



The wheel[®]



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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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CALENDAR 2022

2022 FRESNO CHAPTER SOLO SCHEDULE

Autocross Schoolt - **Jan 22**

Event 1 - **Jan 23**

Event 2 - **Feb 5****

Event 3 - **Feb 6****

Event 4 - **April 23**

Event 5 - **April 24**

Event 6 - **June 6**

Event 7 - **June 7**

Event 8 - **June 25**

Event 9 - **Aug 20**

Event 10 - **Sept 10**

Event 11 - **Sept 11**

Event 12 - **Nov 12**

Event 13 - **Nov 13**

More dates may be added; visit www.FresnoSCCA.com for an up-to-date calendar

All events held at Fresno Fairgrounds except February

**Famoso Raceway

SAN FRANCISCO REGION'S 2022 SOLO II CHAMPIONSHIP SCHEDULE

New schedule coming

RENO REGION SCCA SCHEDULE

New schedule coming

SCCA SACRAMENTO AUTOCROSS SCHEDULE

New schedule coming

2022 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

FEBRUARY 11-13

DRIVERS SCHOOL – THUNDERHILL RACEWAY PARK

FEBRUARY 25

TEST DAY (RUN BY HOD) – SONOMA RACEWAY

FEBRUARY 26-27

REGIONAL 1&2 - SONOMA RACEWAY

MARCH 18-20

MAJOR/RESTRICTED REGIONAL 3&4 – THUNDERHILL

APRIL 21-24*

TRANSAM/SVRA - WEATHERTECH LAGUNA

APRIL 29-MAY 1*

IMSA - WEATHERTECH LAGUNA

MAY 13-15

REGIONAL 5&6 - WEATHERTECH LAGUNA

JUNE 17

TEST DAY (RUN BY HOD) – SONOMA RACEWAY

JUNE 18-19

REGIONAL 7&8 -SONOMA

JULY 1-3

REGIONAL 9&10 - WEATHERTECH LAGUNA

JULY 22-24

REGIONAL 11&12 - WEATHERTECH LAGUNA

AUGUST 13-14*

PRE REUNION - WEATHERTECH LAGUNA

AUGUST 17-20*

REUNION - WEATHERTECH LAGUNA

SEPTEMBER 3-4

REGIONAL 13&14 - THUNDERHILL

SEPTEMBER 9-11*

INDY CAR - WEATHERTECH LAGUNA

OCTOBER 13-16*

VELOCITY INVITATIONAL

OCTOBER 28-30**

REGIONAL 15,16,17 - THUNDERHILL

***Pro Race Support for Volunteers**

****Double points**

***** Subject to change**

Frank Schultheis Memoirs

THE EVOLUTION AND DEVELOPMENT OF FIRE SUITS FOR MOTOR SPORTS;

Driver auto racing attire has come a VERY long way from when we saw photos of Juan Manuel Fangio racing in short-sleeved shirts... In the 1950's and into the 60's, the light blue Dunlop one-piece suits which we saw most British and some European drivers wear, were little more than broadcloth pajamas!!! (What little chemical fire retardant they came with when new, went away during their first washing/cleaning.)

Wearing Sears white coveralls was vogue in SCCA during the late 50's. Then the SCCA started to require that these coveralls be dipped in a "fire-retardant" solution of water and a heavy amount of borax - (Boron Nitride)...The directions were: [1] soak the coveralls for about one-half hour. [2] Do not wring out the solution, but [3] Lay out the garment on newspapers or blankets [4] And allow them to air-dry - preferably in the sun [5] Then "ruffle" them to take away their stiffness. (And believe me, they were stiff!)... Oh. And we were to wear these over wool long-johns... For wool does not sustain flames (?)

Enter one Mr. Bill Simpson..... The RDC (Racing Driver's Club) in 1968 was approached by Bill Simpson to make a demonstration of a new outer and underwear material system made out of NOMEX.... USAF and NAVY pilots had been using these outer NOMEX flight suits (And gloves) for some time - And a few SCCA racers had acquired them.

Bill Simpson was invited to an RDC meeting at the Oakland Boat House... Bill put on a Nomex underwear sleeve up to armpit, and then a single layer of shiny outer sleeve. He next squeezed a bottle of rubber cement onto his arm - wrist to elbow.... Someone from the 100 plus audience was then asked to light the rubber cement, and start a

stop-watch... My! What a nice blue flame there was, and the crowd was hushed.... After some 30 plus seconds, someone called: "Isn't it getting hot?" "Hell yes!" And he whipped the two sleeves from his right arm and threw into a bucket of water... The hair on his arm was still there, and no "degree" of burn was present.

Bill stated that he had given this presentation to the Cal-Club Region and San Diego Region, including their Regional Governor.... I don't know how many orders he took after the meeting had adjourned, but my wife Shirley ordered a set for me. (!)

Simpson Safety Gear has been a staple for many years now, with numerous other manufacturers competing for the market... Bill Simpson lost control of the "Simpson" name.... But has returned under the name "Impact"... NHRA requires a 3 and 4 layer one-piece suit for its competitors... And watch NASCAR at the variety of manufacturers adorning its drivers in all their Series

Two additional side stories regarding Bill Simpson: Bill had a son whom he was sponsoring in the ARS/CART Series. (Later to become the INDY-Lights) During the post race Tech inspections of the top three finishing cars, Bill noticed that while I was checking the V6 Buick engine's timing, I was wrapping my arm with a towel to avoid the hot header, Bill asked his helper to get something... Well! I was handed a double-layer sleeve and a heavy glove with a gauntlet that extended almost to the elbow. Kind person!



Confessions of a Cone Slayer

By Rob Krider



Two Minutes On Grid

It's hot. Like, damn hot. I can feel a small bead of sweat making its way down my forehead. The foam in the interior of my racing helmet refuses to absorb the pesky trickling line of sweat. I'm hoping it doesn't fall into one of my eyes, causing a little sting and a minor annoying distraction. The

last thing I need at this moment is a stupid distraction. I take a big breath in, smelling rubber, race fuel and exhaust. I slowly exhale while I, and my car, impatiently idle in the paddock waiting for the whistle from the grid marshal. The whistle will signal my time go on track, my time to do battle.

I'm tightly strapped into my hard, uncomfortable racing seat. These containment seats are designed for going fast and saving lives in a crash. They weren't designed for sitting restless in a paddock. I have five separate three-inch harnesses forcefully holding me motionless. I can feel the material squishing against my body, my skin pinched at the shoulders under the stress of the straps.

My forearms are hot. Covered in three layers of Nomex from my racing suit, there is just no reprieve for my poor forearms. The air is stale and unmoving inside the race car. Once things get rolling, I know air will rush into the open windows for some relief. It will be violent, one-hundred-mile-per-hour air vortexing noisily into the interior of my car. I won't hear any of it. I simply won't notice it. I'll be concentrating on other more important matters.

With nothing else to do except wait and sweat, I tug on my removable steering wheel to ensure it is attached properly. I pull down on my gloves to ensure they are perfectly in place. First the left glove, then the right. I check the gauges. Yup, engine temp is just right. Through my nose, I can smell the dank sweat of my fireproof balaclava covering my face. I think to myself - I need to clean this thing after this weekend. My right foot is shaking a little bit, held just a centimeter above the throttle pedal. I can hear a slight bit of radio frequency feedback through my ear plugs. This is good. It means the radio is working. Right now, nobody is talking on the radio. The spotters and the pit crew are in place. The car is on grid. I'm strapped in. The team is leaving me alone for a moment, allowing me to focus. There is nothing to do, nothing to say. It's just time to wait and sweat and overthink things.

My vision of the world is hindered by distortion through my helmet's smoked visor. The HANS device connecting my helmet to my shoulders limits me from looking left or right. All I can do is look forward through the windshield, straight forward. My visor fogs up and then clears with every breath from my lungs. The continuous fogging and clearing of my vision has me thinking about my breathing. Am I breathing too fast? Am I too calm? I check the gauges again. No changes.

With the radio earplugs jammed into my ear canals, I can't actually hear if the car is running. The tachometer indicates that the car is idling, but my hearing doesn't agree. I rap the throttle for a quick moment and hear the voracious scream of the engine as it instantaneously ramps up from 1,500 RPMs to 4,000 RPMs and then back down to a reasonable calm pace. Yup, the car is running. Everything is good, but it is still ridiculously hot inside this non-moving race car.

I can barely see through my limited peripheral vision to my left to confirm my window net is up and in the proper place. I reach up with my left gloved hand and touch the quick release mechanism to provide some muscle memory of its location just in case things don't go as planned on track. The thing about racing is things rarely go to plan. Automobile racing is a chaotic, violent dance, a chess game at over 100 miles-per-

hour with a thousand different decisions to be made every millisecond. The right choices can bring glory and the spraying of champagne. The wrong choices can bring disaster and fire.

I can barely hear the crackled sound of the race track's public address system as it begins pumping out an old recording of the American national anthem. I see anyone not in a race car remove their hats and all turn in one direction. I see crew members standing on the pit wall, wearing my team's embroidered shirts, holding their right hands over their hearts. I try to look, but I can't see the flag from my position bound inside the car. Instead, I just look forward. As the song continues, it reminds me that I am in the featured race of the day, "the show." I think about all of the hard work it took to get to this place in time. To be a race car driver, to have a racing team, to qualify on the pole, to be the first car out of the grid, to be the car everyone's eyes are on for this short instant. I begin to get a bit emotional. I can feel it in my throat. This is a big moment and I don't want to let the team down.

I suck a drink through the hydration tube inside my helmet. The first few sips are a tad gross, just warm water with a hint of staleness from the water sitting static in the drink tube until I finally get some refreshing ice cold H2O from deep inside my chilled camel pack. Oh, that water tastes so good. As soon as my mouth is full like a chipmunk with cold water, my ears are blown out from the sudden loud radio call from my Crew Chief, Stephen, "38 Car, national anthem is over, you all good?" I quickly swallow down the water as I use my left thumb on the steering wheel to hit the push-to-talk button. Half choking I mutter, "Yup, 38 Car, loud and clear, all good here on grid." I cough a bit of water up and then say, "Ready to rock." "Copy, the pace car has its roof lights on, and his heading your way. We are about to get going."

I rev the engine again. The loud exhaust crackles. The motor sounds like it's ready for a fight. I can smell the exhaust while clouds of smoke sting at my eyes. I glance one more time at the gauges. They look good. I see the pace car with its lights activated pull directly in front of me and suddenly stop. The grid marshal in his white pants walks up to the driver of the pace car. The two men nod to each other. I see the grid marshal take in a deep breath and place his whistle in his mouth in preparation to get the party started.

The sound of the whistle pierces the idling and revving of the forty race cars on grid. The pace car begins to pull out of the paddock with its amber rotating roof lights glowing and spinning. I depress the clutch pedal with my left foot. I place the car into first gear with my gloved right hand. The car goes into gear smoothly, perfectly. I can feel my butt pushed back into the race seat. I give the car a little bit of gas, hearing the engine rev, and slowly let the clutch out. The race car jostles forward, alive. I'm rolling, the wait is over.

As I follow the pace car out of the paddock, feeling every bump of the uneven asphalt through the race car's stiff suspension, I tell the crew chief over the radio, "38 Car, rolling out. Race mode on."

"Time go to war."

