



# The wheel<sup>®</sup>



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



Your first Autocross  
p. 9

SCCA Solo + Rally  
Covid-19  
p. 14

Sacramento  
Autocross Round 1  
p. 17



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Michael & Karen Bernstein and Dave Jalen & Crew Chief Bruce Allen

## FEATURES

- |                        |                               |                                 |                            |
|------------------------|-------------------------------|---------------------------------|----------------------------|
| 7 Wheelworks           | 12 How I Experience Racing    | 17 Sacramento Autocross Round 1 | 24 Picture Play            |
| 8 RE News              | 14 SCCA Solo + Rally COVID-19 | 18 OverBudget Racin'            | 26 Notes From The Archives |
| 9 Your First Autocross | 16 The Stokers                | 20 Shelter In Place             | 28 Thunderhill Report      |
| 10 The McKee Family    |                               |                                 |                            |

## 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 3-5<sup>th</sup> 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 23-24<sup>th</sup>, 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

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- 1 car/\$10.00 + mileage
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# CALENDAR 2020

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

## 2020 FRESNO CHAPTER SOLO SCHEDULE

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

\*\*Crows Landing

\*\*\*Buttonwillow Kart Track

[www.FresnoSCCA.com](http://www.FresnoSCCA.com)

## SAN FRANCISCO REGION'S 2020 SOLO II CHAMPIONSHIP SCHEDULE

**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

*Note: All of our currently planned events are at Crows Landing. The rumors are true, Marina is effectively closed for autocross effective immediately as a drone company has obtained a use permit that involves putting a building up on the tarmac.*

## SACRAMENTO SOLO SCHEDULE

Round 7 - **June 22\***

Round 8 - **June 23\***

Round 9 - **July 13\***

Round 10 - **July 14\***

Round 11 - **Aug 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 SCHEDULE AND PRO SUPPORT SCHEDULE

### 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

**\*Pro Race Support for Volunteers**

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## "SOUNDS OF THUNDER" te/TT \*

Hosted by Reno Region SCCA

**All events are at Thunderhill Raceway Park**

### TRACK EVENT (TE):

(formally PDX) is designed to concentrate on driver enjoyment, philosophy, and the application of performance driving techniques. TE provides a constructive learning environment that stresses proper driving techniques in a noncompetitive environment.

### 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

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

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**Overnight parking night before event • Tech 7:30 am • Driver Meeting 8:30 am**

GO TO: [www.renoscca.motorsportreg.com](http://www.renoscca.motorsportreg.com) for additional information and register OR  
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## Speaking English in England/An American Mechanic's Way Around the Automobile

Working around cars especially sportscars you inevitably will find yourself in the company of English made Automobiles. When trying to fix these cars your may have to resort to a repair manual or you may watch a YouTube video made by an English Chap. Even though theses manuals were printed in English or the Chap may speak English I have found myself struggling to understand what they were trying to describe. The English do not use the same terms we use in the United States to describe car parts. The difference between American and English mechanics is probably best illustrated in the 2019 Indianapolis 500 when Fernando Alonso failed to qualify. One of the many mistakes was the English mechanics working on Alonso's car used metric measurements for the setup when they were supposed to use inches. The resulting gaffe had the car dragging the underside as it made its way onto the racetrack. This along with other mistakes lead to Fernando Alonso not making the race.

Just in case any of you are sent to England to be on a racing team I thought I would help you out with a dictionary of English car terms and what they mean in English or at least American English -- see how it can be confusing.

Let's start out with the basics. Your first day on the job and the master mechanic asks you to get him a spanner and you have no idea what he is talking about. Next he sees the dumbfounded look on your face so he says never mind just put the charger on the accumulator. Then he points to a lorry and now you are really screwed. You have no idea what he is talking about and you are about to get fired before you see your first whitworth nut. But you quickly realize that you have the below list in your pocket and whip it out. You see the master mechanic was just asking you for a wrench and he wanted you to put the battery charger on a truck.

So peruse over the list and get yourself acquainted with the terms. I especially like the English term for flashlight; Torch. If that does not harken back to medieval days I don't know what does.

### British term American term

accumulator	battery
actuator	switch or servo
aerial	Antenna
Artic	articulated lorry = "tractor-trailer"
baulk ring	synchro ring
banger	old car
bonnet	hood
boot	trunk
bulkhead	firewall
choke tube	venturi
core plug	freeze plug
crocodile clip	alligator clip
crosshead	Phillips
crown wheel	ring gear
cubby box	glove box or glove compartment

damper	shock absorber
de-mister	de-froster
drive shaft	half shaft or axle shaft
drop-head coupe	convertible version of 2 door coupe
dumpy screwdriver	short screwdriver
dynamo	generator
earth	ground
estate	station wagon
fascia	dashboard
fixed-head coupe	2 door coupe
frogeye	bugeye
Gallon (Imperial)	5 US Quarts
gearbox	transmission
gearstick	shift lever
gudgeon pin	wrist pin
hood	convertible top
hooter	horn
jointing compound	gasket sealant
lorry	truck
mole wrench	Vice grips
monocoque	unibody
MOT	DOT
Ministry of Transport	Department of Transportation
nave plate	hubcap
nose	front of car
paraffin	kerosene
pinking	knocking or pinging
prop shaft	drive shaft
petrol	gasoline
prang	car accident
prise	pry
proud	above or raised
quarterlight	vent window
rev counter	tachometer
ring gear	flywheel gear, or starter gear
roadster	car that only comes in a convertible style
roundabout	rotary, traffic circle
RoStyle	type of steel wheel (as opposed to wire)
saloon	2 or 4 door sedan
scuttle	cowl
side curtains	removable side windows

CONTINUED ON PAGE 13





Hi Everyone,

Well, it is now Monday! We have the Laguna Majors/Regionals in the history books. **We couldn't have done it without you!**

With the Covid issues happening, as well as riots, we were able to host a successful, safe event. It almost didn't happen. We had to jump through hoops, as well as county guidelines. On Wednesday we found out we couldn't use Z Road for worker camping. Instead, we had to use the lot by the Trilon. Not ideal, but everyone worked together and we made do. We had issues with Porta Potties. Rick Garcia assisted in getting them (most of them) cleaned. It wasn't perfect, but he did his best. Load in on Thursday night was also a slow, arduous process. Guidelines from the County forced us to create a master list for entry into the paddock. Not the ideal situation, but we worked with it. Thanks to the folks that stepped up and assisted me at the front gate. (Kudo's to John Narigi, who also helped!) By 10:00 p.m. almost everyone was loaded in and ready for Friday. (also, THANKS to all the folks that helped keep distancing of vehicles in the paddock)

Friday morning was also a conundrum. The County guidelines required everyone to check in again. What a mess! After a bit of finagling with the track folks, we were able to get a wristband system in place that eliminated the hassles at the gate... Thank you, Laguna,!

While we were short staffed in almost every area, everyone pitched in and made this work. Some specialties had more than others. Kudos to those that assisted from afar! We had Chiefs assisting by phone. Everyone assisted in getting the required equipment to the track. It was a real "team" effort by all, whether you were at the track or not! These are very different times, and everyone pitched in any way they could. Saturday and Sunday seemed to go ok as well. We had issues but were able to deal with them. The Drivers cooperated by keeping safe and running clean, mostly incident free, races. The Safety Steward only had to write up 1 report, with no major injuries! (at the end of the day on Sunday)

All the Drivers and attendees were great. They followed protocols and had good, safe racing. Thanks to all of the crews, drivers and guests for being so patient.

I could single out individual names, but that would not be fair. EVERYONE involved made this a success! It was a Team effort and I appreciate it, as does the entire Board of Directors.

We are the Region that can rise to the occasion and make things happen. Each Club member proved that this weekend! I cannot thank you enough!

Tim Sullivan

## Breaking News on June 10:

We are cancelling the June 26-28th Regionals at Sonoma. While small gatherings of 10 have been allowed at Sonoma, we have no guarantees that Sonoma County will allow a gathering of our size by the end of June. Due to this, we have to cancel the June Regionals.

While this is not ideal, we are still good on the rest of the season. We will be back at Laguna Seca at the end of July. I am disappointed to have to announce this, as you are reading it.

*Thanks to everyone for working through all of this.*

*Stay Safe!*

*Tim Sullivan SFR SCCA RE*

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# Your First Autocross: A Step by Step Guide

## Getting Ready to Autocross:

### What to do before the day of the event

#### Pre-Registration: Save Yourself Time & Money

- Decide which event you want to attend and pre-register on MotorsportsReg.
  - SCCA Membership Requirement: Please note that SCCA membership is required to participate in our events. If you do not wish to purchase an annual SCCA membership, weekend memberships are available on MotorsportsReg and on site for \$15.00.
- Class your car:
  - We encourage our entrants to familiarize themselves with SCCA Solo Classing prior to coming out to an event.
  - Additionally, we offer several regional only classes and groupings of classes. Familiarize yourself with SFR's classing structure [here](#).
  - Feel free to email us or message us on Facebook if you are still stuck on classing!
- Pre-registration cost is \$55.00 per event, an additional \$15.00 for weekend membership if needed. On site cost is \$65.00 per event with \$15.00 weekend membership. It pays to pre-register!
- Pre-registration closes at 10:00 PM two days before the date of the event. Thursday nights for Saturday events, and Friday nights for Sunday events.
- Check your email after registration closes to see update run groups and other important notes for the event!

