



The wheel[®]



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2022 Banquet
p. 8

Fresno Chapter
p. 18

Solo II - Round 14
p. 20

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Above: Ben Martinez in his 1984 Van Diemen RF84. Photo by Paul Tibbals

Cover: Daniela Uribe at the starting line in her 2014 Porsche Cayman. Photo by Paul Tibbals

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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

FRESNO AUTOCROSS CHAPTER SCHEDULE

Event 1 - **Jan 26**

Event 2 - **Feb 29**

Event 3 - **March 1**

Event 4 & 5 - **March 28-29**

Event 6 & 7 - **May 23-24 ***

Event 8 & 9 - **June 13-14**

Event 10 - **July 25**

Event 11 - **August 29**

Event 12 - **October TBD ****

Event 13 & 14 - **Nov 14-15**

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

Most events held at Fresno Fairgrounds

**Crows Landing with San Francisco Region*

*** Buttonwillow Kart Track*

SAN FRANCISCO REGION'S AUTOCROSS CHAPTER SCHEDULE

Rounds 1&2 - **Feb 18-19**

Rounds 3&4 - **March 4-5**

\National Tour - **April 21-23**

National Pro Solo - **April 28-30**

Rounds 5 & 6 - **May 20-21**

Rounds 7 & 8 - **June 17-18**

Rounds 9 & 10 - **July 22-23**

Rounds 11 & 12 - **October 7-8**

Rounds 13 & 14 - **November 4-5**

Most events held at Crows Landing, unless noted.

SCCA SACRAMENTO AUTOCROSS CHAPTER SCHEDULE

Round 1 & 2 - **March 11-12**

Round 3 & 4 - **April 1-2**

Round 5 & 6 - **May 6-7**

Round 7 & 8 - **June 10-11**

Round 9 & 10 - **July 29-30**

Round 11 & 12 - **August 26-27**

Round 13 & 14 - **September 30-October 1**

Enduro Practice & Enduro - **October 14-15**

Events held at Thunderhill Raceway Park

RENO REGION SCCA SCHEDULE

All events are at Thunderhill Raceway Park
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*3 Mile East Course, Friday

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2023

2023 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

FEBRUARY 10-12

DRIVING SCHOOL - THUNDERHILL RACEWAY

FEBRUARY 24

TEST DAY (RUN BY HOD) - SONOMA RACEWAY

FEBRUARY 25-26

REGIONAL 1 & 2 - SONOMA RACEWAY

MARCH 17

TEST DAY (THILL) - THUNDERHILL RACEWAY

MARCH 18-19

REGIONAL 3 & 4 - THUNDERHILL RACEWAY

APRIL 14

TEST DAY (THILL) - THUNDERHILL RACEWAY

APRIL 15-16

REGIONAL 5 & 6 - THUNDERHILL RACEWAY

MAY 4

TEST DAY (THILL) - THUNDERHILL RACEWAY

MAY 5-7

WESTERN SHOOTOUT - THUNDERHILL RACEWAY

MAY 12-14

IMSA - WEATHERTECH RACEWAY LAGUNA SECA

JUNE 2

TEST DAY (THILL) - THUNDERHILL RACEWAY

JUNE 3-4

REGIONAL 7&8 - THUNDERHILL RACEWAY

JUNE 30

TEST DAY (SFR) - WEATHERTECH RACEWAY
LAGUNA SECA

JULY 1-2

REGIONAL 9&10 - WEATHERTECH RACEWAY

LAGUNA SECA

JULY 28

TEST DAY (SFR) - WEATHERTECH RACEWAY
LAGUNA SECA

JULY 29-30

REGIONAL 11&12 - WEATHERTECH RACEWAY
LAGUNA SECA

AUGUST 12-13

PRE REUNION - WEATHERTECH RACEWAY
LAGUNA SECA

AUGUST 16-19

REUNION - WEATHERTECH RACEWAY LAGUNA
SECA

SEPTEMBER 1

TEST DAY TEST DAY (RUN BY HOD) - SONOMA
RACEWAY

SEPTEMBER 2-3

REGIONAL 13&14 - SONOMA RACEWAY

SEPTEMBER 8-10

INDY CAR - WEATHERTECH RACEWAY LAGUNA
SECA

SEPTEMBER 28 - OCTOBER 1

RENNSPORT - WEATHERTECH RACEWAY
LAGUNA SECA

OCTOBER 26

TEST DAY (THILL) - THUNDERHILL RACEWAY

OCTOBER 27-29

REGIONAL 15,16,17 - THUNDERHILL RACEWAY



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RACERS



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WESTERN SHOOTOUT

The Seasonal Circuit Ending a Season with Cheers for a New Year

The final flags have waved on 2022 and already it is time to plan for 2023. What an exciting year it has been, with many racers cherishing their memories and the excellent events we all share together. But as racers, there is only a short tick on the stop watch till the start of a new racing season. Plans need to begin as soon as possible, and there is no better time than now to set your sights on the biggest event for the 2023 calendar - San Francisco Region's Western Shootout Hoosier Super Tour at Thunderhill Raceway Park coming May 4-7, 2023.