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



SFR Solo II's Round 14 & 15

By Ryan Panlilio

Round 14

A few autocrossers are back from Nationals to attend Round 14 of the SF Region's Solo II Championship series that was held on October 9, 2021, at Crows Landing. The event, co-chaired by Justin Tsang and Ben Martinez, with the course designed by Arvind Govindaraj, attracted 74 drivers.

Monty Pack led the S1 group in a 2018 Porsche GT3 (SS). He was followed by Eric Lam in a '15 Porsche GT3 (SS), while Justin Bowen rounded up third in a '14 Porsche Cayman S (AS). The rest of S1 included Juven Lat, Todd Winstanley, Steven Smith, Craig Boyle, Kaustav Acharya, Keith Bullock, Darren Shortes, Carl Thompson, David Rushing and Vernon Head.

The S2 group saw Alex Muresan take first place in a '19 Honda Civic Type R (DS). He was followed by co-driver Tiberiu Muresan, with Shep Patteron taking third in a '01 BMW M Roadster (BS). James and John Rowney rounded up the rest of S2.

Dusty Sanguinetti, in a '99 Mazda Miata (ES), took the top spot in S3. He was followed by Eric Nielsen in a '99 Miata (ES). Trevor Pontifex took the last podium spot in a '09 Mazda RX8 (CS). Chris Kannan Jr. and Christian Kannan rounded out the rest of S3.

Chris Kannan ran uncontested in S4 in a '16 Ford Focus (GS). Pamela Kannan also ran uncontested in S4-L in a '16 Ford Focus (GS).

The SMP group was led by Steve O'Blenes in a '05 RX8 (DSP). Adrian Cardenas, in a '95 Mazda RX7 (ASP), came in second, while Isaac Acks took third in a '06 Mitsubishi Lancer Evo (SM). The rest of SMP included Cliff Fong, David Chau, Justin Tang, Eric Gnesa and William Kilby. Lisa Gnesa ran uncontested in SMP-L in a '09 Cayman S (SSM).

Dhiraj Jadhav took the top spot in Solo Spec Coupe in a '13 Subaru BRZ. Glenn Austin took second in a '14 BRZ, while Bill Charron rounded out the top three. Ed Runnion and Dennis Quilantang rounded out the rest of SSC.

Richard Lee, in a '14 BRZ, took first place in STX. He was followed by Erik Acks in a '13 BRZ, while Jonathan Lugod finished third in a '07 Honda Civic Si. The rest of STX included Adam Tarnoff, Jessica Yeung, Glen Anderson and Megan Anderson.

Classic American Muscle was led by Jeff Wong in a '19 Chevrolet Corvette (-S). His co-driver, Nicole Wong, took second, and Michael Gardner took the last podium spot in a '16 Ford Mustang GT350 (-C). Akash Mohanan, Greg Back, Leon Weinroth, Matt Roberts and David Whisnant rounded out the rest of CAM.

Douglas Hargrove ran uncontested in Modifieds in a 1983 F500 R&D Special.

Tom Exley took the top spot in the Prepared class in his '87 RX7 (XP). James Laeno, in a '90 Miata (XP), took second, while Derek Boyd took third in a '89 Miata (XP).

Scott Sandowski ran uncontested in XS in a '97 Civic.

Praneil Prasad, in a '16 Miata (STR), led the ST1 group. Prasad was closely followed by Bryan Heitkotter in a '07 Nissan 350Z (STU), while Scott Mullens took third in a '16 Mazda MX5 (STR). The rest of ST1 included Andrew Vo, Mack and Justin Tsang, Arvind Govindaraj, Steve McLaughlin, Catherine Tran, Ed Burghardt, and Daniel Imamoto. Teddie Alexandrova ran uncontested in ST1-L in a '07 350Z.

Ralph Elder took the top spot in ST2 in a '89 Honda Civic (STS). Brenna Comacchio came in second in a '91 Miata (STS), while Michael Dries-Coons took third in a '11 Mazda Mazdaspeed 3 (STH).

Round 15

Seventy-two drivers competed in Round 15 of the SF Region's Solo II championship series held on Oct. 10, 2021 at Crows Landing.

Mark Allen ran uncontested in the EV class in a 2019 Tesla Model 3.

Ed Runnion eked out first place in Solo Spec Coupe in a '16 Scion FR-S. Bill Charron took second in a '15 Subaru BRZ.

Adam Tarnoff took the top spot in STX in a '04 Mazda RX8. Erik Acks took second in a '14 BRZ with Richard Lee nipping at his heels in third in a '14 BRZ. The rest of STX included Jonathan Lugod, Jessica Yeung, Dan Correll and Brian Stanaway. Sandra Hermans ran uncontested in STX-L in a '04 BMW 330Ci.

Jeff Wong led the Classic American Muscle class for the second day in a row in a '19 Chevrolet Corvette (-S). He was followed by Bryan Stewart in a '04 Corvette Z06 (-S), while Troy Jennings rounded out third in a '14 Ford Mustang GT (-C). Nicole Wong, Akash Mohanan, Michael Gardner, James Carothers, Leon Weinroth, Greg Back and David Whisnant rounded out the rest of CAM.

Douglas Hargrove ran uncontested in Modifieds in a '83 F500 R&D Special.

Tom Exley, in a '87 Mazda RX7, took first place in the Prepared class. Steve Lau came in second in a '10 Porsche Cayman and Tara Shapoval took third in a '10 Cayman. The rest of the class included James Laeno and Derek Boyd.

The S1 group was led by Monty Pack in a '18 Porsche GT3 (SS). Karlton Lew, in a '21 Porsche GT4 (SS), came in second, while Eric Lam finished third in a '15 Porsche GT3 (SS). The rest of S1 included Sebastian Rios, Justin Bowen, Justin Tsang, Shauna Rios, Donald Lew, Craig Boyle, Allen Chen, Darren Shortes, Vernon Head and Hank Gnesa.

Eric Martin, in a '20 Mustang EcoBoost (DS), took the top spot in S2. Gary Fazekas finished second in a '19 Mustang (FS), with Ganzorig Erdenebat in third in a '20 Subaru WRX Sti (DS).

Dustin Sanguinetti finished in first place in S3 in a '99 Miata. He was followed by Chris Kannan Jr in a '02 Miata, with Christian Kannan in third, also in a '02 Miata. Joseph Macy and Mark Kallos rounded out the rest of S3.

Rob Krider led the S4 group in a '15 Honda Civic (HS). Artem Rakhov, in a '13 Ford Focus ST (GS), came in second, while Chris Kannan rounded out third place in a '16 Focus. Pamela Kannan ran uncontested in S4-L in a '16 Focus.

The SMP group saw Steve O'Blenes take the top spot in a '05 Mazda RX8 (DSP). Adrian Cardenas, in a '95 RX7 (ASP), took second, and Isaac Acks took the last podium spot in a '06 Mitsubishi Lancer Evo (SM). The rest of SMP included Eric Gnesa and Rapha Durand. Lisa Gnesa ran uncontested in SMP-L in a '09 Porsche Cayman S.

Praneil Prasad continued his lead in ST1 with a first place finish in a '16 Miata. He was followed by Scott Mullens in a '16 MX5. Catherine Tran rounded out third in a '19 Miata. The rest of ST1 included Arvind Govindaraj, Steve McLaughlin, Connie Lu, Ed Burghardt, William Stanaway, Anton Savinov, Alexandra Simone and Mike Winckler.

ST2 saw Todd Winstanley take the top spot over Brenna Comacchio in second place. Both were driving '91 Miatas.

Scott Sandowski ran uncontested in XS in a '97 Honda Civic.

SFR Solo II Round 16

end of the season event draws a crowd

Photos by Ricardo Quinonez

By Ryan Panlilio



154CAM: Curt Hill navigates the course in his Blazer.

Round 16 of the SCCA San Francisco Region's Solo II series was held on November 6, 2021. The event was co-chaired by Jessica Yeung and Jonathan Lugod, and the course was designed by Andrew Kessel. One-hundred and six drivers competed in the event.

Eric Lam took first place in S1 in a 2015 Porsche GT3 (SS). He was followed by John Lawrence in a '17 Chevrolet Corvette (SS), while Karlton Lew took third in a '21 Porsche GT4 (SS). The rest of S1 included Justin Bowen, Anton Savinov, Allen Chen, Donald Lew, Craig Boyle, Eric Gillis, Carl Thompson, Hank Gnesa, Alexandra Simone, Darren Shortes and Michael Lella.

The S2 group was led by Alex Muresan in a '19 Honda Civic Type R (DS). Andrew Kessel took second in a '19 BMW M2 Competition (BS). Eric Martin took the final podium spot in a '20 Ford Mustang EcoBoost (DS). Lloyd Feaver, Rich Bishop, Gary Fazekas, Tiberiu Muresan, Shep Patterson, Van Huynh and Daniel Acks rounded out the rest of S2. Laura Howard ran uncontested in S2-L in a '01 BMW M Roadster (BS).



64BS: Shep Patterson in a 2001 BMW M Roadster.

Dan Shaw, in a '17 Mazda MX5 (CS), took first place in S3. Eric Neilsen, in a '99 Miata, was a close second (ES), while Wade Spurlock finished third in a '12 MX5. The rest of S3 included Nick Pereira and Danila Machenkov. Alice Shi ran uncontested in S3-L in a '92 Miata.

Randy Krider took first place in S4 over co-driver Rob Krider. They split seat time in a '15 Honda Civic (HS). Artem Rakhov finished in third place in a '13 Ford Focus ST (GS). The rest of S4 included John Subosits, Glenn Tozier, Pranav Maroli and Alex Hutcherson.

Solo Spec Coupe was led by Praneil Prasad in a '14 Subaru BRZ. Bill Charron took second in a '15 BRZ, while Dennis Quilantang took third in a '13 BRZ.

Adam Tarnoff, in a '04 Mazda RX8, took first place in STX. He was followed by Erik Acks in a '13 BRZ, while Richard Lee rounded third in a '18 Mazda 3. Kurt Wong, Glen and Megan Anderson rounded out the rest of STX. Katherine Flater ran uncontested in STX-L in a '13 Scion FRS.

Bryan Stewart led the Classic American Muscle class in a '04 Chevrolet Z06 (-S). Curt Hill, in a '72 Chevy Blazer (-T), took second and Hal Dorton



140XSA: Brian Heitkotter flogs a 2022 Subaru BRZ.

took third in a '17 Mustang GTPP (-C). The rest of CAM included Michael Gardner, Takeshi Yoshida, James West, Greg Matthews, Greg Back and Leon Weinroth.

Modifieds was led by Ben Martinez in a '84 Van Diemen RF84 (CM). Nipping at his heels was Ricardo Quinonez in a '20 Shark Stealth (CM), with Jake Obniski taking the last podium spot in a '17 Exocet (EM). Kelly Prior, Douglas Hargrove, Eileen Blando and Dennis Losher rounded out the rest of Modifieds.

James Laeno led the Prepared class in a '90 Miata (XP). Dwayne Komush took second in a '82 Toyota Starlet (DP), while Richard Rossmassler finished third in a '76 Ford Capri II (XP). The rest of Prepared included Michael Sutton and Derek Boyd. Deanne Caraballo ran uncontested in Prepared-L in a '82 Starlet.



240FS: Rich Bishop tests the handling of his 2017 BMW 240ix.

Jonathan Lugod, in a '19 Miata ND2 (SSM), took first place in SMP. He was followed by Isaac Acks in a '06 Mitsubishi Lancer Evo (SM). Jaime Mendoza, in a '88 Honda CRX (SMF), rounded out third. Mike Monegan, Jessica Yeung, Eric Gnesa, Lisa Gnesa, Darrell Moskowitz, Daniel Medeiros and Jeff Lima rounded out the rest of SMP.