#### How do I prep my car for an autocross?

- Your car will need to pass a simple tech inspection on grid at our event. Learn more about what we check [here](#).
- To prepare for tech, please bring your car to grid and leave it unlocked with the hood and trunk open, and your helmet on the seat. Our volunteers will inspect your car and place a small sticker on your windshield indicating that you've passed.

#### What should I bring with me?

- Sunscreen, water, and snacks if you would like. We do not typically provide water, and it is often hot out.
- Basic car tools: torque wrench, sockets for your lug nuts, a tire pressure gauge.
- A helmet if you have one, helmet requirements are available [here](#). Please note, we do have loaner helmets available if you do not have your own.
- If you do not pre-register, please bring cash or a check as we do not accept credit cards on site. You will need to show your driver's license at registration, as well.
- Numbers and class designations for your car, or painter's tape in a contrasting color to your car's paint.

## The Day of the Autocross

- Arrive at the venue at or before 8:00 AM
- Visit the registration table
  - Please note, SFR AutoX is staffed entirely by volunteers, so all entrants will work a run group that corresponds to the group they are running in.
  - Learn more about SFR Work Roles [here](#).
  - Please note, entrants that do not work will be disqualified and are not welcomed back at future events.
- Walk the course
  - Most autocrossers find it helpful to walk the course before the event begins. You are welcome to walk it on your own, or join our novice course walk. The leader of the novice course walk will announce what time to arrive at the starting line over the PA System.
  - The course will typically close for walking around 8:30-8:40 AM, the event chair will announce when it closes.
- Put Numbers/Class Designations on your Car
  - You will need to display your number and class clearly on BOTH sides of your car.
  - We encourage you to come prepared with painter's tape in a contrasting color if you do not have magnetic numbers.
  - Adequate numbers and class designation are required to pass tech inspection.
- Attend the mandatory driver's meeting
  - Listen for the announcement for the driver's meeting and be at the trailer and ready to pay attention when it starts.
  - After the general announcements, the event chair will do a quick session for new autocrossers-- you will want to stay for this.
- Next, participate in the event!
  - When it is time for your work group, go to the back of the trailer to sign in. The announcer will be asking for the workers for that group to give you a heads up.
  - When the grid is clear for your run group, make sure you have your car in grid and ready for tech inspection.
- Have a great time! We always have experienced autocrossers around and ready to ride along and coach you if needed during your run group.

We hope you will have as much fun as we all do, and come back to future events!

# No Slowing for the Cone Zone

## The McKee Autocross Family



*Family behind the wheel*

If I could give you a roadmap that would lead you down a path where your teenage kids enjoy your company and look forward to spending weekends with you would

you follow it? Of course you would, as parents there is nothing more precious than the time we spent with our kids. The McKee family has such a roadmap and it leads to an empty parking lot.

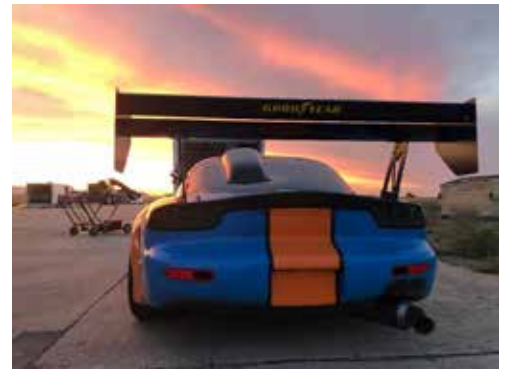
The McKee's are a racing family. They consist of husband Andy, wife Teresa, and the two daughters Alana (13) and Erika (15). They spend about every other weekend 75% of the year traveling, pulling their trailer to Autocross events. Although the SCCA ProSolo is their favorite type of event, they attend local San Francisco Region events, National Events, and American Autocross Series events. Their vehicle of choice is a highly modified 1993 Mazda RX7 and a 2003



Emmick Kart. They have 14 national titles to their name (Andy 10, Teresa 4), and a podium finish for the oldest daughter at Nationals. In addition to the national titles they have a lifetime of memories that no amount of money can buy.

If there is anyone to credit for the McKee family roadmap it is Teresa's parents. As active members of the Porsche Club, they attended more than their fair share of Porsche Autocross events and all the other activities with their whole family. They were so active that

the family was recognized more than once nationally as Family of the Year. Teresa was definitely raised on the "a family that races together, stays together" attitude and as soon as she was old enough, followed the family path and started racing herself.



Teresa branched out from the Porsche Club events and joined SCCA in 1989. After racing events primarily on her own and with co-drivers for many years, Andy starting coming out regularly to SCCA events in 1997 and they met autocrossing. The relationship that started on an asphalt tarmac blossomed into a marriage with two young daughters and a dog. Now as a family they attend events on asphalt tarmacs all over the country.

Although when they first met, Teresa was the one with more racing experience, Andy quickly caught up and has since become a 10 time National Champion as well as a National Driver of the Year and SCCA Solo Driver of Eminence. One has to give Teresa a little slack, even though she did her best to minimize the down time, racing up until her seventh month of pregnancy, having infants and toddlers at the track can be a little distracting when it comes to serious competition. Teresa has used her husband's success as a motivator for her own National aspirations. She ditched chasing titles in the women's category and signed up in the open division over 20 years ago, competing head to head against the best in the country. Though she's placed at about every position including 2nd, her goal is still to one day have a National Championship in the open division.

The girls got into competing all on their own. They both attended the events with their parents and they really enjoyed being on site. Erika decided to start driving at age ten. Teresa said that Erika was hesitant at first and by no means did they force the idea upon her. But as she got her feet wet Erika decided that she really enjoyed the competition and has never looked back. The youngest daughter,

Alana, saw her sister having so much fun and she joined in when she was about 9 years old as well. They shared the kart together but now that Erika is about



*Andy winning 2019 Nationals*



*Erika getting Dad advice*



*fatherly advice*

to turn 16 the family bought a Scion FRS for her transition. This year mom and daughter had planned on racing it together but because of the Corona Virus Pandemic they have had to put their plans on hold. Erika is not that far from

leaving the house to go to college and they hope she picks a college where Autocross events are held nearby so she can continue with racing being a part of her normal life.

The McKee family is all in when it comes to Autocross. Andy has paid years of service in the Stock and Street Modified committees as well as Chief Steward and Op Steward positions at national level events. Teresa is on the National SCCA Women on Track committee, which is a group that aims to remove barriers for women to enter motorsports.

Teresa and her daughter Erika run Tire Rack Street Survival events, which teach young drivers how to drive their car in real world situations. Teresa and



*Alana racing kart*

Erika are also on the SFR Solo Steering Committee. The youngest, Alana, gets up at 6:00 am and helps set up the equipment and practice course at their local events where the whole family is part of the Core Crew for AAS. Besides the behind the scenes work, the family manages about 10 local events plus ProSolos, National Tours, and Nationals. When Teresa said they spent 75% of the year Autocrossing, you can see that she might be under estimating their commitment.

A typical weekend would see them arriving



*Mom helping Alana*

Friday night with their trailer and cars. They spend the night at the track and get up at 6:00 AM to set up the course. They compete during the day, juggling getting the multiple cars ready, the kids ready, and doing their work assignments. When the day is done they sit around with their friends, have dinner, and talk



*2019 Packwood National Tour*



*Erika podium 2019 Nationals*

and class winners are determined by putting the best time from the right side and the best time from the left side together. Then a process of elimination challenge for all the top drivers of each class to determine one overall winner for the weekend.

Even though Teresa has been Autocrossing for over thirty years she keeps it fresh by looking at it in terms of new plateaus, with each one representing different accomplishments or phases. First it was competing on her own, followed by getting involved in SCCA and national events. The next was a national championship. Then it became about competing with her new co-driver and spouse and working as a team. The added challenge of kids at the events turned into the new plateau of learning to race as a family. The next few years she looks forward to directly competing with her daughters as co-drivers and seeing they succeed in their Scion FRS. But the most precious plateau is the one the family accomplished together and that is the willingness to spend quality time together. Playing an active role in their young kids lives is a very precious gift that few get to realize and just think it was all because of some cones in a parking lot.

about the day. The camaraderie and extended family is probably the best part of autocrossing. The next day they get up and do it all over again.

Teresa tells me that her biggest thrill is the ProSolo events. At these events two drivers go at the same time with a Christmas tree controlling the start. Both drivers take off with a drag strip style launch onto their own track. When you finish your run you have to drive your competitor's track which is a mirror image, opposite direction. Each driver gets three sets of runs



*Erika with Kart*



*Young family at 2007 Nationals*

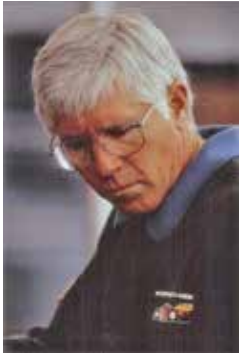


# This Man Forever Changed How I Experience Racing

republished courtesy of *Road and Track*

BY MARSHALL PRUITT

## Ron Chisholm showed me a different, quieter way to experience the world of racing



Ron Chisholm

My friend Ron Chisholm died last week. We hadn't seen each other in at least 20 years, and only worked together for one; but he made an extraordinary impact on my life. In the hardened world of motor racing, Ron was a rarity. He gave warmth and energy freely to those who were fortunate to study in his presence.

