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SFR Regionals 15, 16, 17
p. 6

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John Faull 2021 Regional Champion in HP- Photo by Sierra Lacey

Cover: Race Group 7 headed towards turn nine with a couple of cars taking an alternate route- Photo by Sierra Lacey

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CALENDAR 2022

2021 FRESNO CHAPTER SOLO SCHEDULE

New schedule coming

SAN FRANCISCO REGION'S 2021 SOLO II CHAMPIONSHIP SCHEDULE

New schedule coming

RENO REGION SCCA SCHEDULE

New schedule coming

SCCA SACRAMENTO AUTOCROSS SCHEDULE

New schedule coming

2021 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*

INDY CAR - WEATHERTECH LAGUNA

OCTOBER 28-30**

REGIONAL 15,16,17 - THUNDERHILL

***Pro Race Support for Volunteers**

****Double points**

***** Subject to change**

Confessions of a Cone Slayer

By Rob Krider



The Attendance Award

The 2021 SCCA San Francisco Region solo season is officially in the history books. I am proud to humbly brag, that when the final laps were completed and all the points were tallied up, it turned out it was me, the Cone Slayer, who was somehow crowned the 2021 SCCA San Francisco Region

S4 Class Champion. Who cares? Not my wife, I can assure you. You see, Mrs. Krider doesn't appreciate hard-to-pronounce, lengthy racing championship titles or dusty racing trophies lying around the house. In her defense, this particular season-long victory is my tenth overall lifetime racing championship. She simply isn't impressed anymore. In fact, now that I reflect on it a bit, I'm not sure if she was actually impressed after I won my first championship way back in 2002? She has been very clear with me, if I want to impress her I should just empty the dishwasher.

Me? I still think being a champion is absolutely bitchin'. I'm proud to be an SCCA SFR Regional Champion. I understand that these titles aren't handed out like participation plaques at a road rallye. Earning a championship takes an enormous amount of dedication, resource management, time, money and a fair amount of hard driving. You have to attend a minimum amount of races, you have to keep your car running all year long while flogging it and you have to earn points every single time you head out on track if you want to be on top at the end of the year. Winning a championship is hard work. Regardless of all of those obstacles, my wife, whom I love, still isn't convinced being a champion is worth the metal, plastic, glass or wood the "ugly" trophy is made of (her words, not mine.)

To understand the dynamic at Casa de Krider, allow me to repeat some dialogue that happened after I came home after yet another championship.



"Honey, I'm home."

"Glad you're safe. Did you win?"

"You know I did, Baby! In fact, I won the season championship."

"What does that mean?"

"That means I'm the best, Baby. You're a lucky girl getting to live with a real life champion twenty-four hours a day."

"Does the champion clean the garage after the racing season is over?"

"Um, eventually...maybe. Certainly not today."

"I guess I'm not that lucky."

"Baby, the dirty garage is a shrine to all the hard work, bruised knuckles and dedication it took this year to win that championship."

"Explain to me how you won the championship again."

"I went to all the races, drove like a madman, earned points every time, and became the champ. I'm the man, Baby."

"How many people did you race against in your class?"

"Uh, well, sometimes, like four or five people. Sometimes more."

"Did the same people show up every time to race?"

"No, actually I was the only one who made it to every event this year."

"So, if I understand this correctly, you are only the champion because you went to more races than everybody else in your class?"

"Well, I don't look at it that way, I was the one who dedicated the time to show up and race every time. I also drove like a total badass."

"Did you win every race all year?"

"No. Sometimes the car wasn't working well and I finished second or third."

"Okay, so essentially you are the champion because you went to more races than anyone else."

"I guess."

"Then you earned a perfect attendance award, not a racing championship. Essentially your trophy is a piece of wood that doesn't represent that you're the fastest driver, instead it represents you were the worst husband in the class because you raced on Mother's Day just so you wouldn't miss a single event."

"Geez, when you say it like that it sort of takes the shine off of the victory."

"I'm not wrong. You earned an attendance award. How many events were there this year?"

"Well, this year they only counted six events because of the limited schedule due COVID."

"So, you should have an asterisk next to your championship just the like the Los Angeles Dodgers do for their 2020 World Championship. It's a COVID championship!"

I normally walk away from these conversations mumbling like a child under my breath, "Whatever, I'm still the champion. Damn."

Yes, folks, as you can see Mrs. Krider keeps me in my place. It's probably a very good thing since I'm a complete ego maniac (like most race car drivers). She keeps things real. So, officially, based on her marital standards, I'm only the S4 class champion because I showed up more than everyone else. Perfect attendance. Regardless of how I earned it, I'm going to wear that embroidered championship jacket with pride. I'll even wear it around the house right in front of my unimpressed wife...while I'm emptying the dishwasher, of course.

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



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SFR REGIONALS 15, 16, 17 RACE REPORT



The three-day SFR Regional 15 & 16 & 17 at Thunderhill Raceway was full of surprises, challenges and championships. The entries numbered near 200 cars for the three days. This year the weekend format was a bit different: three days, three different courses. Friday - the 1.9 mile course, usually reserved for the SFR Competition

Licensing School, so unknown to many; Saturday the usual 2.9-mile course known as the 3-mile. Sunday the schedule called for the 5-mile course, which incorporates the East and West Course., and requires additional corner workers and E Crew.

Friday started on schedule, after a beautiful sunrise. The weather was sunny and dry all day. Earlier in the week it had rained hard, and the ground was still soft enough that Workers couldn't drive to the corners. The majority of the drivers hadn't raced on the short course, or at least not recently. As this was the first time running this configuration for most, every group set new track records.

FA Driver, Joe Briggs and Healdsburg Distilleries again donated \$20 bills to Workers, whose names were drawn. Twenty-four lucky volunteers were gifted.

With a full bill of races, the Pace Car Dance Card was available all three days, and all of the newbies and VIP's got a ride around the various configurations, and some got to see what's involved when the Pace Car becomes the Safety Car.

Saturday also started with another sunrise, albeit muted due to clouds, and the Rotary Pancake Breakfast on the patio. However, before the first session, there was a communications failure on the front part of the course and paddock, which had to be resolved, and then a sink hole in Turn 11 which had to be repaired. Then, as if that wasn't enough, the fog socked in, unlike any fog SFR has ever seen at at Thunderhill. This was unlike the fog at Laguna which drifts around the track, this fog stayed put for nearly hours. After two hours, the Workers were brought in from the corners for an early lunch Then it just lifted and the day's sessions began exactly at noon. The schedule was adjusted, and ended just before sunset. The Saturday night festivities got a later start but everyone stuck around and had a rollicking good time. There was BBQ served up by RE Tim Sullivan and his sidekicks, Doug Alvis and Gene Peters. People spilled all over the patio and inside the clubhouse, where the draw was the Margarita bar and the McCarthy Raffle. The annual party drew some visitors including RJ Gordy & n Laura Stitch, and Nadine & Jerry Casini; and some people got into the Halloween spirit by coming in costume. It was a good party!

Sunday was yet another day, entirely. It started out 75 minutes late due to new sink holes on the West Course. It was deemed unsafe, the West Course Workers and E Crew were brought in, and the course markers relocated so the 3-Mile Course could be run. The paddock was emptying out and the Sunday fields were thinner.