Andrew Vo led the ST1 class in a '19 Miata (STR). Mack Tsang finished second in a '06 Subaru Sti (STU), with Mark Lewis took third in a '16 MX-5 Club (STR). The rest of ST1 included Steve McLaughlin, Justin Tsang, Todd Winstanley, Khoa Cao, Ethan Wang, Brenna Comacchio, Attalah Hadad and Hanbo Hu. Monica Tsang ran uncontested in ST1-L in a '98 BMW M3.

Cody Mountjoy took first place in ST2 in a '18 Fiesta ST (STH). Andrew Padua came in second in a '17 Honda Civic Si (STH), while Matthew Huang took third in a '16 Volkswagen GTI (STH).

The STM class was led by Teddie Alexandova in a '22 Subaru BRZ (SM). Scott Sandowski, in a '97 Civic (SMF), finished second, with Julian Zatorski third in a '05 Mitsubishi EVO 8 MR (SM). Rob Jeon and Tey Davis rounded out the rest of STM.

Mark Allen took the top spot in XS in a '19 Tesla 3 (EV). Bryan Heitkotter took second place over co-driver David Santel. They were in a '22 BRZ (XSA). The rest of XS included Chris Cox, Guy Ankeny, and Charlie Davis.



start line: Guy Ankeny waits for his turn at the start line.

SFR Solo II Round 17

championship season draws to a close

Photos by Ricardo Quinonez

By Ryan Panlilio



17XS: Charlie Davis tests his 1999 Miata.

Eighty-one drivers came out for Round 17 of the SF Region's Solo II championship series, the last event for the year, on November 7, 2021. The course at Crows Landing was designed by Andrew Kessel; and Jonathan Lugod and Jessica Yeung co-chaired the event.

Mack Tsang led the ST1 group in a 2006 Subaru STI (STU). He was followed by Praneil Prasad in a '16 Mazda MX-5 (STR). Nipping at Prasad's heels was Todd Winstanley in a '08 Honda S2000 (STR). The rest of ST1 included Justin Tsang, Steve McLaughlin, Mark Lewis, Brenna Comacchio, Matthew Huang and William Kilby. Monica Tsang ran uncontested in ST1-L in a '98 BMW M3.



77EV: Mark Allen quietly takes the course in his Tesla 3.

Andrew Padua ran uncontested in ST2 in a '17 Honda Civic Si.

Glenn Austin took first place in Solo Spec Coupe in a '14 Subaru BRZ. Dennis Quilantang came in second in a '13 BRZ, while Ed Runion finished third in a '16 Scion FRs.

The STX group was led by Adam Tarnoff in a '04 Mazda RX8. Erik Acks was a close second in a '13 BRZ, while Tasha Mikko took third, also in a '13 BRZ. The rest of STX included Glen Anderson, Brian Stanaway, Dan Correll, Megan Anderson, Richard Lee and Jacob Fenga. Sandra Hermans ran uncontested in STX-L in a '04 BMW 330Ci.

Rob Luis, in a '19 Chevrolet Camaro (-C), took the top spot in Classic American Muscle. Michael Gardner, in a '16 Ford Mustang GT350 (-C), came in second, while Hal Dorton took the last podium spot in a '17 Mustang GTPP (-C). Carter Luis, Leon Weinroth, Matt Roberts and Greg Back rounded out the rest of CAM.

Ben Martinez led the Modifieds group in a '84 Van Diemen (CM). He



48CAM: Michael Gardner took second in CAM in his 2016 Mustang GT350.

was followed by Ricardo Quinonez in a '20 Shark Stealth (CM) and Jake Obniski took third in a '17 Exocet (EM). Kelly Prior and Douglas Hargrove rounded out the rest of Modifieds.

James Laeno took the top spot in the Prepared group in a '90 Miata (XP). Michael Sutton finished second in a '74 Mercury Capri (DP) and Richard Rossmassler rounded out third in a '76 Ford Capri (XP).

The S1 group saw Monty Pack take first place in a '18 Porsche GT3 (SS). He was followed by Justin Bowen in a '14 Porsche Cayman S (AS), while



81DS: Tiberiu Muresan competed in a 2019 Civic Type R.

Juven Lat took third, also in a '14 Cayman S. The rest of S1 included Craig Boyle, Donald Lew, Darren Shortes and Dana Van Etten.

Andrew Kessel led the S2 group in a '19 BMW M2 Competition (BS). Alex Muresan, in a '19 Honda Civic Type R (DS) finished second, with Lloyd Feaver finishing third in a '20 Mustang. Eric Martin, Tiberiu Muresan, Gary Fazekas and Van Huynh rounded out the rest of S2.

Vernon Head took the top spot in S3 in a '03 Toyota MR2 Spyder (ES). He was followed by Dan Shaw in a '17 Miata (CS), with Wade Spurlock taking third in a '12 Miata (CS).

Randy Krider, in a '15 Civic (HS), finished in first place in S4. Artem Rakhov came in second in a '13 Ford Focus ST (GS), while Rob Krider rounded out third in a '15 Civic. The rest of S4 included Arvind Govindaraj, Kevin Chan, John Subosits and Conor Botkin.

The SMP group was led by Jonathan Lugod in a '19 Miata ND2 (SSM). Steve O'Blenes took second in a '05 Mazda RX8 (DSP), with Mike Monegan taking third in a '12 BMW M3 coupe (ESP). Isaac Acks, Eric Gnesa, Jessica Yeung, Lisa Gnesa, Alexander Goodrich, Mas Vang, Darrell Moskowitz and Jennifer Lopez rounded out the rest of SMP.

David Santel took the top spot in XS in a '22 BRZ (XSA). He was followed by Mark Allen in a '19 Tesla 3 Performance (EV), while Charlie Davis took third in a '99 Miata (XSB).



99STX: Richard Lee puts his 2018 Mazda 3 through its paces.

SFR REGION 2021 SEASON ROUND UP

Road Racing in the San Francisco Region of the SCCA took a turn toward normalcy. The year 2020 saw the region cancel two of the scheduled regional races. Last year also saw limited crew members and no spectators. For 2021, the world had learned how to deal with the Covid crisis, and regional road races were able to proceed as normal. With the easing of the Covid crisis, the desire to race was pent-up resulting in full fields for the entire 17 races schedule.

The 2021 season produced some memorable racing. As expected, the highly competitive classes like Spec Miata Tire and Spec Racer Ford 3 produced great racing. Also, as a region, we were fortunate to have visiting semi-pro series racing with us, including the Formula Car Challenge Presented by Goodyear, the Formula Pro F3 and F4 series, and the Pacific Formula F2000 series. If you are interested in seeing young up-and-coming drivers, try and make a name for themselves, you would be hard-pressed to find a more competitive exciting group of racers.

The 2021 season saw the growth of the Muscle car class, which went from one or two cars per race to an average of four cars per race. Due to the strong presence of the semi-pro Formula Car series, the high powered formula cars had strong fields. Unlike in years past, the small

bore formula cars like Formula F and Formula Vee struggled to fill the run group. Formula F is still suffering from the switch over to the Honda engine; and Formula Vee has never regained the popularity it once held. Despite the smaller fields, one of the more exciting point battles of the year played out in FF when Denny Renfrow had to retrieve a spare car when the car he took to the track at the season finale suffered a shunt during the Saturday race.

The Mazda Miata is still the car to have if seat time is your goal. The car is eligible to run in Spec Miata, Spec Miata Tire, Sealed Spec Miata, ITA, and ITX. So if you want to run eight different races during a weekend and not have to work on the car much, buy yourself a Miata.

The points battle between the front runners in SMT and ITA was like watching a double feature each race weekend. The racing was door-to-door and used every bit of the racetrack. Often the leader on the last lap was not the winner once the checkered flag fell.

The other car that has a dual life, but with more horsepower is the Mustang. SMG is a class of racing that is based on the 2005 to 2007 Ford Mustang. The car has good power and is very reliable. In addition to running in SMG these cars are also competitive in T1 and A sedan.

Group 1 (FA, FX, FM)



G Scott Vreeland 1st place FA

FA was won by Scott Vreeland. Scott's past success had been in Formula Continental. Two years ago he sold the Continental for a F3 Liger. The F3 car is a different beast than the FC car. It is a turbocharged 300 hp car that chews up tires like puppies tear up furniture. Scott spent his fair share of the time learning the car.

In FX Tao Takaoka entered all seventeen races. He won all but two of them. One of non-wins involved a spin and losing some of his body work in changing conditions. The other was because he was not entered.

FM again saw Bill Weaver take the regional championship.



Bill Weaver 1st place FM



Tao Takaoka 1st place FX

Group 2 (P1, P2)



Joe viso 1st place P1

Group Two struggled the entire year to field full grids. This is mainly due to us being the only region in the area to run a group made entirely of P1 and P2 cars. Also eligible for this group is FE and FE2. FE is a regional-only class that has a very limited shelf life and FE2 has yet to take off in our region.

P1 saw Joe Viso compete in every race as he continued to work on getting everything out of his Elan DP02. Joe had some stiff

competition from Jim Devenport who debuted his own Elan DP02 car and ended up setting the all-time fastest lap at Laguna Seca.

P2 was mainly a battle between the more modern Stohr versus the old school AMAC driven by Eric O' Brien. O'Brien and Mitz had one great head to head battle with Mitz edging out O'Brien at the Sonoma regional on fathers day. O'Brien would get the last say by taking the championship



Eric O'Brien 1st place p2

Group 3 (SP, GT1, GT2, ITE, T1, T2, T3, MC, AS)



Charles Laster 1st place GT1

Group Three has a wide variety of cars running within its ranks. There is everything from the purpose built GT cars to the slightly modified T3 Porsche Boxster.

The group leaders were either guys like Joe Montana in his super production or Sal Molinare in his ITE Mustang.

The muscle car group had the tightest point battle which was won by Richard Pryor. Pryor clinched the championship with one race remaining in the season over Gary Ludlum.



Timothy Sullivan 1st place T1



Sal Molinare 1st place ITE



Bryan MacMillan 1st GT2



Helmuth Jones 1st place T3



Eric Fulkerson 1st place T3



Mikhail Butenko 1st place AS



Richard Pryor 1st place MC



Joe Montana 1st SP

Group 4 (FC, FF, FV)



Paul Rodler 1st place FC

Paul Rodler won his second FC championship beating out Jeffrey Pietz and Lyn Greenhill. The FC regional regulars had visitors from the Pacific Formula Challenge at Laguna Secal and at Thunderhill. The FC class had a couple of appearances by Jerry Dutch Schultz who was definitely the guy to beat when he was at the track.

FF was won by Denny Renfrow. He won it by taking the victory in the very last race of the year. During second to last race Renfrow crashed

while in the lead virtually handing the championship to David Jalen. Renfrow did not give up and went home bringing his spare car back to the track. Starting at the back of the field Renfrow made his way through the field and passed Jalen for the class win and the regional Championship.

First year driver Chris Poncin took the FV championship and also won the 2021 rookie of the year.



Denny Renfrow 1st place FF



Chris Poncin 1st place FV

Group 5 (ITA, ITX, HP, SMG, SSC5)

The group five was usually made up of three very close races within one run group. At the front the SMG cars usually lead the way, the next wave was headed by the ITA guys (SMT running as a dual entry) followed by ITX (mostly SSM cars). The racing was always intense and entertaining. The combination of cars work very well with the slower cars usually only getting lapped one time by the faster classes.