Whether you enjoy Regional, Majors, Super Tour or plan for the Runoffs, it all starts with the SCCA calendar and those races which fill your bucket list. For 2023 and San Francisco Region, there is an all-new Hoosier Super Tour; and it is open to ALL!!! San Francisco Region SCCA is committed to bringing our region and the Nation exceptional racing action, on the most thrilling tracks, in the best weather and against the hardest competition anywhere. You are the reason why SFR SCCA has decided to host a National Hoosier Super Tour, but one unlike any other HST, our dual title championship - The Western Shootout.

The premier event on everyone's 2023 calendar needs to be marked for May 4-7 at Thunderhill Raceway Park. This will be the first annual running of The Western Shootout Hoosier Super Tour here at San Francisco Region's home track. Not only is it the first annual, it is the very first HST to ever be held at Thunderhill, making the Western Shootout everyone's 2023 draw.

Racing action does not stop when the final trophies are handed out at Thunderhill, because we have coordinated our Super Tour with Oregon Region for their Portland International Raceway Super Tour (May 13-14) making it a back-to-back Super Tour race month. Our paired efforts towards the Western Swing is the first time the Super Tour calendar has allowed the best East Coast racers to plan their travels and stay for two spectacular races on the West Coast. Oregon Regional Coordinator Kristen Moore gleamed, saying "No better time than 2023 for SCCA to create excitement like this, giving racers multiple races at the two best locations on the West Coast." Backing up those sentiments, Todd Harris stated "These are destination events all National SCCA racers must attend." We wholeheartedly agree with Oregon Region.

Check in on the Western Shootout website for updates, sign up for our news Bullet-Ins; and while you are there, look to your calendar and mark off May 4-7 for the Western Shootout and May 13-14 for Oregon Region's Hoosier Super Tour at PIR. It is a double shot for glory, and a back-to-back series we intend to grow into a truly Western Triple Championship next year with CalClub's Buttonwillow Hoosier Super Tour completing the trifecta. Come all, it is gonna be a double not-to-miss out running in any class and any skill level.

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2022 BANQUET

The 2022 annual awards banquet was held at the Double Tree Hotel in Pleasanton on December 3, 2022. The night featured the annual recognition of people who made the 2022 racing season a success. This is the time of the year where the volunteers get to wear something other than SCCA attire, and the drivers pick up the hardware for a season worth of busted knuckles and countless adrenaline dumps.

Recent tradition has had the day start off with our version of the International Race of Champions, or IROC for short. The idea behind the IROC series was to determine which racing series produced the best race car drivers. Drivers from all disciplines of racing were invited to drive identically prepared cars on different tracks to see who was going to be the champion. Our IROC version is much simpler. We rent an indoor electric Go-Kart track and compete to see who is the best driver in all of the region. It is amazing to see the cut throat determination of all of these so-called gentlemen (and lady) drivers. Lots of banging, pushing, and head snapping rear-enders, decides who is the winner of the \$3.00 medal. This year the King of the K1 Speed Karting Shootout was none other than Roland Kamber. Roland is a Spec Miata driver with several years worth of experience.

Once the Banquet program began, the Master of Ceremonies, Tim Sullivan, started off the show with the Board Awards. See the individual stories to learn who were the winners.

After the Board Awards, we got down to recognizing the regional champions in the various classes.

After a two year absence, the Hall of Fame Committee inducted five new people to the Region's Hall of Fame.

The night ended with the recognition of the Lifetime Achievement Award for Gary Meeker and the Premier Award of Excellence to Joe Briggs.

Please read on and find out why we run the most successful racing program in all of SCCA. The stories these people represent are just a drop in the bucket of all the wonderful things all of our volunteers do for us. We would not exist without them; and we certainly appreciate everything they do for us.



Roland Kamber was the king of the karters

BOARD AWARD

Jessica Link Presented by Tim Sullivan



Jessie Link Board Award

Recruitment and retention of the volunteers is at the forefront of the issues facing the club today. Jessica Link is not one to step down from a challenge. She is the epitome of where this club is going in the future, and with help from others, this club will have a bright future ahead. Earlier this year, the Emergency Crew needed someone to take on the chief's duties. This is not an easy job and requires a lot of logistical work prior to our events. In addition the Emergency crew is always the first crew requested at the Pro events we staff. They are often the first crew the public sees when it comes to San

Francisco Region of the SCCA.

It is very important that they are staffed properly and react to a situation with professionalism and expertise. How the Emergency crew handles a situation reflects directly on the region.

As you can see it is very important to have the right person in a leadership position. Jessica stepped up mid-season as Assistant Chief between in a time of need and has brought a sense of organization

to one of your most important crews. This person has shown from the beginning that she is not only capable, but also willing to step into more difficult roles to allow the club to progress and flourish for the future.

She has many years experience working as a Course Marshal and has used that experience to make sure the Emergency crew is there when we need them. She has worked on her crew with three chiefs and one interim chief just this year. Mid-season she became Assistant Chief. With the cooperation and support of her crew, she has begun rebuilding the Emergency crew to make the San Francisco Region better for the future.