Group 1 (FA, FX, FM)

Race 1



Group 1 at pre-grid getting ready to go out

This group started out the weekend with 20 drivers on course. FA driver Marco Kacic from Northwest had the pole. This group had the lineup set up by classes, by and large. All the FAs were at the front, followed by F and FM, mostly segregated but intermingled to some extent. The race was fairly processional, with no drama. A couple of drivers went off and on, but otherwise, it was follow the leader. The Formula Car Challenge was ongoing in this series, which had a race within a race. Alex Kirby of Cal Club won overall and in FA, setting the fastest race lap of 94.836 mph. Second and third were Kyle Loh and Marco Kacic. Tao Takaoka won FX, with William Ferguson and Doron Dreksler second and third. Bill Weaver won FM, followed by Steve Martin and Brad Drew. Six of the 20 drivers were from out of region.

New Track Records were set for FX by Tao Takaoka, and for FM by Bill Weaver.

RESULTS

FA

1. Alex Kirby
2. Kyle Loh
3. Marco Kacic

FM

1. Bill Weaver
2. Steve Martin
3. Brad Drew

FX

1. Tao Takaoka
2. William Ferguson
3. Doron Dreksler



#95 Marco Kacic took home top honors on Saturday

Group 1 was the third smallest group, with three formula classes, but more evenly matched than most, and faster than all but Group 2. All 20 starters finished on the lead lap. For the most part, they finished by class and in their qualifying order, with the FA's the fastest. The race had a some deviations, overdriving, and Steve Martin lost part of his front FM wing. It was safe and Martin was able to continue wing-less. Dan Decker spun in Turn 3 and stalled, bringing out the Safety Car ... and then he continued, leaving a dirty track. Kyle Loh turned the fastest race lap of 99.180 mph and in his efforts, he overshot Turn 9, taking a rough ride. But he still finished second overall. Alex Kirby was not to be outdone. On the last lap he lost a wing and took a rough ride through Turn 8.

Marco Kacic won overall and in FA in his 2020 Ligier FJ, with a 1.712 second margin ahead of Kyle Loh in his 2020 Ligier JS F3. Third in FA was Jay Henry Horak in a 2019 Ligier JS F3. Tao Takaoka won FX, driving a 2015 FS2.0, with Doron Dreksler second in a 2016 Formula Speed 2.0, and William Ferguson was third driving his 2018 Ligier JS F4. The FM class was won by William Ferguson in his 1997 Star Formula Mazda, with Lars Jensen second in a 1997 Star Formula Mazda and Steve Martin came in third, driving his 2003 Formula Mazda.



#19 Ritchie Hollingsworth exits out of the crows nest

RESULTS

FA

- 1. Marco Kacic
- 2. Kyle Loh
- 3. Jay Henry Horak

FM

- 1. Bill Weaver
- 2. Lars Jensen
- 3. Steve Martin

FX

- 1. Tao Takaoka
- 2. Doron Dreksler
- 3. William Ferguson



#27 Tao Takaoka had a busy year running all of the regional races and going to the runoffs



#29 Christian Okpysh heads towards turn 5

The first race of the day saw Groups 1 and 2 combined, representing 13 classes, of which seven ran. The field was small enough it didn't even warrant a split start. There were 14 starters and 10 DNS, including three out-of-region drivers. Jim Devenport had the pole in his P1 Elan DP02 by four seconds ahead of Joe Viso's P1 Elan Mazda. Devenport kept the lead and won by 50.066 seconds, turning the fastest race lap of 107.947 mph and lapping the field except for Viso. Devenport's new Elan broke the all-time SCCA track record set by his previous P1 car, Norma. Chris Vian was third in P1 in his Elan DP02. Viso took the P1 Championship, with Devenport and Vian second and third, respectively.

Joe Briggs, new to the FA field this season in his Pro Formula Mazda, started fourth behind P2 driver, Eric O'Brien's A-MAC. On Lap 3, Briggs made a killer smooth pass on O'Brien coming into Turn 10. O'Brien saw Briggs on his run and backed off to let him have the spot. They're in different classes. O'Brien had somehow broken his primary rear wing before morning qualifying and the replacement wing had far less downforce, and once his old rear tires heated up, O'Brien was "looser than a goose. Like Mr. Toad's Wild Ride." Briggs won FA and O'Brien won P2, and was pleased with his season. In addition to winning the P2 Championship, he also finished every session he started and had no mechanical problems all year.

Another smooth pass in Turn 10 was made on Lap 9 by Lars Jensen in his FM Star Formula Mazda on Ritchie Hollingsworth's FM. FA driver, Scott Vreeland ran fifth behind O'Brien for nine laps before

passing. Vreeland ran fourth until the last lap when he ran out of gas and pulled off in Turn 8. Not the end to his weekend he wanted. But, Vreeland did win the FA Championship, with Briggs second and Kyle Loh third. Christian Okpysh won FM. In this field of smooth drivers only one driver tested track limits. All 14 starters were credited with finishing the race, and all got a trophy.

Within the Group 2 field there was another race going, the Formula Pro USA Season Championships. They had their own podiums, trophies and ceremonies each day. FX driver William Ferguson won the 2021 F4 Pro Championship; FA driver Kyle Loh won the 2021 F3 Pro Championship; and Jay Horak won the 2021 F3 ProAm Championship.

RESULTS

P1

- 1. Jim Devenport
- 2. Joe Viso
- 3. Chris Vian

FA

- 1. Marco Kacic
- 2. Kyle Loh
- 3. Jay Henry Horak

P2

- 1. Eric O'Brien

FX

- 1. Tao Takaoka
- 2. Doron Dreksler
- 3. Frank Russell

FE2

- 1. Jerry Kroll

FM

- 1. Christian Okpysh
- 2. Lars Jensen
- 3. Ritchie Hollingsworth

ASR

- 1. Scott Meyer



#2 Jerry Kroll finally got clearance to travel from Canada and came down to race with us



#23 Jim Devenport set the all time track record for Thunderhill



#18 Bob Geren hits the apex in his Elan NP01

Jim Devenport and Jerry Kroll were busted for sound in qualifying and had to start from the back. Devenport said he was unused to racing on the short course and he was shifting a gear higher right as he went past the Sound Shack and it was too loud. This wasn't a problem the other two days as the course was longer and he was shifting a gear lower and later.

Devenport had his P1 Elan all the way up to second place by Turn 1, and had the lead before Turn 5. He led every lap, turned the fastest race lap of 99.923 mph and his Margin of Victory was 54.010. Only Devenport and runner-up, P2 driver Eric O'Brien were on the lead lap at the finish. Pole sitter Joe Viso had a rough time, literally, by taking a wild ride in Turn 5, spreading dirt in his wake. He retired. The other drivers maintained their starting positions, moving up when Viso retired. Scott Meyer won ASR, Jerry Kroll won FE2, and Andy Juner won DSR.

New Track Records were set in P1 by Devenport, in P2 by O'Brien, and in FE2 by Kroll.

