can implement the three "F" words to further enhance the safety of all who come to the track. The three "F" words are, no Flaggers, no Food, no Face Time. This will not apply to big events of course but we can do this for a great many of our weekday users and more. We have also sealed off the club houses for now which will also not be the case when we go back into the event business. We constantly sanitize the shared facilities, handrails, and doorknobs. We do this in all areas even where the virus is almost non-existent.

We have had four [4] diagnosed cases of the Corona virus in our County of Glenn. Three of these have been identified as recovered. We have a number of counties around us that have had zero [0] diagnosed cases of the virus. Shasta and Placer Counties have 16 and 26 cases respectively based on my sources. None of these areas have shown increasing cases in recent weeks.

While we are idle the team here is engaged in a leadership development program using the book, "Good to Great". Each week one team member presents a chapter that the entire team has read. After the presenter's input, we engage in fierce conversation about what it is saying and how we can improve on the mission of Thunderhill Park going forward. We have a small team including myself, Terry Taylor, Bob Maybell, Jim Thompson, Lee Noll, Geoff Pitts, and Schuyler Vanbuskirk.

My team focuses on the mission of Thunderhill Park and less on segmented time-metrics. Simon Sinek calls this the Infinite Game. It works. All of us are here to make Thunderhill the best it can be, better today than yesterday and better each new tomorrow. This leadership philosophy is in our mission statement and permeates our corporate culture. What you see at Thunderhill is a result of this philosophy. We plan to continue. For now we are all hunkered down as never before experiencing our version of this most unusual event hoping that you and all who share your life are well and able to come back and enjoy Thunderhill Park for what's left of the 2020 year. Be well.

FANTASY JUNCTION



AC '55 Aceca	Ferrari '58 250 GT Ellena
Alfa Romeo '65 TZ	Ferrari '62 250GTE 2+2 Series II
Aston Martin '67 DB6 Mk.I Volante	Ferrari '76 308 GTB
Aston Martin '87 V8 Vantage Zagato	Jaguar '65 E-Type Series 1 4.2 Roadster
Ferrari '59 250 GT	Lola '69 T70 MK3B Continuation
Ferrari '69 365 GTC	Lola '67 T70 Mk. III Spyder
Lagonda '30 V12 Rapide Drophead	Lotus '60 "Monte Carlo" 2.5L Climax
Lamborghini '76 Countach LP400 Periscopica	Lotus '63 23B
Lamborghini '82 Countach LP400S Low Body	Maserati '49 A6 1500 Coupe
Lamborghini '67 400GT	Maserati '58 450S Recreation
Lamborghini '69 Miura P400 S	Maserati '59 3500 GT Coupe
Lancia '52 Aurelia B52 Vignale Coupe	Maserati '74 Bora
Lotus '66 Cortina Race/Rally/Street	Maserati '71 Ghibli
Mercedes-Benz '69 300SEL 6.3	Porsche '56 356A Speedster
Mercedes-Benz '71 280 SE 3.5 Cabriolet	Porsche '60 356B Cabriolet
Mercedes-Benz '57 300SL Roadster	Porsche '94 964 Speedster
Bugatti '39 Type 57 Stelvio	Porsche '62 356B Coupe
Bugatti '28 Type 35B Recreation	Porsche '69 911S Targa
	Sadler-Meyer '59 Special
	Vauxhall '24 14/98 Sports Special
	Veritas '47 BMW Rennspo

FANTASY JUNCTION

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1972 Royale RP 16 FF, chassis #04, Ivey motor 9 events csrg, svra & hmsa, up-to-date safety equipment. Car is clean, in sfbay area, no issues! \$17500, more info, email, t.nissan@aol.com or text Troy @707-372-7162.



2015 Formula Speed 2.0. Easy to drive, easy to maintain.

Low miles on a stock Mazda 2.0 MZR engine. Years of life left on this engine. 6 Speed No-Lift Sequential gear box. Rated for much more powerful engine. Aim Data system, two sets of rims and new rain tires. Too many extras to list here. All information and Specs on this car can be found at Worldspeed.com. \$35,000 taotak@comcast.net



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 Supervvee, 1972.