At least once a year the San Francisco Region gets a visit from the C5 Corvette guys from Southern California. These guys are very fast and take over for the Mustangs at the top of the group. The combination of the Corvettes, followed by the Mustangs followed by the ITA guys is a great run group to watch.

ITA was won by Wa Huang who also won SMT. ITX was won by Joseph Carl, Joseph was one of the few ITX drivers not driving a Maita. He drives an RX7 Mazda. HP was taken by John Faull. John had a very busy year, in addition to winning the regional championship he competed at the runoffs. John attended every Majors event on the West Coast which meant he went as far south as Fontana and as far North as Kent, basically the length of the West Coast.

SMG was won by Adam Enticknap. This is only Adams' third year of racing on four wheels. He came from the motocross world. Adam has not only taken on two additional tires he has taken on one of the toughest classes in SCCA racing.

Tim Sullivan the founding father of SSC5 won his class again this year.



Adam Enticknap 1st place SMG



Joseph Carl 1st place ITX



John Faull 1st place HP



Wa Huang First place ITA



Tim Sullivan SSC5 1st place

Group 6 (SRF, SRF3)



Gregory Hoff 1st place SRF3

With an average of 30 cars per race SRF3 is very competitive, a second gap to our competitor is considered comfortable. All the cars are as identical as is mechanically possible. Racing is hard and winning is even harder. Gregory Hoff took the Championship with four wins and several top fives. His main title rival was Bill Booth who

spent the entire summer on his way to a race track somewhere.

Matthew Belter had a good tussle with Neal Wiebmer for the SRF Championship. Belter took six wins during the season versus four for Wiebmer.



Matthew Belter 1st place SRF

Group 7 (SM, SMT, SSM)

You can run any car you want in group seven as long as it is a Mazda Miata. The Miata has become such a good little racecar there are not many left on the street. It is a very versatile car that can run in several classes and needs little work between sessions. The Miata has made the racecar rental business viable because of the reliability of the car. In our region the competition in the Miata classes is very intense. With three classes to choose from there is a Miata that will fit your budget.

SM is the SCCA national class that runs the same rules that SCCA runs at the Majors events and at the Runoffs. This year Clayton Cavell turned in his NASA credentials and took on the SCCA boys. Well he did pretty good taking his first regional Championship. He also towed his ride to Indy and competed at the Runoffs.

SMT has the largest fields out of all the Miata Classes. The only difference between SM and SMT are the tires. SMT runs a slightly harder tire which should be more cost effective in the long haul. Wa Huang won SMT this year, fighting off the challenges of Eric Fulkerson. If you want some intense racing spend a weekend watching the SMT guys go at it.

SSM is the class designed by the region to keep the costs down compared to SM and SMT. The engines are sealed, and the cars all have equal horsepower. It was designed to keep people from having to spend the family's saving's account on race engines. Marks Means ran away with this class beating Aaron Garfinkel.



Mark Means 1st place SSM



Clayton Cavell 1st place SM



Wa Huang 1st place SMT

Review

Regional Road Racing made a terrific comeback in 2021. The most popular classes continue to enjoy full fields and stiff competition. The large bore formula car classes have better fields than anywhere else in the country. As a region we do have run groups that suffer, namely the small-bore formula cars and the Prototype group. Unfortunately, it is not safe to just combine these two groups.

We need to continue to promote the regional championships and look towards getting more people competing towards that goal.

The 2022 schedule is out and promises to provide great racing at the three tracks. We will start the season at Sonoma and end it with a triple header at Thunderhill.

I look forward to seeing everyone at the track. In the meantime, make sure you freshen up that engine, change those brake pads, and replace all the duct tape with a proper fix! I look forward to seeing you at the season opener February 26-27-2022.

Rallycross at Thunderhill

Photos by John Krzesinski

By Davey Drouin



Jon Heaton sliding

It is basically autocross on dirt right? Sort of, not really. In the world of autocross, the best and finest tuned cars are normally the ones that win. Dirt is the almighty equalizer between all cars. Everything from the full-blown rally cars to the clapped-out beaters that a high schooler delivers pizzas in, have a chance to not only win their class, but take home the top time of the day. All runs are added for a final score, so if you DNF or get too throttle-happy and wipe out a bunch of cones, your final score suffers greatly. Fast, consistent and clean are what makes a rallycross champion.



Grover Davis sliding into home plate

The drive to Thunderhill up I-5 was foggy as all get out. The whole time I was driving north, I thought that I might have to actually use the rally light pack on the front of the car to simply see through the fog. The weirdest thing happened once exiting I-5 onto Highway 162 - the clouds parted and the sun was out. The ground was a bit wet, but not soggy. The course was a mix of high speed sweepers and tight corners.

The real kicker was after the first three turns, one would find a single cone standing in the middle of the rally course. This single cone wasn't the start of a slalom; it was a spot each car had to do a 360 degree spin around before proceeding to the rest of the course. As the day proceeded, slowly but surely this single cone had a crop circle develop around it.

Stock front wheel drive had four people fighting for the win. Third place went to James Wright in a Honda Accord with a 524.348. Second place went to Andrew Yeskoo in a Ford Fiesta with a 486.154. Winner for the day was Claire Chalmers in a 1988 Chevrolet Sprint with a 472.052.



Nigel Mott doing what rwd does

Stock rearward drive had Jacob Corbett running uncontested and taking the win with a 516.968.

Stock all wheel drive surprisingly was won by a non Subaru. Third place went to Robert Rogers in a Subaru Impreza with a 372.319. Second place went to Dan Rehart in a BMW 330Xi with a 365.214. First place went to James Bingham in a BMW 328xi with a 358.779.

Prepared front wheel drive went unopposed to Davey Drouin in a Civic with a 473.448.

Prepared rear wheel drive was won by Nigel Mott in a BMW with a time of 487.748.

Prepared all wheel drive had an all Subaru field except for one Porsche. Third place went to Chris Burns in his Porsche Cayenne turbo with a final time of 378.594. Second place went to Roger Dumas in a WRX with a 375.984. The winner for the day was Justin Studberry in an Impreza with a 365.499.

Modified front wheel drive had two VW's battling it out. D'John Keith and his VW Golf ran some pretty quick laps with a final of 469.124. D'John's final time was enough to win all the other front wheel drive

classes, but the problem was that he was running against Grover Davis and his little VW Rabbit. Grover's Rabbit is much like the rabbit from the movie Monty Python's Holy Grail, meaning it has sharp teeth. Grover was able to scoot around the course with a final time of 455.903 for the win.

Modified rear wheel drive had Delara Kiani in a BMW 325i take third place with a 498.685. Second place went to Jeff Bruett with a 489.857. The champion for the day was Mohammad Cazi in a BMW 325i with a 476.640.

Modified all wheel drive was 100% a Subaru class. Third place went to Donnie Smith with a 375.713. Second place went to Jay Morrison with a 369.578. The winner for the day was Brian Fisher in a WRX with a 369.026.

The next event is going to be Dec 14th and 15th. This is a special event because it is a three round weekend. Drivers will get Saturday runs, Saturday night runs and runs on Sunday. Yes, that is right you will actually get to use your rally lights on your night runs. It will be hosted at Prairie City off-road park. See you in the dirt.

Fresno Chapter Autocross

Photos by Ricardo Quinonez & Amy Armes

By Yang Moua



Ric Quinonez in the Shark Stealth taking TTOD - photo by Eli Galindo

On October 9th, Buttonwillow Raceway Kart Track was the site of Event #7 for the Fresno Chapter. Many drivers from the Fresno area made the two-hour trip to Buttonwillow Raceway to seize the opportunity to drive on the Kart Track. For drivers like Ricardo Quinonez, it was the perfect course for his AMOD "Shark Stealth." Feeling right at home with the "Shark Stealth" on the Kart Track, Quinonez took TTOD with a 48.811. Second went to Jason Hansen in his SM 2006 Mitsubishi Evo MR with a 54.714, third was Jake Obniski in his EM 2017 Exocet with a 55.127, followed by Troy Jennings in his 2014 Ford Mustang GT and Michael Lella in his 2004 Chevrolet Corvette Z06. Lance Kampfhenkel, Kevin Jones, Dennis Loshier, Sam Johns and Christian Mesina rounded out the top ten.



Troy Jennings 2014 Mustang GT with TTOD in PAX

Martin in his 2020 Ford Mustang EcoBoost HPP, fourth was Jason Hansen in his 2006 Mitsubishi Evolution MR and fifth was Kevin Jones in his Porsche 911 4s. Matt Britter, Brandon Griggs, Lance Kampfhenkel, Al Andersen and Dan Correll rounded out the top ten.

In Street Class action, Michael Lella in his 2004 Chevy Corvette Z06 took the win over Matt Britter in his 2015 Porsche Cayman S in AS. In DS, Eric Martin in the EcoBoost 2020 Ford Mustang had the quicker Mustang over Bill Martin. Gary Fazekas had a mishap on his second run

and was done for the day; but his first run was fast enough, and he took the win over Corky Schroeder and Jedediah



Richard Rossmassler in his 1976 Ford Capri

Spencer in FS. The battle between Al Andersen's 2016 Volkswagen GTI and Kyle Matsumura's 2018 Honda Civic Si continued with Andersen taking the win this time around. In HS, Chris Krahn in his 2016 Ford Fiesta ST led the group of five drivers. Joshua Stephens and co-driver Steven Stephens took second and third, followed by Xiong Yang and Shawn McDuffee. Gary Lieb (ES) and Kevin Jones (SS) each ran unopposed.

In Street Touring and Street Prepared competition, Gary Emehiser in his 2007 Toyota Yaris took the win over Sean Sudenga, Josh Pinckney

and Madison Pinckney. In STX, Dan Correll in his 2004 BMW 330Ci led David Ruby in his 2015 Scion FRS. Bryttaine Caldwell ran unopposed in STH. In BSP, Sam Johns and co-driver Karl Johns took first and second in their 2001 BMW M3, followed by Arie Villasol and co-driver Neal Ryan in a 2004 Mazdaspeed Miata and Erick Castro in his 2006 Nissan 350Z. Mas Vang ran unopposed in FSP.

Street Mod was back at it again with eight drivers fighting for that top podium. Three Mitsubishi Lancer Evolution drivers would claim the top three podium positions. Jason Hansen once again took the win followed by Lance Kampfhenkel and Christian Mesina. The rest of the field was Michael Bringetto, Rufus Connell, Jerry Kell, Amy Armes and Shia Moua. In SMF action, Yang Moua took the top spot over Luis Ortiz and Leng Vang.



Dwayne Komush in his 1970 Ford Escort Mexico

Jake Obniski and co-driver Kelly Prior in the 2017 Exocet battled it out in EM, with Jake taking the win. Dennis Loshier (BM), Ricardo Quinonez (AM), Richard Rossmassler (XP) and Louis Lira (CP) all ran unopposed.

In CAMC action, Troy Jennings in his 2014 Ford Mustang GT took the win over Nicholas Rivera.

The Ladies Class had four drivers. Sandra Hermans led the group in her 2004 BMW 330Ci over Pamela Schroeder, Kelsey Stoltenberg and Rebecca West.

Fourteen novice drivers came out to play on the Kart Track, Samuel Galindo took the win over Diego Rivera, Travis Miranda, Steve Berry and Alain Spalard.