RESULTS

P1

1. Jim Devenport
2. Bruce Brown
3. Chris Vian

P2

1. Eric O'Brien

FE2

1. Jerry Kroll

ASR

1. Scott Meyer

DSR

1. Andy Juner



Joe Vito P1 Regional Champion

This was the first Saturday race, starting two hours later due to the morning fog delay. This group has the fastest classes and lately, the smallest fields. There were 12 entries, seven qualifiers and six who ran the race. Jim Devenport continued his winning ways, starting on pole, leading every lap, turning the fastest lap of 104.166 mph, and winning by a margin of 42.562 seconds in his 2012 Elan DP02. He lapped half the field. Joe Vito was second in P1, driving his 2006 Elan Mazda DP02, and Chris Vian came in third in his 2006 Elan DP02. Eric O'Brien came in third, winning P2 in his 2000 A-MAC AM7, and Jerry Kroll won FE2 in his 2005 Van Diemen. Bob Geren won ASR driving his 2015 Elan NP01. The race was drama-free, with no deviations. Everyone finished where he started, and everyone went home with a trophy.

RESULTS

P1

1. Jim Devenport
2. Joe Vito
3. Chris Vian

P2

1. Eric O'Brien

FE2

1. Jerry Kroll

ASR

1. Bob Geren



Chris Vian picking up the throttle at turn 15



#40 Mike Enos has #58 Tim Sullivan and #05 Lenny Celiberti in tow

With the final race of the year being a triple header and with double points on the line, if winning a regional championship was something you wanted to put on your resume, attendance was mandatory, especially if you were a Muscle Car or an A Sedan competitor.

Going into the weekend MC had two people vying for the Championship. Richard Pryor, the God Father of the Muscle Car class, and Gary Ludlum, whose seven-race season had him only 59 points shy of Pryor.

In AS, Adam Enticknap enjoyed a two-point advantage over Mikhail Butenko, with Jeff Francis only 12 points from regional championship glory. Butenko for some reason did not make the grid. This was a perfect opportunity to take advantage of the points scoring opportunity for Enticknap.

For all the drivers getting points in every race was important; getting more points than your competitor even more important.

This weekend featured a very unique schedule. The Friday races were held on the 1.9-mile course, with Saturday being conducted on the 3-mile course, and Sunday was going to be on the 5-mile course.

The problem for these big cars with wide tires on the short course was getting sufficient heat in the tires for the first turn. This was very apparent once the green flag dropped and pole sitter Joe Montana went into Turn 1. Although he did his best to tip-toe through, the high-powered Super Production stock-car did not have enough grip in his Pirelli P7 tires and around he went. The field of twenty cars was able to avoid him and into Turn Two they went.

Coming out of Turn Two was the T1 car of Clark Nunes, followed

the ITE car of Sal Molinare. The first AS car was Roger Eagleton, holding down third overall and the first Muscle Car was Gary Ludlum occupying tenth overall.

Beside Joe Montana's spin, Charles Laster, who qualified fourth, fell back on the first lap and was in 14th by the time one lap was in the books. The 1.9 mile offered up a lot of laps in a short period of time and by the seventh lap Charles Laster had turned it up a notch, working his way back up the field. As Laster was going through the transition portion of the track, he went wide onto the dirt. Gary Ludlum was directly behind Laster, and as is often the case, he followed him onto the dirt. Unfortunately for Ludlum, his dirt excursion caused him to spin, causing him to be powerless and right in harm's way. With no choice, but to throw a full course caution, the field bunched back up while Ludlum's car was moved. He eventually restarted a couple of laps down. This spin did not help Ludlum's AS

championship effort, as he lost fourteen points to Pryor. At almost the same time, Adam Enticknap found himself out of the race on the outside of Turn Seven. So far, two main combatants in A Sedan and in Muscle Car suffered some bad luck. It was only Friday, so there were still two races to make up those points.

After three laps, (remember they are very short,) the green flag flew again with Nunes setting the pace. But just as in the first start, the guy leading was the guinea pig for the level of grip. Unfortunately for Nunes, he exceeded that

RESULTS

AS

- 1. Roger Eagleton
- 2. Ken Pedersen
- 3. Casey McLeod

GT1

- 1. Charles Laster

GT2

- 1. Bryan MacMillan

GT3

- 1. Larry Hansen

ITE

- 1. Sal Molinare
- 2. Sean Thibodaux
- 3. Lenny Celiberti

MC

- 1. Allison Palitz
- 2. Richard Pryor
- 3. Gary Ludlum

N3

- 1. Bill Okell

SP

- 1. Joe Montana
- 2. David Hutchins

SS

- 1. Cory Newlon

T1

- 1. Don Van Nortwick
- 2. Tim Sullivan
- 3. Clark Nunes

T2

- 1. Helmuth Jones



Sal Molinare took the overall win on Friday

The Saturday race for Group 3 had a new addition. The GT2 car of Kristopher Olson made an appearance and promptly qualified on the pole. Don Van Nortwick took the other spot on the front row. This time the front runners got off to a clean start, and with the larger track the racers had a chance to figure out where they are faster than those around them. One of the people that had a lot of figuring to do was Roger Eagleton. He had a poor start and had his team mate Mikhail Butenko three cars in front of him by the time the first lap was done.

The Pole sitter Olson was able to lead the field into Turn 1, and never looked back. Fellow front row starter Von Nortwick was not so lucky. He entered Turn 3 side-by-side with the GT2 car of Donald Swartz. Von Nortwick was on the outside of the turn and that was not the place to be. The front fender of Swartz's Ford Fusion tapped the rear quarter panel of Von Nortwick sending him around. Luckily the entire field made it by without coming into contact with him. For Von Nortwick, it meant he had a lot of cars to pass if he was ever going to make it back to his qualifying position.

Swartz would go on to hound the SP car of Joe Montana until three laps from the end, where he was able to get by Mr. Montana. Swartz's day was not over because even though he finished second on the track, the Stewards got a hold of him and placed him last in class for violating section 6.11.1 of the GCR (failure to control your car resulting in contact with another car.)

Meanwhile Roger Eagleton was going for six races and six wins for the weekend. But he had a lot of work to do to catch Butenko. Eagleton had to get around the GT3 car of Larry Hansen and the GT2 car of Bryan MacMillan. Both cars took some time to get around. Eagleton was able to get past Hansen when he went wide in Turn 2. MacMillan was much harder to get around as MacMillan had a lot of power,

but just didn't have the tires to keep the car pointed in the right direction. The Eagleton-MacMillan battle was the classic example of a high-powered power sliding machine against a lower-powered well-handling machine. Eagleton eventually made it past MacMillan on the exit of Turn 9 as MacMillan slid out a little too much to keep Eagleton behind him. Once free, Eagleton was able to run down Butenko, but he was not able to get around. Butenko finished first in A Sedan with championship rivals Francis finishing fourth in class and Adam Enticknap not making the grid. With Enticknap not getting any points, the outcome of Sunday's race was irrelevant as far as the A Sedan regional Championship was concerned, since Butenko had too big of a point lead.

The Muscle Car Championship was determined in this race also. Pryor finished third, giving him a total of 277 points, compared to the 218 for Ludlum which was a 59 point difference. With only 50 points on the line for Sunday Pryor had the championship wrapped up.