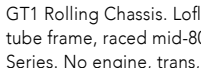
Former Robert Bosch Gold Cup car 1972- 74. Eligible CSRG, VARA, HMSA etc. Tub monocoque/rear drivetrain tubing frame. Wing set up not mounted has sports car configuration. New bottom end rebuild, line bore, less than 30 minutes, new Avons, spare Avon roll around/practice days, new belts. Some spares, 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

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



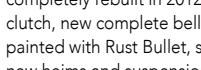
Super competitive SRF Gen 2. Top 10 in Runoffs past 2 years. Fresh national motor+ quality regional motor. 3 sets of wheels with tires including new rains. Brakes and rotors have one race session. Re-built transmission last year. \$15,500. Open trailer available for \$1000. Call/text Dan @ 443.742.7702



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



2010 formula enterprise race car in great condition. Several podium finishes SF regional races Call Brad Shaffer for more information



2008 C6 Corvette - SCCA SP Road Racing build • Only ran 3 races since build completion in late 2017 ... no time • SCCA log book, fully sorted, fresh and ready to run. • 442 LSX engine built by Long Engine Systems. • Additional pictures and full details available upon request. Asking \$50,000.00 • Chris 775-309-7981



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

\$19,000 (415) 317-1860

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1980 Crossle 40F - Chassis # 40F-80-13 - Participant in 2019 Rolex Reunion - Currently set up for vintage racing with mounted Avon tread tires - custom seat - Loynyng engine - Laguna Seca gears installed - spare gears for Nor Cal Tracks - two sets of polished revolution wheels - great car/beautiful condition - Former CF Regional Champ - maintained by PR1 Motorsports/Bobby Oergel - selling to change class - \$22,500 Will consider trade for Honda Formula F. For information contact Jack Baringer Email: jack@baringer.com Phone: (310) 259-4285



240Z Built to SCCA E Prod. Specs. - \$45,000. 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



1964 Chevrolet Corvette Coupe B Production Racecar, s/n 40837S110668. Solid original SFR SCCA BP car, restored by Herlinger Corvette back to vintage 1990, and run and maintained since. Correct and legal car with flat tappet 327. Has been run many times in Monterey Historics, Wine Country, Sonoma Classic, CSRG, up through 2019; and HSR, including podium finishes at the Daytona 24hr Classic. Recent work includes rebuilding limited slip and diff, transmission, and clutch. Needs motor freshened prior to 2020 season. Spares include: extra set of American Magnesium wheels, 3:07 gearing (for Daytona) comes with nearly thirty years of records. Run the last five years by Bruce Trenery, founder of Fantasy Junction, a safe and fun car, capable of running toward the front, and an inexpensive ticket to some great events \$65,000

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1988 Corvette Coupe with small trailer & auto-x tires and tool box. Lots of upgrades to entire car. Calif. legal headers - Borla Exhaust. New heads/larger injectors & throttle body. New radiator/heater core/A.C. And more. 385 HP / 425 ft. lbs torque. \$11,000 Kevin - kevin37@pacbell.net Sonoma County



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

since build completion in late 2017 ... no time • SCCA log book, fully sorted, fresh and ready to run. • 442 LSX engine built by Long Engine Systems. • Additional pictures and full details available upon request. Asking \$50,000.00 • Chris 775-309-7981



Chuck McKinney's 2014 SCCA Runoffs Podium Finishing GT-3 Nissan 240SX

"Wonderbread" Car • My Wonderbread car is available for sale again. Buyer changed his mind and will not be continuing his GT3 effort so the car is available. GT3 Nissan 240SX with plenty of history. I am in a position to make a special deal to someone that will campaign the car in GT3 this year. GT3 needs the numbers! Multiple purchase options available. Let's make a deal and get this car back out where it belongs. 24' enclosed Hallmark trailer is also available. New windshield, master cylinders, Long shifter & linkage, battery and clutch all new in 2019. \$30,000 - Includes 3 sets of wheels, extra carbonfiber body parts, and my complete 25-year inventory of spares. Also available, 24' Haulmark enclosed trailer w/winch and load levelling hitch. Go to: <http://racedclass.com/rpm/ads/1361/scca-gt-3-nissan-240sx-racing-car-for-sale-ready-to-race.html> for a complete build list and photo's. Chuck McKinney (510) 812-1140 chuck@amtmetals.com

Extremely competitive SCCA Autocross/Road Racing Race Car. Ready to race! 302 Engine: 530HP • Dart block • Ported Edelbrock heads • Port matched to Victor Jr. intake • Canton 3 Quart Accusump with electric pressure switch • Cross-over headers with custom exhaust that runs through car Headers and full exhaust Ceramic coated Radiator: Custom dual pass C&R radiator with dual fans and aluminum shroud Transmission: G-Force T101A Magnesium case 4 speed with Hurst Super Shifter Clutch: 10.5" McLeod single disk clutch and billet aluminum flywheel • Gear ratios: 2.44, 1.85, 1.34, 1 - Rear Diff Ratio: 4.10 • Fuel Cell: 8 Gallons • 2,800 lbs with ballast • Front Suspension: Converted to dual A-arms with single adjustable JRI coil over shocks • Stock K-member modified and A-arms custom made by Mike Maier Inc. • Racecraft 2" drop spindles • Rear Suspension: 8.8" rear end with 9" bearing axle ends • Axle tubes fully welded • Detroit Locker • Maximum Motorsports Torque Arm • Griggs Racing Panhard Bar • Double adjustable Koni coil over shocks • Tilton floor mount pedals Wheels: Real 16x12 wheels • Hoosier R75A 12.5x25.5 all 4 corners • Front and rear window Lexan • Carbon Fiber hood and carbon rear deck lid custom made for spoiler Fiberglass rear fenders • Ultra-lite Fiberglass front fenders and nose section • Whole new front end (hood with new louvers added, fenders, nose section) • Ready to Race Autocross and/or Road Racing * Approximately \$65,000 invested in this race car • Asking \$29,500 OBO • For more info and pix go to: www.buy-sell-race.com • Contact: info@exclusivemotorwork-racing.com