Ron was a local karting ace-turned-race car mechanic in the San Francisco Bay

Area. In the brief period we spent together at Sears Point—better known as Sonoma Raceway these days—the experience was filled with revelations.

He was among the hundreds of mechanics and pit crew members who've made their living as part of the unique fraternity that exists at the wine-country road course. Turn up at the Indianapolis Motor Speedway, or Road America, or most other racing venues, and you won't find a cottage industry where dozens of race teams and prep shops line the paddock. But that's what we've had in Sonoma for decades, which has made it among the finer institutions for mechanics and engineers to learn their craft and move up the racing ranks.

I went through the process at Pfeiffer Ridge Racing in the late Eighties and early Nineties, headed off to the lower rungs of the pro-racing world, and returned later in the decade for another spell at Pfeiffer Ridge, where I met Ron. He was part of a bigger subculture at Sears Point where locals worked inside those trackside buildings, taking care of a variety of amateur racing cars and vintage racing machinery for the shop owner's clients, and received immense satisfaction in remaining close to home.

That's where I came to marvel at Mr. Chisholm. Considering our different travels in the sport, I'd amassed greater top-tier mechanical knowledge with faster and more exotic open-wheel cars on the pro racing circuit; but I quickly learned Ron, who'd put in more time on the amateur scene, was smarter and more skilled in almost every discipline.

When we first met, I was the Pfeiffer Ridge veteran who was brimming with pride after going and doing some cool things as a pro. I figured I'd be top dog upon returning to my old shop... but, I wasn't. That was Ron. My ego let me believe I was damn good; in fact, whatever I'd absorbed while traveling the pro racing circuit was valuable, but some sizable gaps and shortcomings were exposed next to Ron. Working alongside him delivered regular doses of humility—a recalibration of sorts—at a time when it was needed.

In his warm and enthusiastic way, Ron took the time to show me better ways to service a transmission, and some of the tricks he'd learned in performing chassis alignments, and the finer methods of welding aluminum. With Ron, there was always an "and." With any routine procedure that race car mechanics have, Ron had his own way. Often, his tricks were more simple, efficient, and superior.

At whatever age I happened to be—25 or 26—the long-morning drive to Sears Point, which I'd done a thousand time before, became something to anticipate for all the possibilities of what the day might offer. I'd been in that happy place before in my first stint at Pfeiffer Ridge with Riccardo Pineiro, Jon Ennik, and others who took in an idiot teenager and molded me into a serviceable race car wrench; but in my thirst to do bigger things, I failed to embrace all facets of the education they offered.

Inevitably, it was Ron, the relative newcomer to the shop after the old guard left, who would uncork something that made me smarter, like a favorite teacher who delights in passing on his wisdom. Although he had a wife and family, our routine often involved staying late where we'd talk about life and the sport we loved; and on most occasions, he'd share some tidbit that would elevate my game.

And while Ron's professorial side improved my aptitude as a pro, it was his approach to life that's had the most lasting influence. Youth and testosterone can make the average race car prep shop a rather aggressive environment to endure as competitive personalities clash and fight for the upper hand. Ron's water ran deep; he said a lifetime of practicing martial arts helped in that regard.

Having spent almost 10 years as a racing mechanic at the point we met, I'd grown accustomed to the daily jousting and dust ups among team members. In Ron, I found someone who damn near glowed as a result of the inner calm that radiated outward.

His demeanor not only set the tone for the shop, but also provided a new perspective on life that I'd never seen in my chosen profession. Pulling up to Pfeiffer Ridge Racing to work with Ron felt like going to church. He showed me a different, quieter way to experience the world, and our sport.

Rock steady, rooted in peace, I picture tranquility when I think of Ron Chisholm. All while we were surrounded by cars and tires and oil and screaming engines. He won't be remembered as a legendary crew chief with Indy 500 wins; and it's doubtful that his loss will be felt beyond the greater Bay Area racing community, but those things don't matter. He was an extraordinary man.

# Wheelworks *continued*

silencer	muffler
sill	rocker panel
Shooting Brake	station wagon
spanner	wrench
split pin	cotter pin
spring washer	lock washer
squab	part of seat
suction advance	vacuum advance
sump	oil pan
thrust bearing	throwout bearing
tickover	idle
top gear	high gear
torch	flashlight
trunnion	sliding or rotating joint (suspension)
Tyre	tire
wheel nut	lug nut
whitworth	British thread measuring standard
windscreen	windshield
wing	fender

These terms will get you through a day in the shop but what happens when you go out for a drive. First off the British feel it is necessary to drive on the wrong side of the road. So you have to be quick at doing the exact opposite of what you would do in America to successfully navigate the British roadways. Then the other thing is the driver sits on the right side of the car which is wrong as far as us Americans are concerned. If the car is equipped with a manual transmission you will need to learn how to use the gearstick with your left hand.

Let's imagine you made it through the first day on the job and now the blokes at the shop want to have a pint with you at the local pub (a beer at the local bar). First thing you have to know is British beer is not cold. It is served at cellar temperature. The cellars are usually cold but not ice cold. The British claim the ice cold serving temperature ruins the aroma and flavor of the beer, Americans claim it is because Lucas makes the refrigerators in England. Anyway the blokes may give you directions because we all know that Google maps are only in America. (JK)

They may tell you to drive down to the first roundabout, take the first exit, and then turn into the first car park. Be careful because they have some Sleeping Policeman in that area and when you are looking for a parking space make sure you don't get mistaken for a Kerb crawler.

Translation. Go the roundabout, take the first exit and pull into the parking lot. Be careful of the speed bumps in the area and when you are looking for a parking space make sure you don't get mistaken as someone soliciting the prostitutes.

Here are the road terms that you will need to survive while driving in England.

British Term	American Term
AA	CSAA
Bollard	Metal post
Camper van	Recreational vehicle.
Car boot sale	Swap meet or flea market where people sell items from the back of their car.
Car park	Parking lot or parking garage.
Caravan	Recreational Vehicle
Caravan Park	Campsite for recreational vehicles and trailers
Cat's eyes	Reflectors located on the road in the center line
Central Reservation	The median between two opposite sides of a road.
Dual carriageway	A divided highway a step down from a motorway.
Hard shoulder	Shoulder on the side of the road that's paved.
High street	Main street
Hire car	A rental car
Indicator	Turn signal
Kerb	Curb
Kerb crawler	A person who solicits street prostitutes.
L-plates	Special license plates you're required to have on your car while learning to drive in the UK.
Lay-by	Rest areas
Motorway	Interstate highway.
Nearside	The side of the car that's closest to the curb.
Number plate	License plate.
Pavement	The sidewalk.
Pelican crossing	A type of crosswalk on British streets.
Puncture	Flat tire.
Registration	A car's license plate.
Roundabout	A traffic circle.
Sleeping policeman	A speed bump in the road.
Slip-road	An exit on/off ramp
Soft-Shoulder	Roadside shoulder that's made of gravel.
Tarmac	A paved road.
Traffic Light	Stoplight
Trailer tent	A pop-up camper.
Undercarriage	Bottom of the car
Verge	Shoulder on the side of the road.
Zebra crossing	Pedestrian crossings on roads.

I doubt many of our readers would ever go to England and work as a mechanic but just in case I thought it would be a good idea to share these terms with you. Because even though both countries speak English it may be French to you.

# SCCA Solo + Rally Covid-19 Event Guidelines

## Course Setup

- Minimize number of course setup personnel
- Course setup workers should wear nitrile gloves\* to avoid cross-contamination of touching cones, timing equipment, and worker station items. (Nitrile is preferred to latex due to possible allergic complications.)

*\*Note: The CDC has not made a recommendation for the public to wear disposable gloves in order to protect against COVID-19. If disposable examination gloves are worn, recommended hand hygiene procedures must still be followed before putting gloves on and after removing them. Avoid touching your face, eyes, nose and mouth. Gloves should be changed as often as you would wash your hands. Gloves rip easily and are not durable for long wear. Gloves provide a new surface for COVID-19 to inhabit and may not reduce the spread.*

## 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

- Have drivers remain in cars while waiting to be teched.
- Perform self-tech with oversight. Have driver perform normal tech functions to verify equipment where possible.
- Tech workers should wear nitrile gloves\* to avoid cross-contamination of touching car-related surfaces. (Nitrile is preferred to latex due to possible allergic complications.)
- If impounded, drivers must stay at their cars and should not move around to socialize

*\*Note: The CDC has not made a recommendation for the public to wear disposable gloves in order to protect against COVID-19. If disposable examination gloves are worn, recommended hand hygiene procedures must still be followed before putting gloves on and after removing them. Avoid touching your face, eyes, nose and mouth. Gloves should be changed as often as you would wash your hands. Gloves rip easily and are not durable for long wear. Gloves provide a new surface for COVID-19 to inhabit and may not reduce the spread.*

## Driver and 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.

## Loaner Helmets

- Discourage the use of loaner helmets at events
- If it is necessary to provide a helmet, a clean balaclava/head sock should be provided and the inside and outside of helmet should be disinfected before and after use
- Participants should be allowed to select their helmet to avoid additional contact

## Indoor Meetings

- 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 Meetings

- Includes grid, start, sound, worker stations/flagging
- General social distancing protocols should be followed
- Encourage workers to wear masks when a 6-foot distance cannot be followed
- Encourage workers to wear nitrile gloves\* to prevent cross-contamination when touching cones. (Nitrile is preferred to latex due to possible allergic complications.)
- Provide appropriate disinfectant, hand sanitizer, etc. to each specialty area including each worker station
- Disinfect all shared work areas and equipment including clipboards, radios, pens, etc. between staffing changes/heats and at the end of the day
- Use baggies to transport either contaminated or disinfected

equipment


- Assign household members together, when possible

*\*Note: The CDC has not made a recommendation for the public to wear disposable gloves in order to protect against COVID-19. If disposable examination gloves are worn, recommended hand hygiene procedures must still be followed before putting gloves on and after removing them. Avoid touching your face, eyes, nose and mouth. Gloves should be changed as often as you would wash your hands. Gloves rip easily and are not durable for long wear. Gloves provide a new surface for COVID-19 to inhabit and may not reduce the spread.*

### 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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# MEET THE TEAM 2.0

## THE STOKERS

BY LYNNE HUNTTING



Another example of coming for the cars and staying for the people - long-time volunteer race workers, Samantha and Dean Stoker.