RESULTS

AS

1. Mikhail Butenko
2. Roger Eagleton
3. Ken Pedersen

GT1

1. Charles Laster

GT2

1. Kristopher Olson
2. Bryan MacMillan
3. Donald Swartz

GT3

1. Larry Hansen

ITE

1. Sal Molinare
2. Sean Thibodaux
3. Lenny Celiberti

MC

1. Allison Palitz
2. Gary Ludlum
3. Richard Pryor

N3

1. Bill Okell

SP

1. Joe Montana
2. Mike Enos
3. David Hutchings

SS

1. Cory Newlon

T1

1. Don Van Nortwick
2. Tim Sullivan

T2

1. Helmuth Jones



#99 Larry Hansen In his GT3 Nissan

Sunday was supposed to be the five-mile course, but due to conditions that were deemed unsafe SCCA officials determined that the three mile course would be the configuration of the day. By the time Group 3 made it to the grid, the field of 20 had shrunk to 13. Some people went home on Saturday, some went home once they found out the five mile race was not going to be run.

The field got the green flag despite one car being out of position. ITE Sean Thibodaux took a wild ride in Turn 2 and eventually made it to Turn 10 where he parked in a hazardous position, bringing out the Safety Car to tow him. During the Safety Car situation, Cory Newlon pitted his SS Chevrolet with a flat tire. He stayed near the pit lane, under official supervision, while his crew changed his tire. There was some drama about whether he could go back on course. He eventually did.

Pole sitter, GT2 driver Kristopher Olson, turned the fastest lap of 1.52.343 while leading. He led every lap but the most important one,

as on the last lap he pitted. Sal Molinare, who was running second, inherited the lead and took the overall victory and the ITE class win. The race was rather processional, with most class winners starting and finishing in the same position. Don Van Nortwick made up for the tough luck he had on Saturday by winning T1. The only close class race was between Roger Eagleton and Mikhail Butenko for the AS class win. Eagleton beat out Butenko, earning his fifth victory of the weekend. He came one race win short of his goal of going six for six. Power sliding Byran MacMillan took the GT2 victory when Olsen pulled in. Gary Ludlum did not win the Muscle Car Championship, but did win the final Muscle Car race of the year. He was probably happy he survived the weekend, considering the troubles he had on Friday. With no Joe Montana or Mike Enos, David Hutchings took SP in an Acura Integra, which is likely the most conservative interpretation of SP rules ever!

RESULTS

AS

- 1. Roger Eagleton
- 2. Mikhail Butenko

GT2

- 1. Bryan MacMillan
- 2. Kristopher Olson

ITE

- 1. Sal Molinare
- 2. Sean Thibodaux

MC

- 1. Gary Ludlum
- 2. Allison Palitz

N3

- 1. Bill Okell

SP

- 1. David Hutchings

T1

- 1. Don Van Nortwick

T2

- 1. Helmuth Jones



Kristofer Olsen showed up on Saturday and promptly won overall in group 3

Going into the season finale in group four only one class had the regional championship on the line. That was the FF contest between Denny Renfrow and David Jalen. With 32 points separating them and 150 total points on the line both competitors needed a clean weekend.

For the 1.9-mile track this group had 14 cars total, three Formula Continentals, three FF, two FFT, two CF, two FVs, 1 FST, and 1 THR.

Ever since Jerry Dutch Schultz bought Scott Vreeland's FC Van Diemen he has been the man to beat where ever he has shown up. This race was no exception having qualified three seconds faster than Paul Rodler. In the FF ranks Stewart Patterson out gunned Denny Renfrow for fastest Formula Ford although they were racing in a different class because of the tires they were running. Stewart had less then .020 of a second faster time than Renfrow.

This race marked the first time this year that Tom Duncan made an appearance. I suspect him and Dan Wise were getting valuable track time for the following weekends Cross Flow cup race at the same track.

The race played out according to the script for Schultz. He got the lead and drove away. His margin of victory was almost one minute over Rodler. Schultz was so fast he lapped some of the slower classes three times.

Renfrow was not having anything to do with the up -start Patterson on his bias ply Hoosiers. Renfrow jumped into the lead and held onto it

for four laps until Patterson made it past for two laps. Renfrow got by Patterson for good on lap 11 and then set his eyes for Jeffrey Pietz in a FC car. Renfrow was able to get by the faster car of Pietz and held him off until the last lap of the race when Pietz took the position back. Pietz finished third overall and third in FC. Renfrow finished fourth overall and was the first Formula Ford type car. Mark Wilson making his debut at Thunderhill was awarded the hard charger of the race and came home second in FFT, He made up three position from where he started. FV was won by Blake Tatum who was battling steering issues and handling issues.

Tom Duncan had a good run in his CF running with David Jalen and beating some cars that would be considered faster than his.

At the end of round one Renfrow enjoyed a 41 point lead over Jalen.

RESULTS

FC

1. Jerry Dutch Schultz
2. Paul Rodler
3. Jeffrey Pietz

FF

1. Denny Renfrow
2. David Jalen
3. Michael Bernstein

FFT

1. Stewart Patterson
2. Mark Wilson

CF

1. Tom Duncan
2. Daniel Wise

FV

1. Blake Tatum
2. Chris Poncin

FST

1. Jim Lepetich

THR

1. Wyatt Brown



Jim Lepetich looks for the apex at turn 5



#27 Stewart Patterson won in FFT on Friday and Saturday



Denny Renfrow's stricken machine

Race two of the weekend of course had Jerry Dutch Schultz on the pole by a wide margin over Paul Rodler. Denny Renfrow back on a track he was very familiar with qualified third overall and over one second faster than Stewart Patterson.

Again the race got underway with Schultz taking the lead and driving off into the sunset.

Renfrow got a great start and was actually in second place overall with the FC car of Paul Rodler separating him and Stewart Patterson in the FFT car. Rodler was able to get by Renfrow on the third lap of the race.

But on the fifth lap of the race everything changed for Renfrow as he came into contact with Chris Poncin in turn nine. The resulting contact left Renfrow with a collapsed rear suspension and out of the race. Because he came to rest in the middle of the track between turn nine and ten the race finished under the caution flag..

Now Renfrow hopes of winning the regional championship were dashed due to damage that could not be fixed in time for the next day's race. Points at the end of race two Renfrow 310, David Jalen 311. For all intensive purposes it looked as though Jalen would win the regional championship.



Jerry Dutch Schultz was untouchable



Blake Tatum and Chris Poncin avoid the spinning car of Daniel Wise

RESULTS

FC

- 1. Jerry Dutch Schultz
- 2. Paul Rodler
- 3. Kim Wilcox

FF

- 1. Michael Bernstein
- 2. David Jalen

FFT

- 1. Stewart Patterson
- 2. Mark Wilson

CF

- 1. Tom Duncan
- 2. Daniel Wise

FV

- 1. Blake Tatum
- 2. Chris Poncin

FST

- 1. Jim Lepetchich

THR

- 1. Wyatt Brown



Paul Rodler the 2021 FC Champion

Sunday morning brought hope of the five-mile course. Myself and several others were really looking forward to running on the course, but track conditions from recent rains made the track unsafe for small low to the ground cars.

So back to the three mile track.