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1970 BP/GT1
corvette. This
car ran
approximately

16 races. It has a log book, vin tag, and a signed-off Illinois pink slip. It runs, stops, and handles well. It is registered as a 1970 corvette and has a 1969 front end. The rollage number matches the log book and the vin matches the pink slip. The rear wheel arches will take a 12 wide rim and the fronts will take a 10. The tires are not race tires but near-new Mickey Thompson (street style) tires as rollers. The engine is all iron except for the intake manifold. The transmission is a four-speed Muncie with Hurst shifter. The single carb is a Quick Fuel (Holley). The level of prep appears to me to be from the 1970's and/or 80's. If you need pics of other items call me and I will try to help out. Joe 559 645-2988. \$26,500.



1991 Spec
Miata.
Recently
completed

1991 Spec Miata. NASA and SCCA logbooks. New or rebuilt parts throughout. 2 races since build. Never damaged or wrecked. Motor is low mileage JDM motor with professionally done head, balanced injectors, new ignition wires, exhaust header cleanup done. GREAT dyno numbers! (sheets available). New Koyo radiator, all new hoses, all new or only lightly used suspension bushings shocks, links. Torsen 4.30 diff. New racing clutch, T/O brg, pressure plate. SMI OP/WT gauges, AFR gauge. Brand new Shroth harness. Very light. No expense spared during the build. Perfect NA car for SMT (SCCA) or SM (NASA). Comes with extra set of wheels/tires & other extras. More pix available. \$11000. Al Gjedsted alangj@comcast.net



1999 Spec
Miata.
Well
sorted car,

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



For Sale
1987
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944 Track

Car. Orange/Blue Gulf livery. Built to SPEC 944 specifications. 2.5 liter 4 cylinder engine. Upgraded suspension. Hawk Blue pads with steel braided brake lines. Auto Power roll cage and seat brace. Kirkey race seats with cam lock harness. Toyo Proxy RR 225/50R/15 with 15x7 phone dial wheels. Magnaflow muffler and resonator. IO Port and Simpson nets. All interior parts included. \$8,500.00 Tim @ 530-512-5020 tdryan1970@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 4x4far88@gmail.com Text 209-613-4813. With spares \$6500



1990 Spec
Miata. Very
well-sorted
1990 Spec
Miata. 2017

SFRSCCA SSM Championship car. Great dyno numbers (no longer sealed) - dyno sheets available. SCCA Logbook. Comes with many extras, including extra set of wheels/Toyo RR's and more. Al Gjedsted alangj@comcast.net 415-694-8519



• Price For Entire Package: \$15,000
Contact: Michelle Nagai (916) 709-9668
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1969 Gottlieb's "Road Race" pinball machine in excellent condition. Recently serviced and tuned and functions flawlessly. One of only 1425 produced. I've owned for many years but out of space and need to find a new home. \$1200 Contact me for photos or description. Jeff Francis
jeff@thespeedjournal.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



2 liter Bdg motor for sale with one race on it; less than two hours. I went from last to 3rd at the AutoClub Speedway in February of 2019. This Pick Racing Engine has excellent

torque through all RPMs. The engine is pickled and ready to go. It also includes a set of March 78 headers, air intake with filter, spare plugs, spare wires, engine stand, documentation, and engine gas analyser. \$28,500 to someone that wants to go scary fast, contact Larry Savage at 805 969-9389

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



Race Car Simulator: Product Details: RaceCraft1 Motorsports Training system original cost \$28,000, selling for \$19,500 or best offer (OBO).

Motion settings tuned by IndyCar racers James Hinchcliffe and Sebastián Saavedra make this unique SimXperience Stage 5 Full Motion Racing Simulator simply everything you need to enjoy professional racing simulation in your home or facility. The sim comes with the innovative pressure feedback of the G-Seat, a one-of-a-kind custom feature provided for the original customer exclusively by RaceCraft1.

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ZEROLIFT air jacks, NEW from Japan. Sold as a set, both connected together, used with air compressor (not included), extremely fast, safe, can be used under wheel or side or front and rear. One man operation. Value: \$ 3,475.00 SALE: \$ 2,900.00
Call: Philip (415).827.0393. or Enzo: (415).827.7927.