Samantha started autocrossing in the Bay Area in 1964, competing in events put on by the Northern California Corvette Club and Western States Corvette Council - in a DKW (a German upside down lady bug) and a red 1963 split-window fuel-injected Corvette. Dean separately was autocrossing a Saab. The two met in 1972 when a NCCA friend set them up on a blind date for a NCCA Halloween party, and they married year later.

The Stokers continued competition in the Saab and a friend's Corvette, in autocrosses, time trials and concours. They judged at Corvette Concours. As Samantha said, this came about when they didn't move fast enough when the subject came up. They even entered one with the Corvette. But one was enough.

In 1974, a fellow NCCA member invited them to come watch him race at Sears Point. Dean was in the throes of restoring their Corvette, so Samantha went on her own to watch Gary Carlen race and win his race. Carlen insisted Samantha join his crew in a victory lap. That was it for Samantha - she was hooked. Dean went with Samantha to the next race and Dean was asked to wrench on Carlen's car.

The Stokers crewed for Carlen, and went with him to the Runoffs in 1975, 1976, and 1977 at Road Atlanta. In 1978 they were invited by Frank Schultheis to join the SFR Tech Crew. In those days SCCA membership wasn't required. Ron Wilcox was the Tech Chief, who served between Schultheis and Tom Jackson. Having cut back on crewing for Carlen due to the distance, they worked Tech - thinking it was weekends only. One of the 'carrots' was the opportunity to work Pro races, such as Long Beach Grand Prix, Portland and the Las Vegas F1. They had the opportunity to work with John Timanus, Tech Chief of SCCA Pro Racing. While working Tech in 1982, Smokey Harper recruited Dean for the Emergency Crew as a Safety Marshal, a specialty which no longer exists. Several years ago, Jim Rogaski invited Dean to join the Stewards Group as a dedicated Safety Steward. Dean chooses to ride a rescue truck with the First Responders to an incident, instead of working in Race Control or the paddock. It also allows him to enjoy watching the races from a track perspective.

Dean hails from Utah, where he attended the University of Utah. He spent six years in the Marines and was stationed on Treasure Island. There he was in the Department of the Pacific Marine Band, playing trombone. This was followed by 'another lifetime' at UC Berkeley. Dean spent his working life as a research chemist and retired from Cutter Labs/Bayer Biotech in 2000.

In 1964 Dean became an aviator and spent roughly ten years off and on looking to make it a career, but nearly starved to death in the process and had to rely on his education to support himself. All this time he has maintained an active interest in all things aviation and has several memberships in various aeronautical organizations; although he hasn't logged any stick time in several years. Dean admits to being 82 and suspects any aviating he'll be doing now will be from the right seat. For 30 years he and Samantha regularly attended the Reno Air Races, but haven't been in awhile.

When most people think of Tech they think of scrutineers who check the car and equipment, but there's so much more. Samantha says she does "a bit of this and that." This includes maintaining vehicle log books and answers questions about them from all over. She is working with Scrutineer Suzi Munoz on creating/updating the Tech-Comm System, a work in progress. Samantha is doing the documentation which provides necessary information, such as beginning notes for the Stewards and top three per class for compliance for the Tech Impound Lead by the cool-down lap. She stores and maintains the computers, keeps them updated and charged.

Samantha was born in Oakland and grew up mostly in San Leandro. She later attended Diablo Valley College. Samantha worked 30 years at Greyhound, then with Bruce Silver's fabrication shop. She worked 17 years at Kaiser from which she retired in 2005.

Another long-term activity enjoyed by the Stokers was Whale Days, an annual MLK weekend trek at dawn to Pt. Reyes Lighthouse to watch the Whales, and then an Oyster feed at their house with friends.

Dean's favorite track is Thunderhill, by far. It is well put-together, from a safety point of view; and it is always a pleasure to spend time there. The drive from Walnut Creek is reasonably pleasant, as opposed to the challenge of San Jose and Highway 101 South as they try to make it to Laguna Seca without beating the RV to pieces.

Dean's favorite drivers are the FV folks, especially when there are enough of them together to have fun. He first started paying attention to them at Riverside and Willow Springs back when Brent Milner and Gordy Spellman et al were racing wheel-to-wheel so expertly. Dean's dentist, Dr. Ron Wake, continues the tradition of fine racing with little horsepower, when enough others show up to join the fray.

During their many years in SFR, Samantha and Dean have had lots of fun, marvelous fun, met a lot of wonderful people, from all over the country and made many long lasting friendships. Dean said had he known about this earlier, he would have joined before. "I highly recommend it for people who are now alone who aren't used to being alone. It's a family. Not a bad way to raise a family."

PS: They still have the 1963 Corvette. It's up on blocks now.

# Sacramento Autocross Round 1

BY DAVEY DROUIN

Surreal and majestic are the best words to describe Thunderhill untouched for months. Like being the first person to get into Disneyland or just being the first person awake Christmas morning there is something indescribable about it. Thunderhill was very much an untouched playground just waiting to be used. The asphalt was dying to have some tires slip, slide and race over it.

Many new procedures were put in place in order to make a good faith effort to keep everybody safe and still have fun with cars. It was a great time knocking the winter's dust off the cars. The first autocross was a success to say the least.

Starting with Super Street there were 6 competitors with three Corvettes, two Porsches and one Viper. Coming in third was Al Patterson with a 43.851. Second place went to Jeff Glorioso with 43.605. First place went to Monty Pack with a 42.972. I would like to point out that Monty's time was first overall for PAX and the third fastest raw time of the day. That is very impressive for a street classed car.

Super Street ladies had two participants Susan Fontaine in her Porsche was able to best Gale Smiley in her Corvette with a 45.146 to take the win.

A Street had ten drivers fighting for the top spots. Third went to Robert Foster in a Corvette with a 45.254. Second place went to John Leet in a Porsche 911S with a 45.074. The champion for the day was Roy Marin with a 44.769 in a Corvette.

B Street better known as the BS class had an interesting mix of sports cars and all wheel drive sedans. Third place went to Ross Thompson in a Chevy SS 1LE with a 46.945. Doug Hubbard nailed second place in a Corvette with a 46.491. Winner for the day was Jesse Linder in a BMW M3 with 45.626.

B Street Ladies had Penny Hubbard driving the family Corvette. She came in with a 46.106 with a duck. Her overall time for the day was 47.106.

C Street was filled with German and Japanese sports cars. Third place went to Margaret Conkling in a Porsche BoxerS with a 46.964. Second place went to Llyod Feaver with a 46.828 in the same Porsche BoxerS as Margaret. The Champion for the day was Sergei Avedisov in a Honda S2000 with a 46.741.

D Street had four drivers for the day and an interesting set of cars. I guess you could say D Street is turning into the four cylinder turbo pony car class. Third place went to Tom Exley in a Honda Civic with a 50.705. Eric Martin got second place in his turbo Mustang with a 47.113. First place went to Robert Luis in a Chevy Camaro with a 45.126.

E Street had five drivers and only two Miatas which is not normal. Third place went to Mike Krall in a Hyundai Veloster with a 53.237. Second place went to Kevin Quach in a Miata with a 49.060. First place for the day went to Vernon Head in a MR2 with a 46.521.

F Street had three competitors which means you chances of finishing in the top three is pretty good. Third place went to Jordan Catalano in a Mustang with a 53.380. Second place went to Mike Agraan in a BMW M3 with a 48.120. First place went to Maggie Elorza in a BMW M240 with a 47.533.

G Street had Karl Hannah take the top spot with a 46.466 in a VW GTI. Second place went to Chris Estrada in a Focus St with a 46.863. Third place went to Rod Alami in a Mercedes C230 with a 53.794.

With a very healthy car count H Street had nine drivers for the day.

Rounding out the top three we had Joe Van Sickle in third in a VW Beetle with a 52.455. Second place went to Joe Erkenbrecher with a 50.970. The winner for the day was Bill Tubbs sponsored by Waterman Brewing Company with a 49.338.

Next event will be June 20th and 21st at Thunderhill raceway pre registration is highly suggested at [https://axwaresystems.com/axorm/calendar\\_main.php](https://axwaresystems.com/axorm/calendar_main.php).

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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
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# MEET THE TEAM 2.0. OVERBUDGET RACIN'



Mike in Buffalo

**MICHAEL BERNSTEIN** had time to be interviewed recently, as he's recuperating from hip surgery, which "needed to be done. It was major carpentry." The timing worked out with the current Bay Area orders for Shelter in Place and working from home.