Amy Armes in the 2001 Subaru Impreza 2.5RS

Justin Riggins, Jacob Frye, Jake Fagundes, Stephen Sifuentes, Miguel Abrego, Matthew Robinson, Matt Snyder, Nick Sifuentes and Keith Wilson followed.

Index Class winner was Brandon Griggs, followed by Jake Harris, Paul Newton, Dwayne Komush and Audrey Tan.

The race season now heads into the last race weekend for the year where season champions will be decided. Hope to see everyone at the final race weekend.



Keith Wilson in his 1984 Toyota Ralt RT5

Fresno Chapter Final Race Weekend for 2021

Photos by John Huewe & Ricardo Quinonez

By Yang Moua



Michael Lella's C5 Corvette taking TTOD on Saturday

The final 2021 race weekend for the Fresno Chapter was held on November 13th and 14th. The first run group on both days were delayed about 45 minutes due to limited visibility caused by the morning fog. After the delayed, the fast and technical course designed by event chair Josh Cadiente and co-chair Andrew Padua was ready to be put to the test by the 75 anxious drivers.

On Saturday, Michael Lella in his 2004 Chevrolet Corvette Z06 muscled its way to TTOD with a 32.861, followed in close second was Paul Newton in his 2005 Lotus Elise with a 32.882, third went to Tyler Bandy in the 2020 Tesla Model 3 Performance with a 32.995, fourth was Jason Hansen in his 2006 Mitsubishi Evolution MR and fifth went to Rufus Connell in his 2001 Subaru Impreza 2.5 RS.

Top PAX also went to Michael Lella in his Corvette Z06 followed by Paul Newton in his Lotus Elise, Tyler Bandy in his Tesla Model 3 Performance, Eric Martin in his 2020 Ford Mustang EcoBoost HPP and Kevin Jones in his Porsche 911 4s. Jimmy Au-Yeung, Brandon Griggs, James West, Michael Gardner and Josh Cadiente rounded out the top ten.

In Street Class competition, Michael Lella took the win over Chris Rodriguez and Jay Srivatsan in AS. In DS, Eric Martin took top honors over Brad Dawson and Ricardo Quinonez. Steve Carlson led a group of three NA Miatas in ES. Gary Fazekas topped Corky Schroeder and Quinn Ringgold in FS. In GS, Al Andersen took the win over Kyle Matsumura. Dave Warner (BS), Richard Cadiente (CS) and Kevin Jones (SS) all ran unopposed.

In Street Touring action, Gary Emehiser led Josh Pinckney in STS and Dan Correll led Abel Ojeda in STX. Kevin Pena (STR) and Alex Neufeld (STU) both ran unopposed.

Arthur Cha took the win over Ming Tang in CSP. Mas Vang (FSP), Chris Donnelly (DSP), Erick Castro (BSP), Louis Lira (CP) and Justin Tang (DP), Dennis Loshier (BM) all ran unopposed.

The battle in Street Modified continued with Jason Hansen taking the win over Rufus Connell, Christian Mesina, Lance Kampfenkel, Jerry Kell, Amy Armes and Shia Moua. Yang Moua led Benjamin Toews and Darrell Moskowitz in SMF.

Michael Gardner led the pack of Mustangs in CAMC over Richard Schmidt, Leon Weinroth, Frachiseur Shelton and Greg Back. James West took the win in CAMT over Greg Gesterling and Rick Napier.

Sandra Hermans led the Ladies Class over Julie Gesterling, Kelsey Stoltenberg, Pamela Schroeder and Rebecca West.

In Index competition, Paul Newton led the group of eight drivers followed by Tyler Bandy, Jimmy Au-Yeung, Brandon Griggs, Josh Cadiente, Andrew Padua, Audrey Tan and Thaddeus Robeck.

The twelve novice drivers were led by Jorge Diaz, followed by Shawn Butler, Samuel Galindo, Stephen Sifuentes, Brandon Williams, Matthew Robinson, Matt Snyder, Kyle Nguyen, Christopher Sochan, Justin

Riggins, John Huewe and Colton Beckstead.

On Sunday, the Fresno Chapter held its last event of the season called "The Enduro". The Enduro is a single timed run of five laps. With only one chance to make it count, the 63 drivers waited patiently for their turn. TTOD went to Tyler Bandy in his Tesla Model 3 Performance followed by Brandon Griggs in his 2020 Mazda Miata, Paul Newton in his Lotus Elise, Michael Gardner in his Ford Mustang GT350 and Michael Lella in his 2004 Corvette Z06. Rufus Connell, James West, Kurt Wong, Jonathan Cadiente and Kevin Jones rounded out the top ten.

Top PAX also went to Tyler Bandy followed by Brandon Griggs, Paul Newton, Michael Gardner and Eric Martin. Michael Lella, Kurt Wong, James West, Andrew Padua and Kyle Matsumura rounded out the top ten.

Street Class winners were Michael Lella in AS, Eric Martin in DS, Craig Boyle in ES, Xiong Yang in HS and Corky Schroeder in FS. Dave Warner (BS) and Kyle Matsumura (GS) both ran unopposed.



Al Andersen on three wheels in his 2016 VW GTI

In Street Touring action, Gary Emehiser took the win in STS followed by Jonathan Abundis, Josh Pinckney, Adam Haro and Madison Pinckney. Kevin Pena (STR), Alex Neufeld (STU) and Dan Correll (STX) all ran STR unopposed.

In Street Modified action, Rufus Connell led the five drivers, second was Christian Mesina, followed by Jerry Kell, Lance Kampfenkel and Amy Armes. Leng Vang took the win over Mas Vang in SMF.

In CAMC, Michael Gardner took the win over Richard Schmidt, Leon Weinroth, Greg Back and Frachiseur Shelton. James West led CAMT over Greg Gesterling and Rick Napier.

Pamela Schroeder took the win in the Ladies Class over Julie Gesterling, Sandra Hermans and Rebecca West.

Chris Donnelly (DSP) and Louis Lira (CP), Dennis Loshier (BM) all ran unopposed.

In Index competition, Tyler Bandy took the win over Brandon Griggs, Paul Newton, Kurt Wong, Andrew Padua, Jonathan Cadiente, Katherine Flater, Josh Cadiente and Audrey Tan.

In Novice Action, Samuel Galindo led the five drivers with a clean run followed by Jorge Diaz, Justin Riggins and Stephen Sifuentes.

Another great season comes to and end, hope to see everyone back in January for the 2022 season.



Dennis Loshier making loud noises in his 1965 Beach MK4-B Series II

Wheelworks

Grown Men Don't Cry



Rolex Race 1 Winner Blake Tatum

A lot of SCCA members got their start because their fathers were involved in the sport. I am no different. My father was my racing idol. I would watch what he was doing and wanted to do the exact same thing.

Part of that idolization was looking at the pictures and the trophies around the house. All of those things were acquired before I was born. Naturally all of the pictures were in black and white but my imagination of the surrounding events were in full color.

Pouring over the pictures I imagined what it was like being there and how it felt to hold the trophies. What it was like to get all of the attention while standing in the winner's circle. How proud I would be standing next to the trophy girl.

After pouring over the pictures I would ask my father about each and every one of them. The stories that went with the pictures were better than a Hemingway novel to me. My father would tell me about the race, who was there, about the struggles getting the car to the track, about the struggles he and his brother might have had with other racers. It all was chapters upon chapters of an enchanting time that I was jealous of. I was jealous that I was not born early enough to be there. There were several stories that played over and over in my mind, but the stories that intrigued me the most were the stories about one particular car.

It was the story about the car my father built on a bet. It was the story about how people scoffed at him for thinking he could build it at the ripe old age of 23. How people, including his closest friends, did not believe he could make something using junkyard parts that could best the top dogs of the day. As my father would tell me about this car, I imagined I was there. Building the car, waking up early on race day, driving the car at all the cool places. This car intrigued me because it would go on to win in its debut at Stockton Fields in front of all of his now-supportive buddies. This car would star in a Hollywood Movie with my dad as the stunt driver. This car would come within one lap of winning the very first professional Road Race in the United States. This is the car that raced through the forest at Pebble Beach. This is the car that always captured my imagination.

This car is now in the very capable hands of Rob Manson. Rob has an entire stable of cars from the early fifties. They were the cars that put the Monterey Peninsula on the car enthusiast's map. They raced through the forest until it was just too dangerous to conduct races that close to trees. One of the reasons they were allowed to race cars in the Del

Monte Forest was because back then all the proceeds from the race weekend were donated to local charities. The amount of money was pretty substantial, which raised a lot of concern when the races had to end. A group of local businessmen raised the money and convinced the Army to lease them the land and Laguna Sea was built to replace the course through the forest.

Fast forward to late June 2021. Since my phone seems to always be on vibrate I missed a call from Rob Manson, the current owner of the aforementioned Tatum Special. Now I am not on Rob's speed dial list, so I was very intrigued by the missed call. When I got free that afternoon I called Rob back. He told me about the upcoming Monterey Historics and how he was arranging a special race celebrating the 70th anniversary of the Del Monte Trophy. I thought that was really cool. As the conversation continued I was thinking to myself what was the angle? Does Rob need me to write something up in the WHEEL? Or better yet, was he going to invite me to be his guest? Did he need some historical photos? Whatever it was, I was listening closely. So after agreeing about the coolness of the event and agreeing that it should be fun, the reason for the call came out of his mouth. Rob asked me if I wanted to drive the Tatum Special at the Monterey Historics as part of the 70th Anniversary of the Del Monte trophy. Me? Blake Tatum? It was at this point I knew how Rick Mears felt when Roger Penske asked him to drive his Indy cars.

I have never been asked to drive someone else's car let alone the car I grew up dreaming about. So how does someone answer this question? Do you scream out yes and let the man on the other end know that this has never happened to you before? Or do you pause for a minute and act like you are weighing multiple offers? Or do you do as I did and stumble with your words and try to figure out if you can get the weekend off? So I hung up with Rob and immediately began the work on my work schedule. Once that was taken care of, I thought that I should ask my wife. I don't why I thought I should ask her; I did not ask her if it was OK to join the SWAT team. Anyway work worked out, my wife just looked at me like what a stupid question and I got back to Rob. Yes!, I am in!

Once I had committed, a little nervousness set in. I had driven this car once before but that was twenty pounds ago. Would I fit? Will I be able to drive it and not make a fool out of myself? Then what if I crash the car? Who can I get to fix the body work? Oh no, was it too late to back out?

Then the part of Rob's initial conversation reverberated in my head. I will be one of five descendants of the original car builders driving cars that weekend. I can't be the one to back out. I need to make this happen.

All of these conversations were happening in late June and early July, so when the race weekend finally arrived I was ready! By the time I arrived at the track Rob and his crew had all four cars neatly parked in the Del Monte Trophy racing corral. The Manson corral included a red Kurtis 500S powered by a Dodge Hemi, a dark blue alcohol gulping Baldwin Mercury Special, the yellow Streets Manning Special with thrice Stromberg carbs on top a Ford Flathead V8, and the white and blue Tatum Special with the 6 cylinder GMC Fire truck engine.