Sports Racer1979 zink-14 P-1 car project. Retiring from SCCA. fresh Kawasaki ZX-14R engine, new chain, new quaffe LSD, new rear wing, good tires(slicks) Two sets of jongblood wheels and all the parts to put it back on track. Needs to have the nose fit and paint. Jay. (805) 459-0229. abarth-west@hotmail.com \$6500 1709

HP full race engine. All the good stuff. Email me for a complete description. No reasonable offer refused.

Ray Hiatt. 11HPrrhiatt@gmail.com 1708



(4) Brand new Ford Performance

wheels and Pirelli P-Zero asymmetric tread tires. Not used - Take offs from New FP350S. Size: 275/40 ZR19 Priced to sell @ \$800 less than half the value. A real bargain for someone. Tires in San Jose, can deliver in a reasonable distance. Don Van Nortwick 408-813-9755.

Girling aluminum calipers in as new condition, 1 1/2" Rears 2" Fronts. All are dated 1962, \$2000 US. Smiths 8000 rpm Chronometric tach with tattle tale. \$600 US Please contact Ron Lynch at 775-453-5532 or raintreehandyman@gmail.com

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Business Opportunity: Office space with conference room, show room, bathrooms and showers available. Ideal for Driving School, marque-club or specialty vehicle dealership and more. Be in the growth curve of the sport and the industry at prices well below the competition. All or part available with full access to all activities at Thunderhill Park. E-mail dvodden@thunderhill.com to learn more and arrange a lease. 1803

Business Opportunity: Locate your business at Thunderhill Park as part of the new "HUB" Center at the raceway. Office space, show-room, 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 todvoden@thunderhill.com

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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.

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STORAGE: Store your toys and trailers - including that long trailer or RV - at Thunderhill Park. Base garages of about 800 sq. feet rent for \$630/month. Hub garages of 1,380 feet rent for \$1,300/month. Call now to get more information on availability and location on the property at Thunderhill Park. 530-934-5588 Ext. 101. Availability varies but openings do occur. Trailer spots available now. First come first serve. You will truly enjoy having a garage or storing your rolling stock at Thunderhill.

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

Half the trouble is getting there!!! Store your race car at Thunderhill and be ready for the Season opener. Call 530-934-5588 and talk a track employee, they make a commission on all sales so they will be very helpful (just kidding on the commission part) It is a proven fact, Race Cars stored at the race track are much faster. Call 530-934-5588 to get in on this speed secret.

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 2019. 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.

DRIVE ON DIRT: When you are at Thunderhill Park sign up to slip and slide around our new dirt track and oval for fun and thrills. \$5.00 per lap or \$100 for your vehicle for the day. Call in advance to make sure that the dirt playground at Thunderhill Park is available. 530-934-5588 Ext. 103. Ask for Shannon Ell or Ext 105 and ask for Geoff Pitts.

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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

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DNS? DNF? It's hard to keep your hands on the wheel and on a wrench. Lewis Hamilton doesn't work on his car, why should you! Let T Speed be that second set of hands. We offer a full range of race car services, including prep, maintenance and fabrication at our Sacramento area shop or in the comfort and security of your garage. Trackside support for any type of race car. Experience from vintage to modern, club car to ChampCar. Call or E-mail me to discuss your racing needs. References gladly provided. Competitive rates and will travel. Tim Slagle (916) 730-7223 timsagle@hotmail.com

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Larry Oka

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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

Mazda Miata Rentals
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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

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SCCA LICENSED WINNERS WHO ATTEND THIS YEAR'S END OF YEAR BANQUET & Celebration, NOVEMBER 9th --- TO RACE IN "CHAMPIONSHIP GO KART - MAJOR-NATIONALS-RUN-ONS"! ONE DRIVER WILL BE THE CHAMPION AND WIN THE GRAND PRIZE PLUS ALL CONTINGENCIES POSTED. Call the Club office to sign up. This will be so much FUN!! Must attend Banquet to receive recognition!

ATTENTION

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

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 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!

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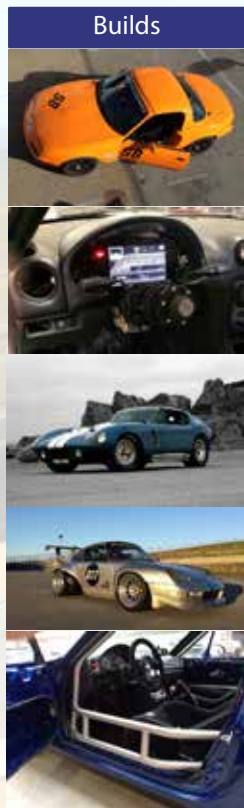
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