Michael started out with SFR's Solo II program about 40 years ago. He and his wife Karen both competed for ten years back in the day - he in a RT5 and she in a DB1. Karen stopped racing about ten years ago, but does an occasional track day.

Michael joked that It took him two seasons to beat her best lap time at Sears Point in their DB1.

Solo II was his first organized racing. Before that, Michael competed in casual ice racing in Massachusetts.



Mike and Dave at Indy



Michael & Karen Bernstein and Dave Jalen & Crew Chief Bruce Allen

Michael started road racing in 1994. He went to SFR's Drivers' School so long ago he's forgotten who were his instructors. But their enthusiasm was contagious and he still remembers "The safest place to stand at Drivers' School is the apex because nobody hits it." (Ed. Note: It was Instructor Dave Arken who said that.)

When Michael started out, he worked alone on his car and Karen's. He came up from Solo to racing with another FF racer, Dave Jalen. They hung out together and helped out each other. Michael has a two-car trailer he used to haul the two family cars since autocross days. When Dave bought a FF which didn't fit on his trailer, Michael offered one of his stacks. That led to their "Over Budget Racing Team" which has drawn a following. The crew includes Bruce Allen, Michael Malone-newspaper photographer and retired motocross racer; Dean Taylor, who used to crew for Stan Townes; and Michael Gardner, college roommate of Dave's. They all wear red Team shirts, sporting the team's logo.

As teammates they've always had radio communication which has ranged from the mundane to the critical. Once at Sonoma Raceway Dave told Michael he was on fire. Michael had so many people helping him fix the car for the second race, you couldn't see the car. Another time the race was so uneventful they discussed dinner plans.

Michael's first race car was a 1965 Alexis MK15 F3 car into which he installed a Fiat twin-cam for autocrossing. Always one for open wheelers, he's also had a March 732, Ralt RT5, Swift DB1, Swift DB6 and now a Piper DF5 which he races in FF. Early on he had a Super Vee RT-5 and Karen drove the DB-1. According to teammate, Dave Jalen, Karen occasionally drove the RT-5 but was faster so Michael didn't let her drive it that much. Michael prefers racing his older FF in SFR rather than vintage, which has cars with lesser safety, and he plans on racing FF until he retires from racing.

Michael's most memorable race experience was winning a FF race years ago. His favorite driver is fellow FF driver, Chuck Horn as he's a great driver, fun to watch a nice guy and Michael's age. Michael's favorite SFR race track is WeatherTech Raceway Laguna Seca and away from SFR it's

the Indianapolis road course, where he raced in the 2017 Runoffs.

Michael is a medical device engineer which involves designing and testing of devices for customers all around the world. The work involves consulting with companies, including Taiwan and China which are now up and running. His favorite projects have been working on low-cost devices for low resource areas, such as in Malawi doing NGO work testing devices with community healthcare workers in remote villages.

In his off time away from racing, Michael and Karen enjoy traveling around the world. Among the places they've visited are Australia's Great Barrier Reef and Wilson Island, New Zealand, driving around Europe,



Dave Jalen with his Indy milk bottles

sailing around the British Virgin Islands, taking a float plane and boat to Zodiac to see Canadian grizzlies up close, and observing gorillas in Zaire with occasional artillery fire in the distance. Michael and Dave also found time to see two F1 races, in Singapore and Suzuka.

**DAVE JALEN** had an early interest in cars coupled with some mechanical ability. This led to a lifelong interest in vehicles. He built a ton of plastic models - airplanes, tanks, ships, rockets, race cars, etc. His favorites were a red 429 Cobra and a white 1963 Corvette Stingray with a split window.

Encouraged by his father, Henry Jalen - who was Dave's first crew chief, Dave started driving long before he was legal. Of course it



Michael Gardner, Mike Bernstein & Dean Taylor



# MEET THE TEAM 2.0.

## OVERBUDGET RACIN' *continued*

was just backing the car out of the garage, but that's how Dave learn to master a stick shift: "three on the tree in a six-cylinder sedan with bench seats and no A/C." In California, teens could get a 'Learner's Permit' at 15 1/2 years, and apply for a CDL at age 16, and Dave did. He and his buddy Mike Jordan would work on the family cars. Cars were simpler in those days. In 1966 Dave wrote in his high school yearbook that his secret ambition was to drive a race car at Le Mans. He never made it to LeMans but he wore out his 45 single of "Hey Little Cobra" as he dreamt of LeMans Glory.

Dave's first car was a 1957 Ford Fairlane convertible. He paid the handsome sum of \$200 for the car. The first order of business was to take it to the local Miracle Paint shop and put some red paint on it. He souped it up, and swore to his dad he would not drag race it ... but he did. Drag Racing taught Dave one things and that was how to replace clutches. He dream car was a souped-up 1964 Pontiac GTO, he had to settle for another Fairlane in college, but that was a fun car also..

College and Dental School put a temporary pause on fun cars. After graduation, Dave sought a fun but cheap car for autocrossing. He got a 1974 Toyota Celica. He met Bruce Allen and joined SCCA so he could compete in Solo II. He later purchased a 1962 MG Midget modified to SCCA G/P rules. Dave did well, winning a few SFR titles and some top fives at the SCCA Solo Nationals. His co-driver for two years was Nadine Barr Camica. She won her first two Solo National Championships in Dave's MG in 1983 and 1984.

Dave got involved in Solo administration, with the Solo II Steering Committee, became Chief, and worked with the long time Solo veterans, John and Pat Kelly. In 1979, Dave was awarded an RE Award for his work as Solo II Chief.

In 1984, made the transition from Solo to Road Racing. Dave attended the Jim Russell Racing School on the old 1.9-mile course at Laguna Seca. When Dave started Road Racing he needed a reliable but fast race car. At the time he was looking for the right class and the right car and Formula Ford was thriving.

SFR had three classes for FF. There was the national FF class, Spec Ford which was a class for fast cars that were not Swifts, and there was Club Ford which was for older Formula Fords. Dave bought a 1980 Van Diemen and raced it in the Spec Ford Class. He raced it for 10 years. Along the way, his autocross pals, Karen and Michael Bernstein, had also left Solo II for road racing. In 1990 at a Thunderhill race, Dave broke an axle in his Van Dieman. Karen let him drive her DB-1 and Dave was hooked. He bought a DB-1 from Brian Forster at Pfeiffer Ridge and ran that for the next 20 years. Dave won the 2003 Nor Pac FF Championship and went to the Mid-Ohio Runoffs and the 2014 Runoffs at WeatherTech Raceway Laguna Seca. Michael and Dave, have not only become teammates, they have become life long friends. Their wives "provide the sorely-needed adult supervision."

When it came time for the 2018 Runoffs at Indianapolis Motor Speedway, Dave and Michael upgraded to faster FF's. Michael got a Piper and Dave got a Mygale. And as Dave said, "Which, of course, means we are now slower."

Dave's father, Henry, was his longest-serving crew member. Others included fellow autocrosser, Bruce Allen; Michael Gardner; Michael Malone; and Dean Taylor.

There is no one single favorite driver for Dave. He has "a grid full. My favorite drivers are the guys I line up with prior to going onto the track and those same guys I high-five and chest bump post-race in impound." (Ed.Note: Such physical camaraderie won't be part of race behavior for the near future, as per SCCA's Covid Race Guidelines.)

Dave had more than one memorable experience. Dave's memories include learning to race at Laguna Seca, winning his first FF race at Sears Point, winning two races in one weekend at Pacific Raceways, winning twice at Portland International Raceway, one race in his DB1 and the other in his Mygale. He has fond memories of his first Runoffs at Mid-Ohio racing with Stan Townes. His dad and wife Felicia and even Tom Duncan were there. Drinking milk at the Indy Runoffs with Mike & Karen Bernstein, and Bruce Allen was especially cool. According to Dave "I have been fortunate to have fulfilled my teenager dreams and I am still participating while I am collecting Social Security. That's a sobering thought."

Dave's final comment: "I want to add a special thanks to all the volunteers who have freely given their time to make my life-long dream a reality. Thank You!"