The first order of business was to see if I fit. Like I said, it was twenty pounds ago that I last drove the car. You have to lift your leg high over the open cockpit (which proved to me that I need to do more stretching) and stand in the seat before you slide in behind the wheel. As I slid in and grabbed the steering wheel, I could not help but think of my father and the first time he sat behind the wheel of his creation. I moved around, got my butt as far back in the seat as I could, and pretended to drive the car. I realized the seating position is totally different from anything that we drive today, but very reminiscent to how cars were built in the fifties. The steering wheel was big; the pedals were close together and certainly were not built for size 13 feet. My left arm draped over the bodywork as I sawed at the wheel. It was a tight fit, but certainly something that I could work around. Plus, I knew once the car started moving my body would find its way around the beast just like my dad's body once did.

The race weekend consisted of four sessions - one practice, one qualifying, and two races. Practice was all about learning the car. How do the brakes work? Does the transmission shift easily? Is the steering responsive? Plus, what is the grip level. The cars were outfitted with vintage race tires that purposely do not have the grip of today's race tires. So the first few laps were spent just experiencing the ride. I told myself don't do anything stupid. Make sure you understand the car. The voice of Chief Steward Dorsey Schroeder was running in my subconscious - "remember we are here for fun, don't drive these cars over to the limits." So that's what I did. I stayed in control. In the meantime, the other cars in the Manson stable took off and left me in the dust. These cars were driving by Formula Vee icons Don "Slim" Pepperdene and Skip Streets. I spent a good portion of my racing career getting beat by these two guys.

When the session came to an end I was pleased that the car was in one piece and I was figuring out how to drive the thing. But of course, Streets and Pepperdene were faster than me! The next day came around and our session was pretty early in the morning. I got to the track with a bit more confidence and a bit of orneriness since I had to settle for 7-11 coffee that morning.

In the qualifying session I felt a lot more comfortable in the car. I knew the brakes were not the best and the steering was a little slow, but boy, did the car have power! The six-cylinder Fire Truck motor felt like it was on a constant Code Three run. It had torque and lots of horsepower. With the four-speed transmission to help slow the car down, I knew I could drive the car a little harder and still stay under Mr. Schroeder's radar. After about eight laps the session was over, but I knew I was getting the hang of the car. Once the results were posted, my suspicions were confirmed. I had qualified in the second starting position just a few tenths away from the owner of the cars, Rob Manson. Next up was Race Day!

Starting second, I knew my car had much better grunt than the Dodge

powered Kurtis Rob was driving. So I knew if I got the jump at the start I could hold off the entire pack of cars. When the green flag flew sure enough I got the jump and knew that I would lead the race into Turn Two. I knew this because Dorsey said that we are not supposed to drive these cars at the limits, and surely all of the rest of the drivers in the group would respect my braking distances and follow my lead. I was positive no one wanted to get in trouble with Dorsey! Well to my complete surprise, on my inside came the white Jaguar Parkinson Special driven by John Buddenbaum. John obviously did not listen to a thing Mr. Schroeder said! He drove right by me and took the lead on the exit of Turn Two. Well I thought to myself, two can play that game! It was at this point that I forgot about embarrassing myself, wrecking the car, or anything that was said at the driver's meeting because I now had a race on hand!

For the next several laps I watched and paid attention to the Jaguar in front of me. I watched to see where I had an advantage. I paid attention to his line on each corner. I worked on my exit speeds, and by Lap Seven my opportunity presented itself. John had come up on a slower car. If I could use that slower car as a pick, I could slip on by and into the lead. I knew once in the lead the Jag was no match for the GMC. Sure enough, John stayed behind the slower car for a second too long, and when I got even with him, he had nowhere to go. As I slipped into the lead, a new voice entered my head. Dorsey was replaced by my dad who simply said "that's my boy". I went on to win the race and on the cool down lap, I had a passenger sitting in the seat next to me. He had the look only a proud father could have. In turn I was no longer jealous as we got to experience one of those stories together. When the race was over, all the cars exited the track directly into the impound area. That was not going to work for me. I had to buy time. I drove onto pit lane and then into the paddock. I needed a chance to wipe my eyes, because I knew my father did not want anyone to see his boy cry.

RACE ONE REPORT - DEL MONTE TROPHY RACE

Monterey Rolex Motorsports Reunion Race report Saturday 14th August 2021 by Marcus Bicknell

Our 24 sports racing cars from 1948-1955 rolled up to the start at Laguna Seca at 10h45 on Saturday, as the morning mist lifted off the top of the Corkscrew. In pole position, **Rob Manson's red #9 Kurtis 500S Dodge**; but the white and blue **1953 Tatum GMC Special** driven by one of our most eminent guests, **Blake Tatum**, son of the car's creator Chuck Tatum and a well-known racer, Editor of "The Wheel" and Board Member of the Northern California Region of the SCCA, out-dragged him over the top of the hill. The other big bore V8 Californian road racers were line astern ... **Skip Streets in the yellow #15 Streets Manning Special** (son of the car's co-builder John Streets), **John Buddenbaum in the white #3 Jaguar Parkinson Special** and **Don ('Slim') Pepperdene in the dark blue #77 blue Baldwin Mercury Special**.

But John "quick-start" Buddenbaum was not going to stay in grid order exiting the Turn 2 hairpin a few hundred yards later. He turned tighter than Tatum and it was he who emerged in the lead heading for Turn 3 for the first time. Rob Manson, Skip Streets and Slim Pepperdene were on their tails. These five cars had already made a small break from **#183 Lars Mapstead** (Jaguar XK120, sitting admirably high after qualifying), **#60 Gregor Magnusson** (Porsche 365 Coupe), **#51 Stuart Hanssen** in his striking alloy-silver #51 Baldwin Special, **#13 William Rooklidge** (Jaguar XK120) and **#63 John Mote** (Allard K-2). That was the top ten at

Wheelworks - Continue



Rolex Race 2 Winner Skip Streets

the end of Lap 1.

All this action was being viewed by me on the live stream, at <https://www.youtube.com/watch?v=0M40SjhDf74> which you can still access now to have a look yourself.

Lap 2 started with excitement, when **Blake Tatum** took on a pace suited to the multiple Regional Formula Vee Champion, which he is, and busted down the hill through the shallow Turn 1 hot on the gas. Whoops. Hairpin coming. The 4-wheel lock-up under braking was a joy to behold for everyone except the car's owner and blew clouds of rubber smoke into the morning air for 50 yards into Turn 2 and half way round it. The commentators surmised he had blown his engine, such was the smoke, until they saw Tatum continuing to chase after **Buddenbaum**. Now they settled momentarily and at the end of Lap 2 it was the five big V8 specials in line astern, **Buddenbaum, Tatum, Manson, Streets and Pepperdene. Mapstead, Magnusson, Hanssen, Rooklidge and Mote** still made up the top ten. Down the field the battles raged, the order being #33 James Alder 1952 Jaguar XK120 OTS), #72 Leland Osborn (1955 Crosley Shannon Special), #14 Robert Davis (1953 Siata 208S), #55 Kaiden Marouf (1951 MG TD Special), #29 David Nelson (1955 Triumph TR2), #44 Ben Wysard (1952 Porsche Glockler), #1 Bernard Dervieux (1950 Allard J2), #58 James Cleary (1955 Crosley Cleary Special 1), #114 Jean Pierre Molerus (1954 Nichols Panhard Special), #71 Rick Cannon (Cannon Mark 1), #116 James Smith (1955 Rae Special) and #2 Tazio Ottis (white and blue 1955 Ferrari 750 Monza).

Now we settled down for a couple of laps. By Lap 5, Skip Streets in the #15 Manning was wondering whether he could nip by Rob Manson. Streets pushed the Manning along and starting hanging right back up under acceleration, especially a leery one on Lap 5 at Turn 6 coming up the hill towards the Corkscrew, which drew gasps from the commentators. Blake Tatum had not given up either and by the end of lap 5 he felt that Buddenbaum was waning. Under the bridge on the home straight and Tatum took the lead under braking to Turn 2. All that locking up on Lap 2 at the same place was just a rehearsal. Tatum-Tatum in the lead. Close viewing of Buddenbaum showed that his Jaguar Parkinson was understeering (pushing) on several medium speed corners and by Lap 7, Tatum was stretching his lead and Rob Manson in his Kurtis was snapping at Buddenbaum's heels.

At the end of Lap 7 the order was 25, 3, 9, 15, 77, 51, 60, 183, 13, 63, 72, 33, 14, 29, 44, 71, 1, 58, 116 and 114. It looked like #55 Kaiden Marouf (1951 MG TD Special) and #2 Tazio Ottis (white and blue 1955 Ferrari 750 Monza) were no longer running.

Most of the drivers were aiming to complete their nine laps with a view to having cars in one piece for the Rolex feature race Sunday. Except, that is, Blake Tatum who was having much too much fun in the lead. On the final lap, Blake Tatum had a massive lock-up going into the Corkscrew but he kept it together and maintained his 4-second lead over John Buddenbaum, still in second with Manson and Streets in attendance. Pepperdene had dropped off from the top four but was out-of-sight clear from Hanssen, Magnusson and Mapstead.

Blake Tatum brought the Tatum built by his dad home in first place, Buddenbaum hung on for 2nd ahead of Manson and Streets. Here's the finishing order as seen on screen, and subject to official confirmation:

1. #25 Blake Tatum, white and blue 1953 Tatum GMC Special
2. #3 John Buddenbaum, white Jaguar Parkinson Special
3. #9 Rob Manson, red Kurtis 500S Dodge
4. #15 Skip Streets, yellow Streets Manning Special
5. #77 Don ('Slim') Pepperdene, dark blue blue Baldwin Mercury Special.
6. #51 Stuart Hanssen in his striking alloy-silver Baldwin Special,
7. #60 Gregor Magnusson (Porsche 365 Coupe),
8. #183 Lars Mapstead (Jaguar XK120),
9. #13 William Rooklidge (Jaguar XK120) and
10. #63 John Mote (Allard K-2).
11. #72 Leland Osborn (1955 Crosley Shannon Special),
12. #33 James Alder 1952 Jaguar XK120 OTS)
13. #14 Robert Davis (1953 Siata 208S),
14. #29 David Nelson (1955 Triumph TR2),
15. #44 Ben Wysard (1952 Porsche Glockler),
16. #71 Rick Cannon (Cannon Mark 1),
17. #1 Bernard Dervieux (1950 Allard J2),
18. #116 James Smith (1955 Rae Special)
19. #58 James Cleary (1955 Crosley Cleary Special 1),

#114 Jean Pierre Molerus (1954 Nichols Panhard Special), #2 Tazio Ottis (white and blue 1955 Ferrari 750 Monza) and #55 Kaiden Marouf (1951 MG TD Special) were not running at the end. Kevin Pitts in the Jabro #75 and Tommy Trabue in his Denzel 1500 were not seen on the live stream of the race; I will try to bring some more information.

HILLSBOROUGH CONCOURS

By Patrick Wille



Patrick Wille

Greetings Concours Fans,

After a barren concours year in 2020, the proud owners of concours-quality vehicles were eager to display their prized beauties. This proved true on July 18th at the 65th Hillsborough Concours d'Elegance, where more than 200 autos graced the 18th hole of the spectacular Crystal Springs Golf Course in Burlingame. This year's show featured

BMW as the imported marque and Ford as the domestic. It also launched the new SCCA-approved JDM (Japanese Domestic Market) class, one of 27-classes at the show.