The small field got even smaller with all of the FC cars leaving expect for Paul Rodler. Also missing was Denny Renfrow due to his accident the day before.

Once the race was about to start a surprise competitor made it to the grid. It was none other then Renfrow in his FF Piper. It seems Denny woke up Sunday morning determined to go down fighting. So he loaded up his other car and made it to the track in time for the race start. Even though he was starting in the back the field was small and all he had to do was beat one guy David Jalen.

With Rodler in the only FC car he took off and used the race as a practice session. Know one was near him. In FFT Patterson did not have Renfrow breathing down his neck and he was able to develop

a sizable lead over the other FFT car of Mark Wilson. Unfortunately on the last lap Patterson had contact with Blake Tatum at turn eight resulting in both cars sliding off into the grass. Both drivers got their cars going again but Patterson retired and Tatum continued on to win FV.

Renfrow in the meantime was carefully working his way through the field. By lap eight he caught Jalen and passed him. From there he just had to finish ahead of Jalen and the regional Championship would be his. But being the racer that he is he had to run down Michael Bernstein and take the class victory in FF. With finishing first he was awarded 50 points, Jalen got 36 for third. The final tally was Renfrow 360 to Jalen's 347, Renfrow won the championship after not throwing in the towel, good job Denny!

CF saw only Daniel Wise competing as Tom Duncan went home. Wyatt Brown won Thunder Roadster all three days and did a good job racing with the smaller formula cars.



Daniel Wise won CF on Sunday

RESULTS

FC

1. Paul Rodler

FF

1. Denny Renfrow
2. Michael Bernstein
3. David Jalen

FFT

1. Mark Wilson
2. Stewart Patterson

CF

1. Daniel Wise

FV

1. Blake Tatum
2. Chris Poncin

THR

1. Wyatt Brown



#43 Jeff Sutton and #30 David Ray use every inch of the track and then some

None of the classes in Group five had a regional championship on the line at the season Finale. That being said a healthy field of 38 cars showed up to do battle at our final regional event of the year. With a strong field of SMG Mustangs, ITA Miatas, and a mixed bag of cars running ITX, this group was gong to provide good racing all weekend long.

Qualifying saw Roger Eagleton take the pole in his SMG Mustang, followed by four more cars all running in SMG. Ken Pederson qualified second just .5 of a second off Eagleton's pace.

Wilson Powell who has at times been the car to beat in this class was down in 6thposition 1.4 seconds off of Eagleton's pace.

ITA saw Wa Huong take the top spot with Aaron Jeansonne nipping at his bumper just .28 of second behind. ITX top qualifier was Taylor Vance six positions ahead of his nearest class qualifier.

The race got under way with Eagleton taking control from the very beginning. Eagleton had his way with the group and led flag to flag his biggest concern came once the full course caution came out. That concern was being able to hold off Pederson on the restart. But since the race finished under caution, Eagleton's need to make a clean getaway never materialized.

Pederson finished second and started second. But at the beginning of the race he fell back to fourth and had to work his way past Adam Enticknap and David Ray to claim his qualifying spot.

ITA saw pole sitter Wa Huong have a bad start and fall several places. On the other hand Aaron Jeansonne has a great start and got a few cars in ITX between him and the second place ITA racer of Sean Lovett. Jeansonne took the ITA victory without having to have a knock down drag out battle with the other competitors in his class.

ITX Joseph Carl had an interesting race. He qualified 20thbut by the end of the first lap he was in 10thoverall and leading the ITX, He fell back to 12thbut then worked his way back to 9th by the time the

caution flags came out,

Once this race got sorted out a full course caution was thrown when the SSC5 Corvette of Sanford Peterson tangled with the ITA Miata of Ross Lindell in the Crow's Nest. By the time the E crew was able to get the two cars in a safe place the checkered flag was thrown while the group was still motoring around behind the pace car. So no dramatic last lap passes in this race but these guys still had two races to go before the weekend was over.

Aaron Jeansonne, from IND Region, also races in the Mazda MX-5 Cup Series. After he raced with us, he ran the MX Cup finale, finishing eighth overall out of 39 contenders.

New Track Record (1:20.568) for SMG by Roger Eagleton. New Track Record (1:22.242) for STU by Wilson Powell. New Track Record (1:25.392) for SSC5 by Craig Walker. New Track Record (1:26.536) for ITX by Joseph Carl. New Track Record (1:29.019) for STL by Lawrence Murdter. New Track Record (1:36.676) for B-Spec by Clint deWitt. New Track Record (1:25.157) for ITA by Ross Lindell.

RESULTS

B-Spec

- 1. Clint deWitt

HP

- 1. John Faull

ITA

- 1. Aaron Jeansonne
- 2. Sean Lovett
- 3. Scott Smith

ITS

- 1. Ben Brandt

ITX

- 1. Joseph Carl
- 2. Taylor Vance
- 3. David Covin

SMG

- 1. Roger Eagleton
- 2. Ken Pederson
- 3. David Ray

SSC5

- 1. Craig Walker
- 2. Tim Sullivan

STL

- 1. Lawrence Murdter

STU

- 1. Wilson Powell



#20 Sanford Peterson and #2 Ross Lindell tangled on the exit of the Crows Nest

For the Saturday race the SMG, which stands for Spec Mustang, had some competition for the pole. Wilson Powell in his 1983 M3 BMW showed some of the SMG guys something about German engineering. Powell beat out all but one SMG competitor and that one was pole sitter Roger Eagleton. Based on qualifying one could assume that the race would be more than a SMG stampede. Another Class of cars that was starting to show some speed was the guys in SSC5. At Laguna Seca the SSC5 (Sealed Spec C5 Corvette) cars are generally quicker than the SMG cars. As they tune their cars and as they get more experience at Thunderhill I am sure that will be the case. In the highly competitive ITA Aaron Jeansonne out qualified Wa Huang by about .4 of a second. ITX had Taylor Vance just beat out Joseph Carl for the class pole.

The race start saw Roger Eagleton squash any threat that Wilson Powell might have had, as he took off into the lead that he never relinquished. Powell for his part had his mirrors filled with a stable of

wild Mustangs. The teammate to Roger Eagleton, Mikhail Butenko, started in fourth and on lap two made it by third place running Ken Pederson. Then on the next lap he made Powell wish he had a V8 as Butenko put the pass on Powell. Powell would then have the thundering heard consisting of Pederson and Enticknap stampede past him. Given that Powell was racing in a different class none of these position loses mattered because he still won STU finishing fifth overall.

The SSC5 guys made up one position from where they started. Craig Walker gave David Ray something to think about but they never posed a threat for the overall victory. Walker held station over Peterson winning the class.

Running 13th overall was Aaron Jeansonne. He had a train of screaming Miatas behind him. For the majority of the race it was Jeansonne with Huang glued to his bumper. But with one lap left in the race Christopher LaBouff got past Huang. LaBouff started five spots behind Huang and worked his way past Scott Smith, Taylor Vance, and Huang to take second in the class.

Vance had an up and down ride to first in ITX mainly because he was racing hard with the ITA group. Joseph Carl who finished second in ITX never really challenged Vance for the class victory.