Dave Jalen & Mygale, with crew Dean Taylor & Bruce Allen



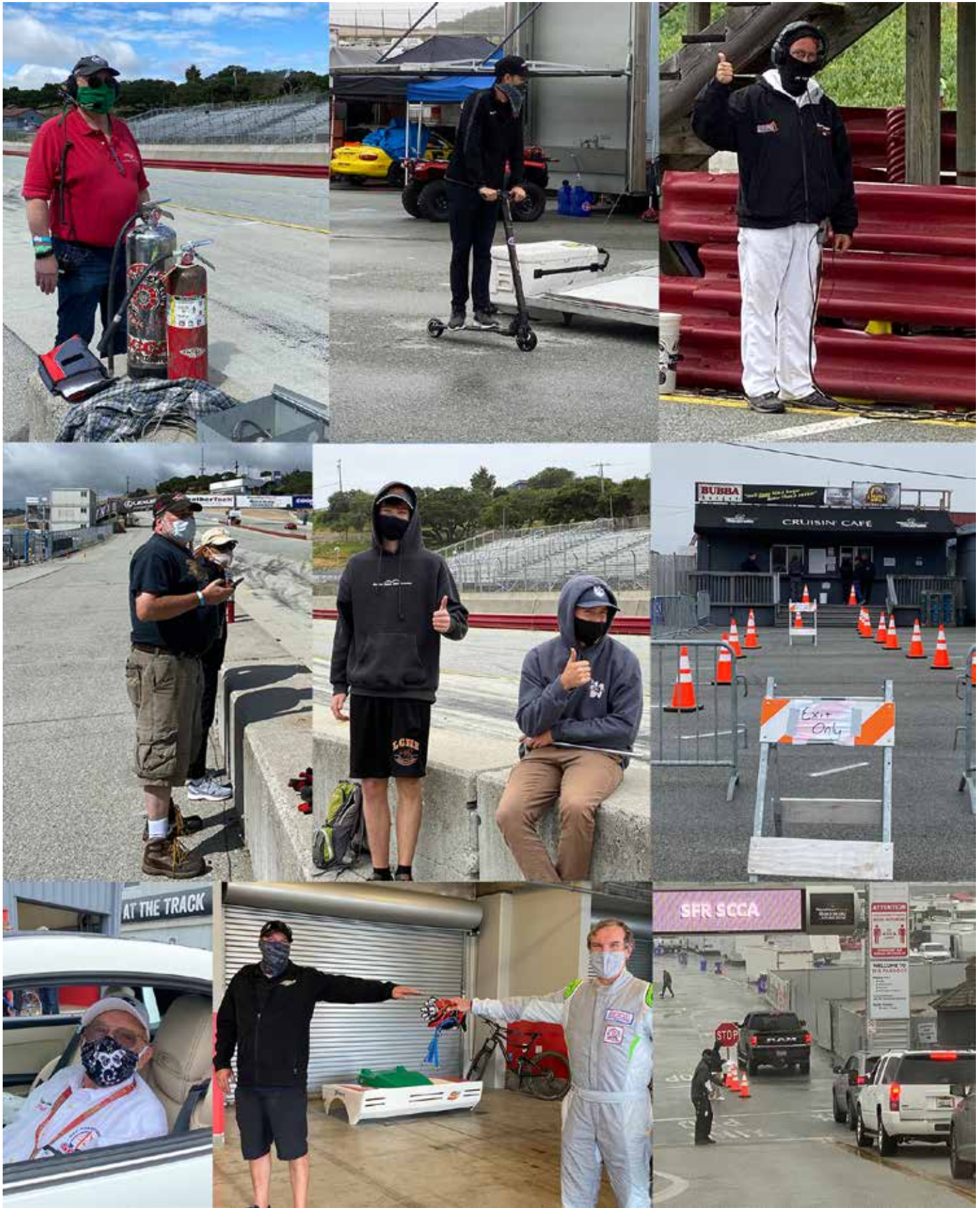
# Sheltering In Place

Photos by Laura Stich

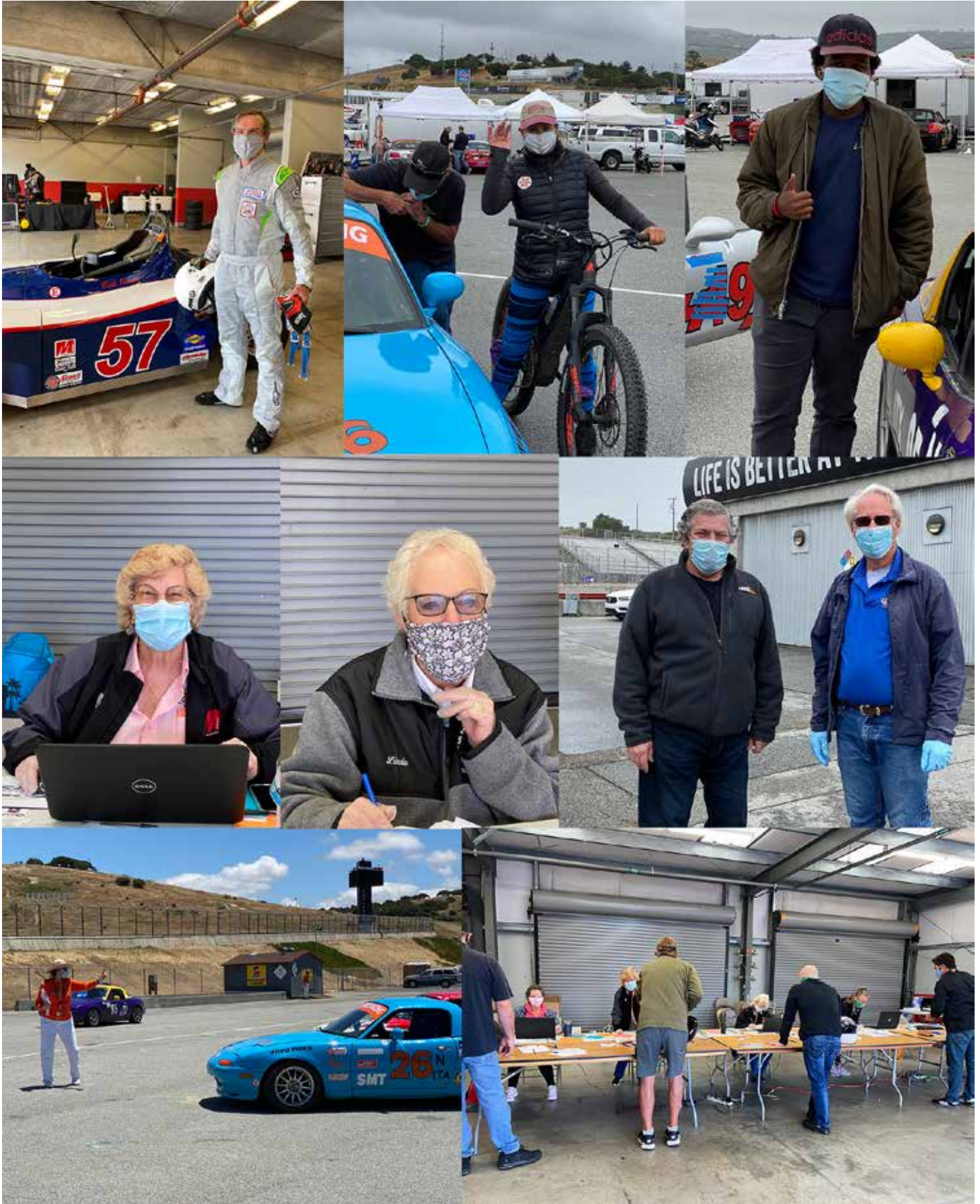




# Sheltering In Place *continued*



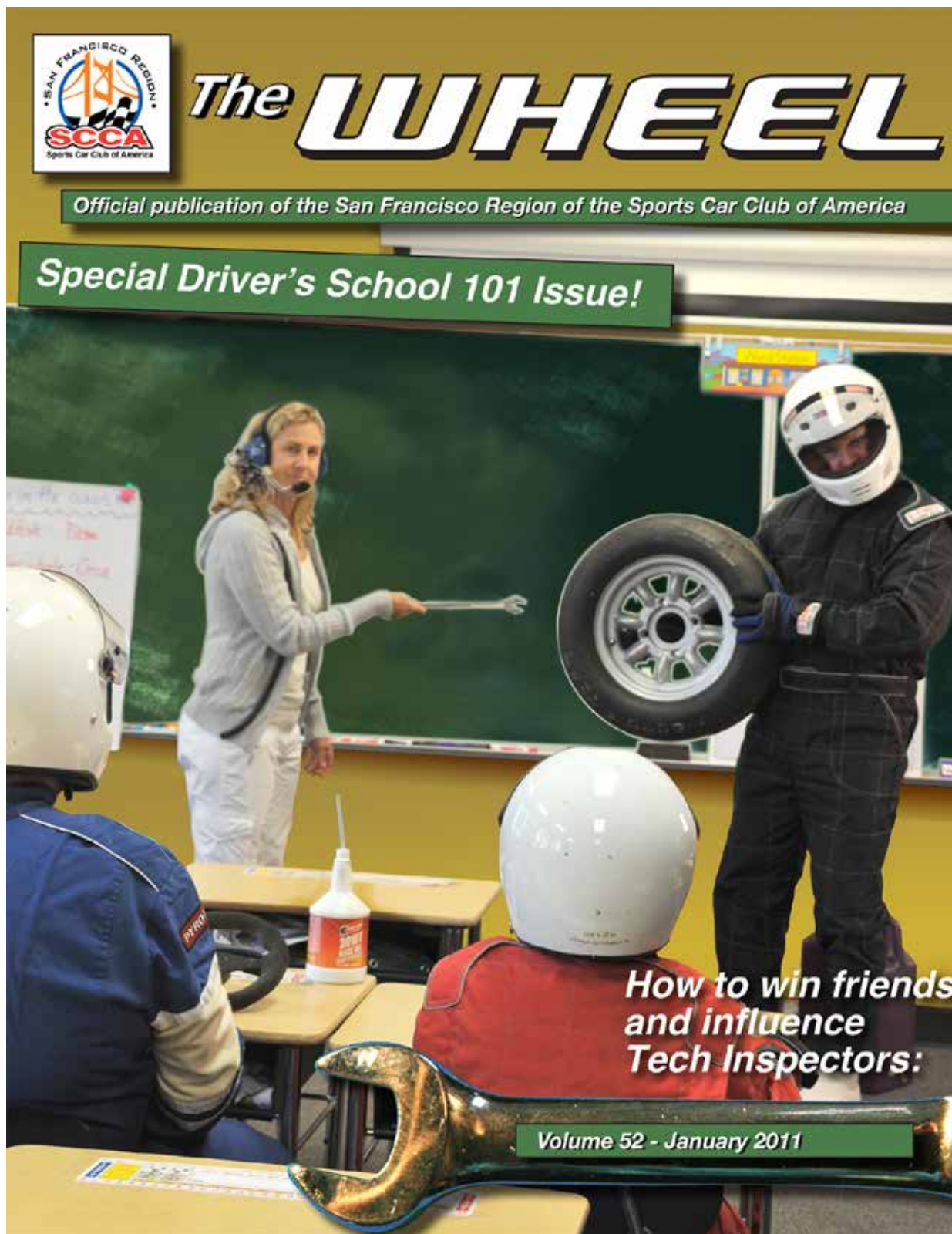






# PICTURE PLAY

FIND WHAT IS DIFFERENT BETWEEN THE TWO PHOTOS



Your Answers:

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

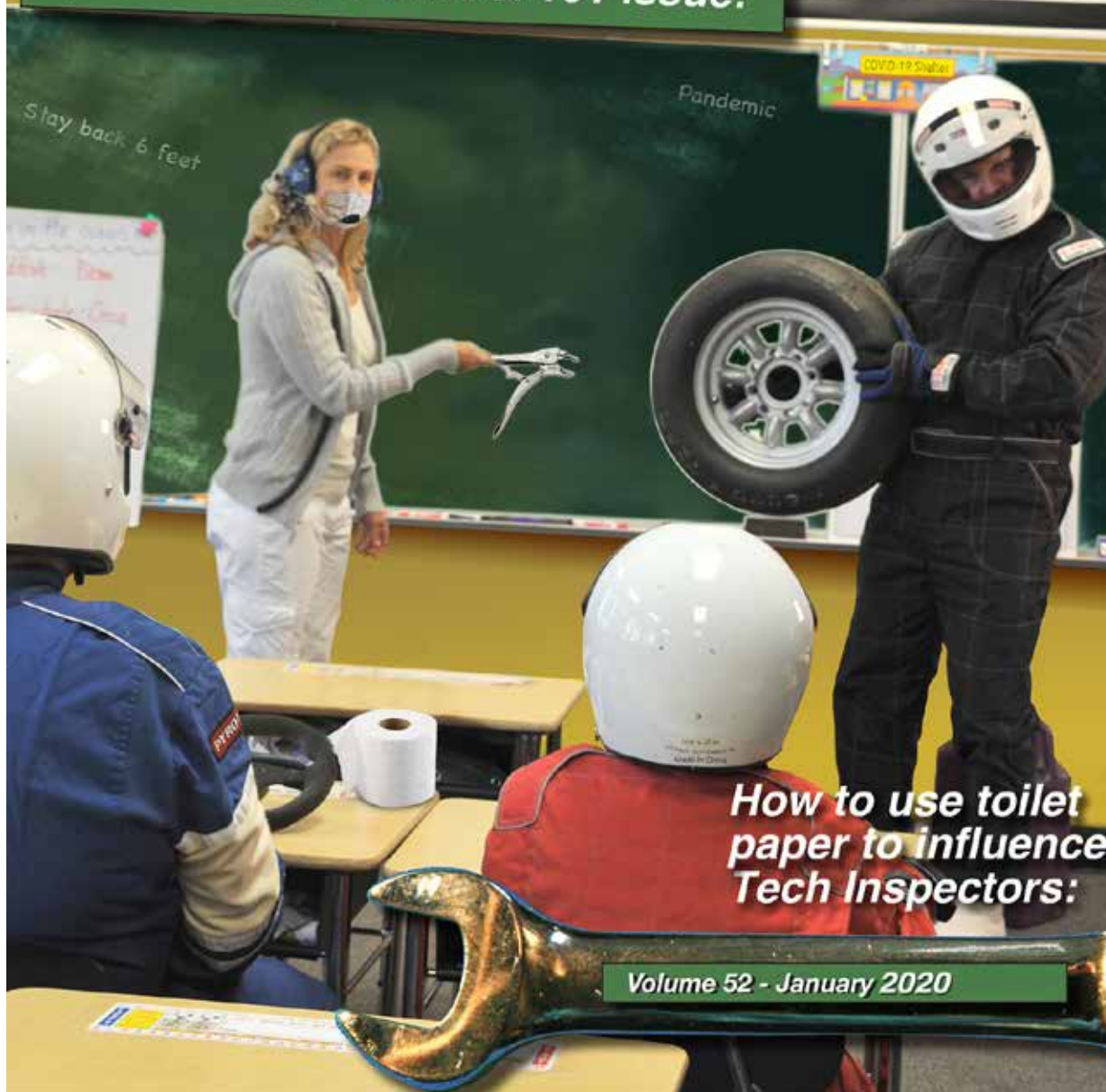
Original Cover  
What's different?



# The WHEEL

Official publication of the San Francisco Region of the Sports Car Club of America

## Special Driver's School 101 Issue!



How to use toilet paper to influence Tech Inspectors:

Volume 52 - January 2020

- Correct Answers:
1. "Mask" on instructor
  2. "COVID-19 Shelter" on the little picture attached to the calk board
  3. "8 lug wheel" changed from the 4 lug wheel
  4. "Pandemic" written the on the calk board
  5. "Stay back 6 feet" written the on the calk board
  6. "Vise Grips" changed out with open ended wrench
  7. "Made in China" on the back of the white helmet on the right
  8. "Toilet paper roll" replaced the oil jug.
  9. "How to use Toilet Paper to influence Tech Inspectors"
  10. "January 2020" changed from January 2011

Changed Cover  
Can you find 10 different things?



# NOTES from the ARCHIVE - SEYMOUR "CHICK" LESON



*Leson dressed in the proper kit next to his 150S at Cotati 1957*

Born in Michigan to parents who had immigrated to the United States from Ukraine in about 1913, the family moved to Oakland, California where his father established a plumbing supply company. World War II brought the company a large contract to supply material to the local shipyards for the war effort and prosperity to the business.

At 30 years old, Seymour "Chick" Leson decided to give sports car racing a try so he entered his first event at Reno in a Simca 8 Sport Roadster, finishing seventh in his class. For whatever reason, he did not race in 1952, perhaps to focus on the family business, but the seed had been planted.

Inspired by the very competitive Roger Barlow Simca Specials he had watched race, Leson shunned the ubiquitous MGs and had Jack Hagemann build a special race car based on a Simca Huit. The car was a tidy little racer for the under 1500cc modified class and in it Leson scored a second at Moffet Field and third at Madera in 1953.



*Leson's Simca Special at Pebble Beach 1953*

Unfortunately, Leson's special was soon outclassed by the newer OSCAs and Porsches but he soldiered on through the remainder of the 1953 season. For 1954 Leson acquired an OSCA MT4 and entered six races with his best finishes, a first at Pebble Beach and a second at Santa Clara. He continued racing in 1955 with the OSCA and an Alfa Giulietta (1st at Arcata, 2nd at Santa Rosa). In his final race of the year at Palm Springs, he faced off against a field of top drivers included Jack McAfee, Jim Kimberly, Elliot Forbes Robinson, J.P. Kunstle, Bill Pollack and Jay Chamberlain. However, Leson had a new race car he had acquired from Charles Rezzaghi's Mille Miglia Motors in San Francisco, a couple of months earlier - a new, red, Maserati 150S in which he finished 7th.

The 150S was a true, purpose-built race car and the latest from Maserati. It was designed and built with the latest technology of the time - tube frame chassis, de Dion rear end; double wishbone suspension; a low, sleek, aerodynamic body; four speed gearbox; a new, alloy, 1484 cc four-cylinder engine with dual overhead cams, hemispherical combustion chambers, twin-plug ignition, dual magnetos, dry-sump lubrication.

This jewel of an engine developed 142 hp at 7500 rpm which could propel the 1400 lbs. car to a top speed of 150 mph.

The 150S had a very limited production run of only 27 of these cars with many of them being exported to the U.S. Jean Behra, driving



*Leson passes on the outside at Pebble Beach 1954*

a factory 150S in the new models first race at the 1955 Nurburgring 500 Kilometers not only won the race but established a new track record, breaking the old record by nine seconds! One year later a 150S would place ninth overall at the 24 Hours of Le Mans. Back at the Maserati factory, they were saying *abbiamo vincitore...or we have a winner!*

1957 was busy year for Leson as he competed in five events in the now blue painted 150S and established a side business in Oakland, called Autosports Ltd., selling sports car accessories. He also had time





*Leson #117, chases Sam Weiss at Salinas Airport 1955*

to co-found the Racing Drivers Club (RDC) along with businessmen Fred and Carl Block, John Barneson, Dr. George Snively, John Fox and Bob Gillespie. Within one year, over 300 novice drivers enrolled in the RDC Drivers School with 85 receiving certificates to compete.

In Leson's last race of 1957 at Arcata, he survived a big crash when he rolled the 150s causing significant damage to the car. There was hardly a spot on the beautiful body that wasn't dented. Obviously this finished his season and over the next few months the car was repaired and made ready for the 1958 season which began with Stockton. However, the 150S was a non-starter no doubt due to the heavy rains which plagued the event which the press called the "Stockton Regatta". Instead Leson raced a friend's Porsche 550 and finished sixth overall and fifth in class. 1958 would be the final time Leson would enter the

150S in a race since a short time later he sold the car. For the balance of the season, Leson raced an AC Bristol with limited success. This would be his last full season of racing and in 1960 he retired from racing and also sold his accessory business to concentrate on his steel company.