1940 Bantam Roadster - David & Peggy Douglas

Festivities began on Friday night with the "Start Your Engines" cocktail reception at the Candy Store, what the late SCCA Chief-of-Concours and Regional Exec Sid Colberg called a "yacht club for car guys." The fun continued on Saturday with the "Tour d'Elegance," lunching at a private car collection. Sunday delivered a lovely day and first-place class awards to:

American Pre-War to 1946: 1939 Lincoln Zephyr - Markus Firmann

American Post-War - 1946-1959: 1953 Chrysler New Yorker Deluxe Newport - Randy Kunes

American Cars - 1960-1987: 1969 Chevrolet Camaro - Mark Perez

CCCA Approved Classics: 1937 Horch 853 Sports Cabriolet - Aaron & Valerie Weiss

American Sports Car through 1987: 1963 Chevrolet Corvette - Vince & Jean Anichetti

BMW Pre-War: 1935 BMW 315/1 Roadster - Karra Canum



1929 Ford Model A- Kevin Enderby



1980 BMW M1 The Silk Family

BMW Touring Cars: 1972 BMW 2002tii - Chris Smith

BMW Sports: 1957 BMW 507 - Larry & Jane Solomon

Ferrari 12-Cylinders through 2007: 1973 Ferrari 365GTS/4 - The Silk Family

Ferrari 6/8-Cylinders through 2007: 2007 Ferrari F430 - Michael Vogel & Jody Stewart

Ford Pre-War: 1929 Ford Model A - Kevin Enderby

Ford Post-War through 1973: 1966 Ford Mustang GT Convertible - Ken & Spencer Wollcott

Ford Thunderbird 1955 through 1957: 1957 Ford Thunderbird - Alan Biagi

Imported Sports Cars through 1964: 1958 Mercedes-Benz 190SL - Timmons Family

Imported Sports Cars 1965 through 1987: 1974 Alfa Romeo GTV 2000 - Randy Hietter

Japanese Cars through 1987: 1969 Datsun Sports 2000: John Baker

Porsche 356 & 911: 1959 Porsche 356A Convertible D - Peter Silton

Preservation through 1975: 1965 Chevrolet Corvette - Bill Bloomer

Roll-Royce & Bentley Pre-War: 1929 Rolls-Royce 20HP Shooting Brake - John Carey

Rolls-Royce & Bentley Post-War: 1962 Bentley S2 Long Wheelbase - Brian Moore

Shelby GT 1965 through 1970: 1966 Shelby GT350 - Neal & Vicky Hasheider

Imported Passenger & Touring Cars through 1987: 1960 Mercedes-Benz 220SE Cabrio: Bob Buckter

Vintage Race Cars: 1972 Alpine Renault A110 - Joseph Gabany & Dalene Bramer



1915 Ford Speedster- Gary Lucas

HILLSBOROUGH CONCOURS *continue*



1927 Morgan Anzano Aero 3-Wheeler - Larry Ayers

Arcane & Rare through 1987: 1940 Bantam Roadster - David & Peggy Douglas

Best-of-Show went to familiar faces at the awards stand, Aaron & Valerie Weiss, who have won many Bests-of-Show over the years, mostly with their V-16 Cadillacs.

This time, the couple brought home the grand prize with their 1937 Horch 853 Sports Cabriolet.

With the pandemic continuing to surge, four of the six-shows scheduled for 2021 were canceled. Only the Hillsborough Concours d'Elegance



1929 Duesenberg J Dual Cowl Phaeton - Steven Moore

and the Niello Concours at Serrano remained. Once the schedule for 2022 is finalized, SCCA Concours' website will be updated with that information. You can reach that at: <https://www.sfrscca.org/?s=concours> Stay healthy, so that we can meet in 2022 at Concours d'Elegance!



Best-of-Show 1937 Horch 853 Sport Cabriolet - Aaron & Valerie Weiss

Ohayō Gozaimasu By Neil Porter

This was the typically cheerful Dale Westfall greeting - Ohayo Gozaimasu (Ohio Ga-Zime-US). I have known Dale for 30-plus years. Dale was a cheerful person, always willing to lend a hand or use his extensive knowledge to help anyone in need. Dale served his country in the Navy. After the service, he started his working career in manufacturing and retired after many years working in the telecommunications industry. I got to know Dale because one of his many interests in life was road racing. When I met Dale, I was at the beginning of my road racing journey. Dale had already raced a Datsun roadster and a Formula Vee, but was very interested in the Formula Fords I was racing. That initial meeting led to a great friendship. He raced one of my cars, a Crossle 25 FF. Even though Dale was in his 60's, he was no "wanker" as a driver. He set several track records and won the San Francisco Region Club Ford Championship in 2000, 2001, and 2002. Dale eventually bought and raced several Formula Fords including a Lola 440 and a Crossle 55. Dale started working for me in my shop after his retirement. He was involved in many of the projects we were working on, including the 3 Formula Ford National Championship winning campaigns with the Swift DB6 FF. Dale was my crewman at the 2008 National Championship at Heartland Park in Topeka Kansas where our car won a thrilling race by only a few feet. A few years ago, Dale traveled with me to serve as my crewman in Pueblo Colorado to run a race where I had gone to drivers' school 40 year earlier. Whenever I needed help, or a helping hand, Dale was always available. He developed many skills over the years, including becoming a talented craftsman completing all the remodeling projects around his home. He had great wood working skills and built many projects for his children. One year he made rocking horses for each of his grandchildren and moving Christmas displays for his front yard. He was a very gifted and talented guy. Sadly, in September of this year Dale took the checkered flag for the final time. He was my friend, a dedicated husband, a proud and devoted father, and an active community member, and will be sorely missed by all who knew him.

FANTASY JUNCTION

Alfa Romeo '56 Sprint Veloce	Ferrari '67 33 GTS
Alfa Romeo '62 Sprint Speciale	Ferrari '71 365 Daytona
Aston Martin '58 DBR2 recreation	Ferrari '76 308GTB
Aston Martin '67 DB6 Volante	Ferrari '80 308GTSi
Aston Martin '07 DB9 Volante	Ford '32 Roadster
Benjamin '04 1948 Special	Ford '65 Shelby GT350 #342
Bentley '00 Continental R Mulliner	Lagonda '39 V12 Rapide Drophead
BMW '66 2000ti race car	Lamborghini '67 400GT
Bristol '55 Model 404	Lancia '52 Aurelia B52 Vignale
Cadillac '37 Model 85 V-12	Lola '71 T212
Concours '63 Mk1 race car	Marendaz '32 Special 13/70
Devin '59 SS	Maserati '49 A6 1500 coupe
Ferrari '54 500 Mondial 0408	Maserati '70 Ghibli
Ferrari '54 500 Mondial 0430	Mercedes '56 300SC sunroof coupe
Ferrari '55 750 Monza	Mercedes '63 300SL roadster
Ferrari '58 250 TdF 0881	Porsche '58 356A Outlaw
Ferrari '58 250 TdF 0899	Porsche '61 356B T5 1600S coupe
Ferrari '58 250 TdF 1031	Porsche '63 356B race car
Ferrari '59 250 GT Series I PF Coupe	Porsche '65 356C coupe
Ferrari '62 250 GTE 2+2 Series II	Porsche '78 911SC Targa
	Porsche '70 914/6 Targa
	Porsche '89 Speedster

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NOTES from the ARCHIVE -

VacaValley Raceway Part 2

By Joe Stephan



Artist rendition of timing tower.

Racing has taken me half-way 'round the world. Along the way I've seen every form of air, sea & land competition there is -- including ride-on lawn mowers which had a national series for three years, and northern California speedway bar stools. I've seen many a big & small track and many different course configurations. And I've seen good & bad racing to go with it all.

VacaValley Raceway was owned by partners Bill Taggart and Jim McCombe and officially opened on July 5, 1958 along what was then U.S. Highway 40 (now I-80). While it had a bright future, over its lifespan the track showed it's good, bad & ugly sides.

When SFR held the first road race there in 1958 Vaca Valley was one of few multi-purpose motor sports facilities in the nation. The 2.1 mile, seven turn road course was designed with input from SCCA. The near mile-long front straight included a quarter-mile drag strip and enough slow down room to stage the first jet-powered Dragster match races.

A 1.25 mile banked oval was attached to both. Because a young NASCAR co-founder & future president, Bill France, Jr., was at the time serving in the Navy at nearby Mare Island in Vallejo. One would think their strong Pacific Coast Late Model Series would have been perfect for the oval track. Same for their full (then called) Grand

Nationals which a couple of times had come from back east to race at Willow Springs. As well, then Indy 500-sanctioning USAC who, in addition to open-wheelers, at that time also had a strong stock car series that rival-lead NASCAR. But all of it was not to be.

The only oval track event ever held at VacaValley, oddly, was an unsanctioned 80 lap, 100 mile race for Sprint Cars. The state of the art safety at that time was primitive for those kind of racers. More at home on a shorter dirt speedway, it's not surprising that only 10 cars showed for the 1960 Memorial Day run (one driver died in the process).



Ep at VV Nov 1962



Formula Cars at VV Nov 1962



#37 Maserati - Stan Peterson - went over the banking in this race

NOTES from the ARCHIVE - Continue



Formula Vs lineup to enter the starting grid.

USAC did hold a major sports car race at Vacaville the year before, the ninth of their 11 round 1959 Road Racing Championship (the second season of the first American pro sports car series). Soon to be Series Champion Augie Pabst topped the 27 car field that day, driving one of the legendary Scarabs to victory and collecting \$1,000 of the \$5,000 purse. The entry included prominent northern California names like car owner Kjell Qvale, drivers Chuck Parsons, Jack Nethercutt, Leon Robertson, Merle Brennan; and cars like a Huffaker/Chevrolet. NASCAR driver Clem Proctor competed in a Chevy-powered Aston Martin DB3S.

USAC at the time was the sole FIA Designate for the U.S. SCCA at that same time was an old organization that still believed in and mandated 100 percent amateurism. When SCCA eventually said it was OK for car owners to accept prize money, drivers started listing their wives as such. When SCCA caught on they promptly banned that practice. Some drivers & wives then went as far as ceremonial divorce just to afford racing!

There was such an upheaval over accepting prize money that SCCA nearly lost its FIA standing. After several meetings the Automobile Competition Committee for the United States (ACCUS) was created as the new American FIA Designate to bring all of the major sanctioning bodies under one "umbrella". Finally agreeing to change, SCCA and the Watkins Glen course were able to secure the third running of the US Grand Prix. It replaced USAC's plans to hold the prestigious event on the multi-purpose Indianapolis Raceway Park (10 miles west of the Indianapolis Speedway) 2.5 mile road course.

Southern California-based, California Sports Car Club -- "Cal Club" -- was a rival to SCCA. Before both merged three years later, Cal Club staged a couple of races "up north" at Vacaville. Their 1960 race saw 1959 Le Mans winner Carroll Shelby -- at the wheel of a Porsche 718 RSK -- drive to a second in class, sixth overall behind Ken Miles who finished fourth in a similar car. Shelby also that year won the USAC Road Racing Championship driving a Chevy-powered Scarab, the Buick-powered "Ol' Yeller" special, and a "Birdcage" Maserati.

As strange as that may seem to Cobraphiles, Shelby drove many different marques in his 10-year racing career before having to retire at the end of 1960 with heart troubles. He was a hard core racer in an era when racing was a lot smaller than today. Races, tracks and winning cars were few so you went for whatever you could get.

There were SCCA and Cal Club drivers good enough

to race in multiple classes for different car owners on the same race weekend. In those days, when there were Modified as well as Production classes, it was not unusual to see a car owner add something extra, such as screwing on a home made fin to switch classes, enter another race, and get more track time. Then there were racers, like Miles, who were good enough to drive open-wheel Formulas, Modified specials, Production cars, and win in each!