#147 Wilson Powell has a couple of wild Mustangs on his bumper

RESULTS

HP

1. John Faull

ITA

1. Aaron Jeansonne
2. Christopher LaBouff
3. Wa Huang

ITS

1. Ben Brandt

ITX

1. Taylor Vance
2. Joseph Carl
3. Matthe Wyatt

SMG

1. Roger Eagleton
2. Mikhail Butenko
3. Ken Pederson

SSC5

1. Craig Walker
2. Sanford Peterson
3. Tim Sullivan

STL

1. Lawrence Murdter

STU

1. Wilson Powell



#87 Adam Enticknap SMG Regional Champion

36 of the 52 entrants showed up for qualifying on Sunday. Many were disappointed that the five mile track had safety concerns and the club had to revert back to running the three mile track. The good news is everyone could work on improving his or her times from the previous days racing.

Qualifying again had Roger Eagleton on the pole but Mikhail Butenko and Jeff Sutton out qualified Wilson Powell regulating him to the fourth starting position. The SSC5 guys were getting more comfortable with the track and their cars as they now just three second off the pace of Eagleton.

Sunday's ITA race had Wa Huang once again take the pole with Ross Lindell taking second. Lindell was involved in a collision with a SSC5 Corvette on Friday's race so he did a good job getting everything sorted out to take second in his class. Aaron Jeansonne who had won both ITA races so far in the weekend was third in ITA.

Taylor Vance continued to set the pace for the ITX guys although not quite as fast as his Saturday pole time.

The first attempt at the start of the race had to be aborted because the field was just too ragged. One driver even got the closed black flag waved at him for his less than orderly approach to the start of the race, remember you cannot win the race in the first turn.

As the race got under way it looked as though Eagleton was not going to win this one as Butenko edged his white pony into the lead. But by the second circuit Eagleton found a way around Butenko and into the lead, which he held on to until the end. The margin of victory was a

slight 2.023 seconds.

Jeff Sutton got balked a little bit at the start and had to give way to Wilson Powell in third. Unfortunately for Sutton he also lost a spot to the new SMG Regional Champion Adam Enticknap.

Sanford Peterson got the best of his SSC5 buddy Craig Walker and finished sixth overall. The SSC5 guys were starting to really get a handle on the 3-mile track where they can use their horsepower advantage.

In ITA Wa Huang was finally able to parlay his outstanding qualifying results into a class victory. Maybe the secret is to get another class between him and his rivals so

he does not have to race so hard. That other class car was Lawrence Murdter in a STU MX5. Murdter was able to act as Huang's rear cover and keep the ever-present Aaron Jeansonne behind him. Scott Smith took third in ITA capping a weekend that saw him capture two 3rdplace finishes and one 4thplace finish. Unfortunately Ross Lindell suffered a mechanical issue and retired at the end of one lap.

The story in ITX was not that Taylor Vance won again for his second win of the weekend it was that Joseph Carl had issues and was not able to mount a fight. On the line were ITX bragging rights for the weekend, with each having a victory up to that point.

This group puts on a great show and if you know who the players are watching them hustle their cars around the track is quite entertaining.

RESULTS

HP

1. John Faull

ITA

1. Wa Huang
2. Aaron Jeansonne
3. Scott Smith

ITS

1. Ben Brandt

ITX

1. Taylor Vance
2. Robert Coneybeer
3. Matthew Wyatt

SMG

1. Roger Eagleton
2. Mikhail Butenko
3. Adam Enticknap

SSC5

1. Sanford Peterson
2. Craig Walker

STL

1. Lawrence Murdter

STU

1. Wilson Powell
2. Will Clark



#60 Joseph Carl exits turn 6 right on the bumper of #99 Sean Lovett



#108 Sonny Rao finished 10th on Saturday in SFR3



#33 Erich Woolley came in second place for the regional championship

The field was somewhat smaller than is the norm for this well-subscribed group, but most everyone qualified and ran, which was not the norm for most other groups. The front row starters, Bill Booth and Umberto Milletti and Bill Booth had the new Sadev six-speed sequential transmission, now legal since the SCCA Runoffs. FlatOut Racing in Oregon has several on order, and it is thought that the SFR folks won't be left behind. The new transmission will be cost-effective in the long run, as it will last far longer than the previous transmission, which had to be rebuilt after a year or so.

Milletti led for the first half of the race ... until he didn't. Coming into Turn 14, Milletti was way ahead of the field. He went off Driver's Right, over-corrected darted left across track and hit the pit wall hard, shedding car parts everywhere. He was sore, but wasn't hurt. This brought out the Red Flag, which seemed to confuse some of the drivers who weren't quite sure what to do. They were eventually led

around the course and into the pit lane. The race resumed now with Bill Booth in the lead. On the last lap Robert Breton had contact with Jerry Aplash. They continued, but Aplash lost his nose. Breton was penalized class positions after the race. New Track Record (1:17.806) for SRF3 by Umberto Milletti.

Booth won the race, with Greg Hoff and Robert Sachs finishing second and third.

Neal Wiebmer and Matthew Belter survived an earlier contact, to finish first and second in the SRF class. Erich Woolley was third.

RESULTS

SRF3

1. Bill Booth
2. Greg Hoff
3. Robert Sachs.

SRF

1. Neal Wiebmer
2. Matthew Belter
3. Erich Woolley

Many folks said this was the best race of the day. The drivers certainly found it exciting. Bill Booth had the pole. Umberto Milletti started beside him, all repaired and raring to go after Friday's big crash. He was unhurt, and the car sustained cosmetic damage which was replaced overnight. Booth led the first two laps before Milletti took the lead on Lap 3. The two swapped the lead three more times, and even had some side drafting contact on the front straight, but no harm, no foul. Milletti took the lead on Lap 7 and kept it to the finish. He won by 1.254 seconds, with Booth trying his hardest to catch him. For his efforts, Booth turned the fastest lap of 86.566 mph. The new transmission has sequential shifting, which Booth described as "way fun - left foot braking, no lift upshifts, etc. He feels the car's balance better enabling him to extract more performance.

Robert Sachs started and ran third for six laps before Greg Hoff got past and took the bronze. There was a fair amount of ambitious

driving, with spins and offs, and a body contact, which livened things up and affected some positioning. But the race was all green.

In SRF, Erich Woolley had the class pole and led for four laps. Matthew Belter started third in class and moved up to first where he stayed to win the class. Neal Wiebmer was runner-up. There were four cars in this class, whose numbers are dwindling as more drivers move up to the upgraded car. Twenty six drivers started and twenty five finished.

RESULTS

SRF3

1. Umberto Milletti
2. Bill Booth
3. Greg Hoff

SRF

1. Matthew Belter
2. Neal Wiebmer
3. Erich Woolley



#35 Robert Sachs stumbled at the start on Sunday but earned the hard charger award



#22 Justin Meretab heading towards turn 10



#57 Bill Booth won the 1.9 mile race

Sunday's Group 6 race for SRFs saw a full grid, no DNS. Umberto Milletti had the pole. Justin Meretab, who gridded sixth, missed a shift at the start and stalled, but the entire field missed him. Not to be outdone, Robert Sachs, gridded on the front row admittedly "made a novice mistake." He's a left-foot braker, and he was warming up his brakes with his left foot. As the field approached the start, Sachs forgot to move his foot back over the clutch. When the green flag dropped, he stomped on the brake pedal, and dropped back to last place. I wonder if he has the new transmission. Bill Booth, who gridded third, said the new transmission has some slightly lower gearing, making it a bit faster out of the hole, but ...a bit slower top end.