And what of the 150S you might ask? Leson sold it to Jimmy Hughes, a BMC dealer in the San Francisco Bay Area who pulled the Maserati engine and installed a Corvette V8. Hughes only raced the car twice in 1959 finishing 9th and 25th at Laguna Seca and Vaca Valley respectively. Unfortunately, Hughes was killed at the 1960 Sebring 12 Hour races in an accident (brake failure) on the course as a member of the Lotus Cars USA team. His teammate in a Lotus Elite was Sammy Weiss from Sacramento.

At some point after Hughes last race in the 150S and the start of the 1960 race season, he sold the car to Chuck Sargent. The car was now painted red and was entered in seven races with a few top ten finishes. Sargent sold the car at the end of the season and moved to a Tipo 51 Birdcage Maserati. Years passed and no doubt the car traded hands several times but at last report, the car was in Australia where it was fully restored, reunited with its original engine and regularly raced in vintage events including the Monterey Historics. Current value of the car, somewhere in the 2.25 to 3.0 million dollars. Not bad for a car Chick Leson originally paid \$10,000.00 for.



*Leson's damaged 150s after flipping it at Arcata 1957*



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# THUNDERHILL REPORT

BY DAVID VODDEN

It is a rare moment when sitting down to write for the Wheel results in a lot of blank pages. I have written for this tabloid since the days of John Kelly and our mutual membership in the Motor Sports Press Association [MSPA] which was the pet project of another writer, Gordon Martin of the San Francisco Chronicle. Over the years I have upset a few people with my content but I have also been told I provide a great deal of information and enlightenment for people who read my scribbling. One of my favorite comments over the years occurs when one of my readers says that he/she reads the Wheel to enjoy my column. Ahhhh! Those of you reading this know that I write most of the content for the Thunderhill Park yearbook. I did the same for Baylands Raceway Park in Fremont and the California Racing Association before that. I actually began writing for publication in 1960 when I contacted the local La Habra newspaper, who told me that if I wanted a story in their sports section about my brothers racing adventures, I should write it and submit it to them and so I did. The rest is pages and pages of history.

My next great writing adventure will soon come off the presses in the form of the latest Thunderhill Park yearbook. As always, this book has the objective of recording the history of the track in a format that is easy to read and capture the evolution of the track. I have done one book a year for 25 years. Great documentation for the archives. I print a pile of these books and do not print another until each and every copy of the current magazines has been distributed. The book goes to the Performance Racing Industry show each year where exposing our brand and the history of Thunderhill to a great many important industry people is the result. The Thunderhill Park yearbook is a key reason why men and women in our industry know who we are, what we have done and why Thunderhill Park is head and shoulders above most of the competition. The book also gets mailed all over the world resulting in some of the most interesting correspondence you can imagine. I am proud to say that Thunderhill Park has an excellent reputation in the industry and among a great many movers and shakers who read and see and hear about the track we built for the recreational motorsports market, aka "built by racers for racers". I guess I should point out that more and more of what we do at Thunderhill has little to do with actual racing. Only a handful of traditional clubs still race cars and there is only one motorcycle racing club that takes the green flag at our racetrack.

In the summer of 2020, the story of Thunderhill Park is about as different as it could be but so is everything else. We do not have an exclusive on the impacts of the COVID virus. Fortunately, no one up here has the virus or even knows anyone that does. The medical emergency stations that were set up in the area to handle the expected influx of COVID cases have all been taken down. The track itself is sanitized to the bone with procedures in place to make sure that no one who comes here gives anyone the virus and visa-versa. We have been staging small events with small body counts with no adverse impacts. Recently, the Sacramento Solo Chapter surprised us with an entry double that of their normal events. Everyone handled the result superbly. The Solo II team expects to have big events for the remainder of the 2020 season.

The track was able to get some PPPA federal money so we could sustain our payroll and enable the team to stay employed. As we continue to look forward to a return to normal, the booking of events continues to fill the calendar with small events. We were among the early track properties to try small private events but we fell far behind our neighbors in Kern County, Buttonwillow and Willows Springs, that have been up and running since early May.

When you next come to Thunderhill the first thing you will notice is that the State repaved highway 162 from Wal Mart to well past our entry road. Next you will notice that we take temperatures at the gate. Everyone! I get mine taken every day and appreciate knowing that I can come in because I do not have a temperature. We have turned people away for exceeding the 101.4 limit for being considered as having a medical fever. We now have a medical release and waiver form that you must sign to gain entrance. It says all kinds of things but, as with all waivers, it is mostly a promise not to sue us or anyone else involved in the day. It is also an admission that you are aware of the risks involved and accept them as a condition of entry.

We do have available dates at Thunderhill throughout the coming months to help cure your lock-down insanity. If you would like to get on track, practice or just regain your sanity it is easy to do so. Call us! All you need is some friends and a date. We do all the rest. Clearly you can make money in the process. This is obvious since everyone who books track dates here does just that. You do not need to go into the track-day business but you can create a day or two where you control the track time, who attends and how much they pay you for the fun! If others not as smart as you can do this then so can you. Think about it!

Finally, please remember that the SCCA season finale, a three-day event that winds up the class championships, will take place here on October 23, 24 and 25. The next Thursday afternoon Track Night in America affair is set for June 18th. The Teen Car Survival Clinic that can save your young-drivers life is on Sunday June 28th. You can come help instruct at this event and see how wonderful it really is for you and for the kids! Finally, our friends from Reno will have their next event on the West track on July 18th. For more information on what is happening at Thunderhill Park always go to [www.thunderhill.com](http://www.thunderhill.com).



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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

## Street/Auto-X

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



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



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](http://www.buy-sell-race.com) • Contact: [info@exclusivemotorwork-racing.com](mailto:info@exclusivemotorwork-racing.com)



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](mailto:bbhillsantacruz@gmail.com)



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  
Porsche  
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  
Mike Mays (916) 202-0131

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.

Whether you are interested in preparing for an upcoming race or just want to have some fun the SimXperience Stage 5 will exceed your expectations. This is one of the most advanced, customizable and immersive simulations available at any price point, a clear winner. White glove delivery, setup,

and expert RaceCraft1 instruction available upon request. 1812



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

## BUSINESS OPPORTUNITIES

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

## SHOP/STORAGE SPACE

Trailer taking up valuable space? Why not store it at Thunderhill? Contact Thunderhill office 530-934-5588, a live person will answer all your questions!

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

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

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

STORAGE SPACE: Available for smaller race car, hot rod, vintage. Concord area. Very secure long term deal storage only \$125 per month. John (510) 548-1011

## GARAGE RENTALS AND TRAILER

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.

## DRIVING CLASSES

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

## SERVICES

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

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

1808





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

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

**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

#### RACE CAR RENTALS

*Larry Oka*

Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services  
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**Auto Spa Racing Service -** In our 25th year, still located at Sears Point / Sonoma Raceway, continues to provide our customers with full service race car fabrication, restoration and trackside support. We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment, transaxle service or any fabrication project you might have. We can now offer race car storage, long or short term. Call Steve 707 938-8727, [auto-spa.com](mailto:auto-spa.com)

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

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Formula First race car for rent for SFR drivers school and select regional races. The car is very well prepared and ready to go. It will fit large/tall drivers. It has a full GPS based data system and cameras onboard for driver development. Take advantage of my 35 years of racing experience to help you learn, or fine tune you're driving. Call Scott 916-801-9728



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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

car to the track, we will help you get faster. Our attention to detail and experience will give you a competitive advantage. Our rigorous service and preparation results in reliable cars, we don't have any DNF's due to poor maintenance. AccelRaceTek is now the SFR CSR and can support any SpecRacer driver with parts and support at the track. [www.accelracetek.com](http://www.accelracetek.com). Bruce Richardson @ (408) 499-7266 or [brichardson@accelracetek.com](mailto:brichardson@accelracetek.com) 1607

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[rob@lotusraceshop.com](mailto:rob@lotusraceshop.com)  
<http://dietschwerks.com> 1502

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[www.ohmygodracing.com](http://www.ohmygodracing.com)

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

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

#### JOBS

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

**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](mailto: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!

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

#### ADVERTISE

Advertise in the next once-a-year, annual Thunderhill Park publication. Call Geoff at 530-934-5588 Ext 105. Don't miss out. Get your name in front of thousands of potential and current customers with a low-cost ad in this fabulous and historical publication No one ever throws them away so think of it as life-time advertising!

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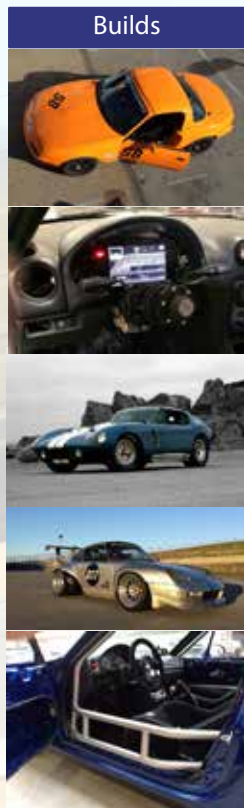
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JUNE 2020

# The wheel

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