Shelby, who had driven several Formula One races in Europe, in his last year of U.S. road racing was

also driving something new and novel - Two-stroke, three-cylinder, DKW-powered, front-engined Formula Juniors. This class of car was developed as a low-dollar training class that could run as a support race. But his last full-time ride came from former racer, Cal-Club co-founder, and Western States Porsche Distributor, John von Neumann. Shelby raced his Porsches across the U.S. and as far away as the Nurburgring in Germany.

Even in retirement Shelby was no stranger to Vacaville. When I was living in Australia I met "Oz" Touring Car great Allan Moffat. He told me he secured the second seat on Shelby's late '60s, now independent Trans-Am Series Mustang team after testing for him at Vacaville. He joined ex-patriot Aussie Horst Kwech who also tested for Shelby that day (Kwech becoming the only Trans-Am Series driver to win races in both the over and under 2.5 liter classes, latter at the wheel of Alfa Romeo GTAs to two class titles). Shelby's strong, race-winning Aussie duo began at Vacaville.

The road course was used on and off for many years by not only SFR, but AFM motorcycles as well. AFM held the very last race there, staged for a new type of high-powered motorcycle that grew to be called "Superbikes". The entry list included riders from as far as England, one of whom came out on top.

The road course, though flat, was a fast and challenging layout. Contrary to today's tracks where the designer tries to see how many back and forth "wiggles" he can put into each lap, VacaValley Raceway included slow to fast sweepers that allowed the racer to build up a rhythm.

Yes, the track surface was prone to breaking up, sometimes sending chunks flying. But as we learned at the work parties the real culprit was the soil, not asphalt. Despite a raised-funding slurry job, in the hot summers of California's Big Valley the soil would dry out & crumble.



John Norman in his Alfa with the Midway Road overpass in the background

Concrete was used for a patch but it didn't always work. Sometimes the soil would settle in an area.

Worst part was at the end of the long, flat-out straight. There they entered turn one, a fast, sweeping right-hander with an uneven transition onto the oval. Though the banking wasn't steep or high, there was no guard rail. A couple of times I watched cars lose it and slide over the top. Thankfully no one got hurt.

It finally reached the point where races were run with the length of turns one and two on waving yellow flags and no passing permitted. Later, parallel white stripes were painted thru there, at speed moving the single-file field high and low around bad areas.

Fifty-year SFR racer Clint DeWitt told me of his last weekend at VacaValley. In Saturday afternoon qualifying, driving an E Production Porsche, he recorded his career first pole position. The celebrations, however, was short-lived. At Sunday morning's Drivers Meeting Chief Steward Al Brizard announced the racing was cancelled on a safety decision. Turned out it was the last-ever SCCA race at VacaValley Raceway.

All things considered, Vacaville is still one of my favorite track configurations. While road racing was mainly held on a shorter course using the oval back straight, for an upcoming National -- thanks to more work parties -- the Region did get the outer esses "re-attached". For the first time in many years they were able to race the full course.

I have fond memories of weekends spent there. In my mind I can still picture smaller class cars and Formula Vees drafting down the long front straight. When Bill Overhauser went by at speed in his Can-Am McLaren you could feel the ground rumble. And watching Herb Caplan in his A/Production Corvette flat-out down the oval back straight. In a classic four-wheel drift he would then take the left-hander onto the road course for the last set of esses, completing another lap. It was poetry in motion. The only people not having fun were the CHP officers who had to constantly chase away cars pulling off to the side of the freeway to watch.

Along the way I had my life changed there forever. When I was young I devoured every racing magazine I could get my hands on. It was the only reading they could get me to do. Then, as I grew older and started going to races, names and places on those pages became real, "in the flesh". VacaValley Raceway was no exception, it became a regular happening for me.

At one meet I spoke with racing great Richie Ginther who had been hired to manage a Porsche team for the factory distributor. I took a picture of the engine they'd just removed with their car next to it. Unbeknown to me, the racer who taught me most of what I know about photography, entered it into a photo contest. The picture that I thought wasn't much won. Combined with my column in THE WHEEL (and another I was writing for the Porsche Club) it all subsequently sent me into "Mi Vida Loca"; this crazy life I have lived. I owe it all to some special times at a now gone VacaValley Raceway.

Though it was an enigma, if SFR was going to have any racing those couple of years, then VacaValley served its purpose. It was a take it or leave it proposition and then vague rumors suddenly started circulating of Sears Point possibly being reopened and Vaca Valley Raceway closed in late 1971.



Formula car passes the grandstand and timing building Nov. 1962

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A Holiday Thank You from Thunderhill

As we close 2021, the second year of COVID and all the associated trials and tribulations, I want to take a moment to voice my gratitude to all whose collective efforts and passion for what we do made this year what it was.

Clearly the team here at Thunderhill Park deserves the highest praise for doing what it took to serve close to 1,000 event days occupied by our Club, open track events, motorcycle open tracks plus a huge number of drifting and other events on our two skid pads. They did yeoman work making the mission of Thunderhill Park -- which is to provide the best possible customer service on a safe and clean facility -- a reality. Thank You.

Thanks to the San Francisco Region of the SCCA, the originator of the club track, for doing what was necessary to help Thunderhill start life as a neonate 1.9 mile course, and then expand to a full-grown, multi-purpose race complex.

Thank you to the many customers who support Thunderhill. From the San Francisco Region that was our very first customer to the many others who have come along since that magic day in October of 1993. The list of wonderful customers is endless and includes the Shelby Club, NASA, AFM, BMW, CSRG, HOD, Carters, PTT, Z2, all the skid pad users and so many more, Thank you.

I would not be here doing what I love if it were not for the Boards of Directors that have overseen the Club and the Track. There are two separate boards, one for the track and one for the club. They are composed of men and women who care deeply about the sport and the people who populate it at all levels. We are fortunate that these directors, past and present, have made a difference at Thunderhill. Thank you for making that difference.

Special thanks go to our CPA firm led by Twyla Buzarellos and Malia Kendrick who does the detail work on taxes and our various reports. They have been with us a long time and have helped us get accelerated depreciation using special federal laws that many did not know were available. They helped with the PPPA funding and they just completed our Employee Retention Credit application which promises even more return from all that they do. It is good when the companies that help you really understand what you do, how and why. Thank You.

Over the years we have used many vendors to make the track better each new year. The many vendors that handle our WiFi and computer work and provide tires at big events, like Roger Kraus are valued vendors. There are more. Thank you all.

All of our advertisers in our annual yearbook where we have captured the history of Thunderhill Park are much appreciated as are our various sign advertisers. Thanks too to our many garage tenants who stay with us year after year.

If I have missed anyone, please forgive me as there are so many that have been a part of the history of Thunderhill. We offer a cumulative thank you to all of you who have reached out to make Thunderhill the best it can be in so many years.

Finally, I am sure that you know this because you are movers and shakers who live a full and busy life. It is people like you that get asked to do more because everyone knows that you will do what you say, get a job done and smile while doing so. I know you will continue to keep Thunderhill strong and healthy for many years to come so that our Club members and all users of this property will have a place to have fun with cars and motorcycles!

Expectations for 2022 at Thunderhill Park

Thunderhill Raceway Park expects to host over 1000 track days in 2022. Coming off of 2021 when the 530-acre complex built in 1993 hosted 995 event days, 1000 would seem like an easy objective, but not according to track CEO David Vodden. "We are fortunate to have four paved surfaces and the beginnings of a RallyCross course in the dirt," noted Vodden, but then added "that hosting 1000 event days would be a bit too much for the dozen or so full-time employees that staff the San Francisco SCCA-owned track. However this volume is possible because the track can host events simultaneously. "We have had five surfaces running simultaneously on several occasions," Vodden said.

The breakdown of event days counted as single days on each of the surfaces at the park in 2021 is as follows: 321 days on the three-mile course; 261 on the two-mile course; 263 on the big skid pad and another 148 on the smaller skid pad. To this was added six days on the dirt for RallyCross.

The track was built to ensure that the SCCA would always have a track to use. Just recently this has included SCCA road racing, solo or autocross, Track Night in America, Time Trials and RallyCross. "It is great to see all facets of the San Francisco SCCA taking advantage of Thunderhill," observed Michael Smith, Chairman of the Board of the track company known as San Francisco Region Properties, Inc. The stockholder of the track is the San Francisco Region of the Sports Car Club of America, Inc. The track's business includes most veteran car clubs such as SCCA, NASA, BMW, Shelby Club, and CSRG along with a host of new track renters in the form of Speed SF, On Grid, Turn 8, and many start up track renters who use Thunderhill's turnkey operations.

The track is also booked with just as many motorcycle events and has found a plethora of drifting groups to occupy the skid pads. "We are blessed to have some Silicon Valley AV and AEV companies using the park to develop their latest wares," David said.

Thunderhill Park opened in October of 1993 in the County of Glenn California. Since then, the facility has been under constant expansion adding track surfaces, garages, buildings, asphalt pads and more. "This is a work in progress" noted Vodden who says that "Thunderhill Park is far from done". The goal of the Park, according to Vodden, is to survive so that road racers and others will have a track to use for decades to come, long after other tracks have closed for all the normal reasons. Thunderhill can be reached through most social media platforms and also by accessing its web page at www.thunderhill.com. Date requests for 2022 are being accepted. 530-934-5588 E101

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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.

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JOBS

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NASA 25 Hour, daily and weekends, year round. Some benefits and more. Contact Schuyler 530-934-5588 x103.

ATTENTION

Attention FV Owners
It is time to dust off that car and clean out that solex carburetor. I am currently interested in starting a registry of FVs on the west Coast. The purpose of this registry is to get Fv owners together and talk about ways of getting the class rolling once again. I would like to start with getting the name rank and serial number of any Fv owners on the west coast. I would also like to know the type of car and the current condition. I am interested in all FVs.
Send any responses to westcoastfv@gmail.com

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

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Tired of staying at home, worried about social distancing? Volunteer with the SCCA. Plenty of fun things to do while maintaining your social distance! Contact Lynne Huntting for details pressnoop@aol.com

Dedicated to Saving Young Lives

Friends of Thunderhill Foundation is a 501 C-3 charitable/tax-deductible foundation whose mission is to invest in teen driving safety, improved automotive safety, industry education and community outreach primarily through presenting Teen Car Control Clinics that give students real-world, hands-on experience behind the wheel of their own cars.
As a motorsports enthusiast, if you engage in making charitable donations to non-profit programs that matter to you, what better program to support than Friends of Thunderhill, dedicated to improving young driver safety. The Foundation's only expenditures have been for the Teen Car Control Clinics.
You can easily make a donation to Thunderhill Properties Foundation by mailing a check to PO Box 966, Willows, CA. 95988; or going to the donation website: <https://www.friendsofthunderhill.org/take-action> Donations can be in any amount; \$129 funds one scholarship.

Are you good with Numbers? Car numbers to be exact? Work in the Air Conditioned room in Timing and Scoring. Be the first to know who is on the pole, who won the photo finish, who set the track record. Timing and Scoring has a chair with your name on it. Contact Lynne Huntting pressnoop@aol.com

Earn entry fees while volunteering at SFR events. Talk about having your cake and eating it too! Volunteer at any San Francisco Event and earn a DRAFT card. DRAFT cards can be redeemed for entry fees or testing time at Thunderhill. Contact Lynne Huntting for details pressnoop@aol.com

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