Despite these dramas, the field got off OK and made it all the way to Turn 5 before the first problem. Sean O'Boyle spun off and on, and John Sollner was caught up in unavoidable contact resulting in his retirement. The group had some active drivers, with lots of spins and deviations, even body contacts. Umberto Milletti led overall, turned the fastest race lap of 1.58.175 and beat runner-up Bill Booth by 17.566 seconds. By now, Milletti and Booth must love those new transmissions. Brandon Lewis was third, despite losing his rear deck.

Sachs charged through the field and was running sixth on Lap 11 when he tangled with Robert Breton in Turn 5. They both spun, and Sachs finished eighth, behind Breton. Meanwhile, Greg Hoff came in sixth, and won the SFR3 Championship. Booth and Sachs were second and third overall for the season.

Four drivers still run the SRF class, which was won by Neil Wiebmer. Erich Woolley and Matthew Belter were second and third, respectively. Wiebmer and Ken Woolley's SRF3 had racing contact in Turn 14. Both continued, but eventually Ken Woolley parked at Turn 5. Belter won the class championship, with Erich Woolley and Wiebmer second and third for the year.

RESULTS

SRF3

1. Umberto Milletti
2. Bill Booth
3. Brandon Lewis

SRF

1. Neal Wiebmer
2. Erich Woolley
3. Matthew Belter



#24 Dylan Arthaud made his racing debut this weekend!



Bumper to bumper racing, group 7 going down the back straight

As Friday's races were on the short course, there was a limit on how many cars could be racing at one time. Therefore, for Group 7, the classes had to be split. The SMTs got their own race - 7A. The SM and SSM class were 7B. There would be no limits issues for Saturday or Sunday due to a longer track. This was a very busy session, with lots of exceeding track limits and dirty track surfaces.

There were 38 SMTs. We again had our friends from Oregon come down and yes they are still fast! Will Schrader dominated on the 1.9 mile track, leading every lap, setting the fastest lap, and setting a new track record. Driving a Miata must be like doing a rally cross. About a third of the cars go off into the dirt at some point in the race, yet the drivers do not seem fazed by it. They just keep the throttle

down and dirt track the car back onto the racing surface, often times maintaining their position. Even with so many cars going off course there was still a processional air about the way the cars stayed in running order. Second place was Thomas Micich you like Schrader is from the Oregon Region. Third place was Jared Higham who calls Danville Home but is a Calclub member. This was Jared's fist race with us since 2016. I am glad to see him back but I am not sure how his competitors since he is obviously fast.

RESULTS

SMT

- 1. Will Schrader
- 2. Thomas Micich
- 3. Jared Higham



#97 Aaron Garfinkle came in 3rd in Friday's race, but did not finish on Saturday

This was a smaller field spread among the two lesser-subscribed Miatas, only a third as many as 7A. They placed and raced as they were gridded, in each class. The race itself was drama free, with just a couple of deviations - new record for Miatas? Gregory Smoot had the overall and SM pole position, but Tommy McCarthy grabbed it at the start and ran with it for five laps before Smoot reclaimed the lead and took it to the Checkered Flag. McCarthy was second, and Clayton Cavell was third. In SSM, there no changes from the grid order to podium order. New Track Records were set for SM by Tommy McCarthy and by Mark Means in SSM.

RESULTS

SM

- 1. Gregory Smoot
- 2. Tommy McCarthy
- 3. Clayton Cavell

SSM

- 1. Mark Means
- 2. Doug Alvis
- 2. Aaron Garfinkel



#68 Adam Smalley and #90 Greg Hoff side by side into turn ten

The largest field was Group 7 with 59 cars spread among its three classes of Miatas. Fifty-two drivers ran, including 10 from out of region. Oregon's Will Schrader continued his winning ways, taking overall and SMT, and turning the fastest lap of 80.446. He barely squeaked ahead of Thomas Micich of Oregon for second in class, and also swapped the lead with Jared Higham of Cal Club, who also swapped with Micich, before Micich passed for second. Higham came in third in class. SMT is clearly the class of choice for Miatas, with its spec tire - 45 drivers. First in SM and fourth overall was Tommy McCarthy. Second and third were Gregory Smoot and Clayton Cavell. This class had six drivers. Matthew Wyatt was first in SSM, Mark Means was second and Mark Wiseberg was third. This class had eight cars.

This group is known for vigorous driving, and often puts two or three wheels off course, throwing up dirt, and they're not above some friendly rubbing. The race, which saw a lot of action, only ran six laps due to a caution for a multi-car incident in Turn 2. No one was hurt, but the four drivers retired. As one driver ruefully put it - it gave him more time to help out at the BBQ. The race ended shortly after 6pm, just a hair before sunset.

RESULTS

SMT

1. Will Schrader
2. Thomas Micich
3. Jared Higham

SM

1. Tommy McCarthy
2. Gregory Smoot
3. Clayton Cavell

SSM

1. Matthew Wyatt
2. Mark Means
3. Mark Wiseberg



Unknown driver locks up his brakes behind #4 Dan Pruzan



#65 John Stuart does an ollie over the top of the Crows Nest

The last race of the day was Group 7 and even with 19 DNS, there still were 38 starters. Oregon driver Will Schrader was on pole again, the top SMT. The top SM was Tommy McCarthy, starting fourth, and Matthew Wyatt had the pole position for SSM, in 17th place. All but one driver were credited with a finish in the race. Four of the top six finishers were from out of region. The front runners ran in place or swapped and diced with those closest to them. The field in general was frisky, with lots of overdriving the track. But it was a green race for all 12 laps. There was a body contact on the last lap, and one driver was penalized two SSM positions per the GCR.

Schrader led every lap and won overall and the SMT class - the largest of the three Miata classes with 28 cars. McCarthy came in a close second (0.737 seconds behind) and won SM, one of only two drivers in that class. Gregory Smoot, the other SM driver, turned the fastest race lap of 2.08.121, and finished fourth overall. McCarthy and Smoot

finished second and third in the SM Championship. Jared Higham survived several offs to finish third in SMT and fifth overall.

Matthew Wyatt spun a couple of times, having a rough ride, and later pitted just before the last lap. Mark Means led SSM the entire race and won the class, which had seven cars.

Mark Wiseberg was second in SSM, and Christian Lyons was third. Means won the SSM Championship and Wyatt was third.

RESULTS

SMT

1. Will Schrader
2. Thomas Micich
3. Jared Higham

SM

1. Tommy McCarthy
2. Gregory Smoot

SSM

1. Mark Means
2. Mark Wiseberg
3. Christian Lyons



A couple of unidentified group 7 cars take a short cut at turn 12

NOTES from the ARCHIVE - THE MGB



Tight racing at Laguna Seca - Bucknum, Dalton, Spencer and Byrd in 1963

Mention the name MG and enthusiast that recall those early days of amateur racing will no doubt think of the ubiquitous MG-TCs that filled the starting grids of the 1950s. As the TCs were eventually replaced by the TD and the stylish MGA, other manufacturers were also producing an every increasing number of cars to compete with the MG brand. It was becoming a crowded marketplace and to remain a factor, MG had to raise their game.

What the Abington factory (UK) came up with would prove to be not only a solid, fun car to drive but also a good production race car - the MGB. But most of all it was a huge sales success with close to a half a million cars made during the models life (1962-1980). During the height of its popularity, the factory was churning out close to 50,000 Bs per year.

The new MGB was introduced prior to the 1962 London Motor Show to generally positive reviews. Besides a new body design, there were numerous other improvements - increased horsepower and torque, rollup windows, more cockpit space, improved suspension, lockable doors and more trunk space. A optional, removable hardtop and electric overdrive enhanced a car called "the best sports car MG had ever built."



MGBs good handling helps it lead a Corvette



Championship MGB displayed at SF Import Car Show

Terry Visger drove this MGB to his third SCCA National Championship at Road Atlanta this past October. Admiring the car is Deirdre O'Donnell of Los Angeles. Bill Mitchell writes a wrap-up on the 1977 Road Atlanta races beginning on page 1.—John Kelly photo.

Deliveries to the U.S. market began in the Fall of 1962 but were delayed to dealers due to an incorrect engine part having been installed in the first shipment of cars. Once rectified, the dealers were eager to receive the new Bs to fill customer orders which had been steadily flowing into their sales department's.

Of course, as soon as a car could be spared, British Motor Cars Distributing in San Francisco, allocated one of the new MGBs to the racing department for the 1963 SFR racing season. It took a few months to prepare and shake down the new MG racer plus a delay while the SCCA mulled over in which class to place the car. Eventually the B was placed in D Production among the Triumphs, Morgans, Alfas, Lotus and Porsches.

The first appearance of an MGB in a SFR race was at Laguna Seca entered by Hollywood Sports Cars (HSC) with Ronnie Buchnum driving. This car had been provided by BMC Distributors to HSC a few months before the cars release to dealers so it had the advantage of early development and a few races under its belt before arriving at Laguna. Sports Car Graphic magazine, in their February 1963 issue, had an article about how the engine had been modified by legendary tuner Doane Spencer. The stock B engine developed 95 HP but the modified engine produced a healthy 140 HP with peak torque at 132 foot pounds. In the race, Buchnum finished third overall, an amazing finish for a car with only 1800cc against larger displacement cars.

Terry Visger's champions ship car on the cover of The Wheel



Chuck Tannlund at Candlestick Park in 1964

In September, Buchnum entered the race at Candlestick Park along with three other Bs driven by Jack Dalton, Frank Bramante and Bob Byrd. They finished Buchnum, Dalton and Byrd in the D Production Class. Interestingly, the four Bs were all blue in color which was rather odd. Buchnum would finish the year first in Pacific Coast Division Points by a wide margin, winning the D Production Class.

1964 would prove to be a very good year for the B with Jim Adams finishing second to Bob Tullius in their class in the American Road Race of Champions and three local drivers - Merle Brennan, Ed Leslie, Jack Dalton, teamed with Adams to place 3rd and 4th in class at the Sebring 12 Hours. In 1971 and 1972, an MGB, driven by East Coast driver Logan Blackburn won consecutive National Championships

The B continued to find success in the ensuing few years in Dp but was moved to Ep to remain competitive. Then in 1975 a perfect marriage was created between a driver - Terry Visger - an MGB and a race shop - Huffaker Engineering. The results was a dominate combination on the West Coast leading to three consecutive National Championships, 1975-77.

MGBs and two derivatives, the MGB-GT and MGC (with V8 engine) are very collectible cars and also quite popular for vintage racing. Good handling, easy to maintain, readily available parts and just fun to drive make this car a nice addition to anyones garage.



Visger had four outstanding seasons in MGBs 1974-1977



Merle Brennan in a B at Sears 1970

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STANDING
RT



Hi Everyone,

Well, our 2021 season is almost a wrap. We still have a couple of events left. First, we have the Annual Meeting, via Zoom, on November 20th @ 1:00 pm PDT. It was well attended last year, so we decided to do this as a Zoom meeting again. We have the information for the call on the website and have sent an email to all members. Secondly, we have the Awards

Banquet. It will be on December 4th, at the Doubletree in Pleasanton. Details are in the Wheel, as well as on the Website. It starts at 6 pm. We will also have the Kart Races again at K1 Speed, which is free to all.

Our Club Racing Season ending race was very successful. We ran the 1.9-mile original track and we had a lot of good, fun feedback on it. Saturday, we ran the 3-mile configuration, albeit delayed by fog for 4 hours. How often does that happen at Thunderhill? Sunday, we stayed on the 3 mile, instead of the 5 mile due to mother nature and the previous rains. Overall, it was a great weekend. I really enjoyed our BBQ on Saturday night. We had a great turnout. Thanks go the McCarthy family for again running the raffle and donating prizes in Tom's memory.

Our 2022 schedule is up on the website now. We have added one extra event at Thunderhill. Some of the Pro events have also switched dates. It is a jam-packed schedule for the year, but we should have enough time between our events to catch our breath a bit. We are always looking for help in the Volunteer crews. Specifically, Timing and Scoring, as well as other crews. I really want to stress that we cannot operate races without our Specialty crews. On a positive note, we were able to use SJSU SAE students this year and they really liked the program. We hope to keep this up for 2022. I really want to thank all of our volunteers who came out this year! Thanks to them we run one of the safest and most efficient programs out there.

THUNDERHILL REPORT

BY DAVID VODDEN AND SHERRY GRANTZZ

December 26 SCCA Free Test Day

Forget about those after-Christmas sales you were dying to go to. Thunderhill will provide you with a belated gift that is way better - the free test day for SCCA members. Put Sunday, December 26 on your calendar now. Registration opens at 7 am at the Gift Shop. Sign up then or online on MotorsportReg to avoid the paperwork at the track. Pick up your wristband at the Gift Shop and head down the paddock to unload.

On-track hours will be from 9 am to 4 pm (it is dark by 5.) Usually we get between 50 and 80 drivers, so you will have lots of track time. For more info on the FREE TEST DAY in December go to www.thunderhill.com.

You must have your SCCA card at registration - or evidence of membership on your smartphone from www.scca.com. You can always purchase a membership on www.scca.com any time before December 26 and present the confirmation email. The Grill will be open, so no need to pack your lunch. The paddock will not be open on Saturday night, but you can stay outside the front gate if you like.

I would also like to thank RJ Gordy for his years of service on our BoD. He will be stepping down for 2022, but he is still very involved, and I am sure we will see him at the races next year. I would also like to thank Ben French, who is also stepping down. He will still be assisting with our Driving School program and racing with us. Joe Montana and Chris Linkous will be great additions to the Board, and I can speak for the entire Board that we want to have the best season ever in 2022, and continue to be the best in the future!

Until next month... Have a Great Thanksgiving!

Tim



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

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

Has life become Boring? Are you tired of seeing the same old thing on the television? Volunteer with SCCA we have 15 weekends of fun scheduled for 2021. Contact Lynne Huntting pressnoop@aol.com

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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