Jessica attended 11 events last year, which represents 31 days at the track. With her hands-on approach, the Emergency Crew not only fulfilled its role, but made the region proud.

Board Member and fellow Course Marshall, Chris Linkous said the best part about giving this award is that six years ago I talked this person into coming out to Sonoma Raceway for one day.

Never did he believe she would stay and become the leader in this club that she is today.

The Board of Directors sincerely appreciates your time and dedication and thanks you for everything you have done for the club. Congratulations to Jessie Link!

ROBERT HEISIG Presented by Chris Linkous



Robert Heisig Board Award

Dedication to motorsports.

This award is being presented to someone who has spent an immense amount of vacation days volunteering with the SCCA over multiple decades.

To expand further on the sheer dedication to motorsports, he consistently travels to LeMans every year.

But this is not the reason this person was chosen to receive a Board Award this year. As many of you by now, this has been a very difficult year on the volunteers.

Limited quantities of people have forced the crews to all-time lows.

The Emergency crew is no exception; but with the help and support of others, Robert Heisig accepted the Chief role this year mid-season, and they are working to build a bigger and stronger Emergency crew for the future of the San Francisco Region.

Congratulations to Bob for all your hard work.

JON CRONK Presented by Tim Sullivan



Jon Cronk, Board Award

Jon Cronk is the pilot of our Course Marshal's truck. He has been involved with SCCA since 2009, when he started as a Flagging and Communication volunteer. He made the change to Course Marshals at the 2014 National Runoffs, as that crew was short-handed. He stayed dedicated to that crew through six chiefs. Jon worked 11 events with us last year and nine events in 2021.

During 2020, it became increasingly difficult to retain volunteers. He stepped up to captain the Course Marshal crew, largely of one, to insure the track was kept clear of debris and oil for the competitors to race safely.

Jon has continued to regularly captain the truck for the past

three seasons, to include becoming part of the Emergency crew when the Course Marshals were folded within.

Jon enjoys auto racing and says being a volunteer is the cheapest way to be next to all the action. He tells me the reason he volunteers is because he gets a sense of accomplishment by helping out.

Some of the more thrilling things he has experienced since being a

course Marshal is entering a hot track and making it safe again. Whether he is working a Regional event or a Pro event; the opportunity to get the adrenaline pumping always presents itself. He says spreading absorbent out while a car is approaching at 150 MPH will certainly get your attention.

Another aspect of being a course Marshal is the need to drive a 1-ton truck around a road racing circuit at a high rate of speed. The deftness that he is able to maneuver the big rig never ceases to amaze onlookers. He claims to have the best handling vehicle on the track!

Jon was chosen because of his dedication to his job and his willingness to be a problem solver. He always has a smile on his face and can be counted on to be a problem solver.

Jon really enjoys teaching the new volunteers the nuisances of the job. He especially likes having the San Jose State Formula SAE students on board because of their willingness to learn and of course their agility.

His dedication to motorsports spreads to his participation at the US Grand Prix as well.

Jon is another example of why the San Francisco Region is so successful. He exemplifies the region's motto (The Region that Knows How) as he is one of those people who enjoy a challenge and enjoys tackling the challenge. He represents the Region very well and is one of those people who makes you feel at ease when he shows up. He is a valued member of the Emergency crew and a dedicated asset to the San Francisco Region. This award was a long time coming. Thank you Jon, we really enjoy having you as a member and as a volunteer

Congratulations to Jon Cronk!

CHRIS VIAN Presented by *Linda Rogaski*



Many of our drivers are very appreciative of the work the volunteers do to make sure our events are safe and fun. There is one driver who goes one extra step - he brings an extra thank you to every event. Chris brings

the specialty crews boxes of See's Candy every event to make sure our weekends have at least one sweet note!

Thanks to Chris and Laurel for remembering the volunteers! Thanks to Chris and Laurel for remembering the volunteers.

Greg Martin Presented by *Tim Sullivan*



Courtney Laster and Board Award recipient Greg Martin

Greg Martin was selected by the Board of Directors for a board award because of his outstanding commitment to the club. Greg has worked 42 total events since 2019. Greg lives above Sacramento and still makes events as far away as Laguna Seca. He is the definition of a dedicated worker. If you are looking for Greg he can be found with a headset on, perched over the rail of a flaggers box notifying the drivers of a change

of conditions ahead of them or a faster approaching car behind them.

Greg is all about being a professional. That quality was noticed by his peers and among the reasons he was selected in 2021 to be the Assistant Chief of Flagging. He's astute, has an ever-inquiring mind wanting to learn how things are done, and adds his comments and suggestions. He is always engaged in the process. When you are a chief you suddenly get tasked with making sure the club has ample staffing

for events. You also hold morning meetings with the crew to discuss issues that may have arisen either in prior events or the day before. Not only does Greg have to worry about doing his job, the Assistant Chief makes sure all the people placed on the course are competent and capable of doing the job. He has accepted these responsibilities and has become a leader in the club.

Flagging is such a vital role in road racing especially in cars with limited rear visibility. The drivers rely on the flaggers to give them ample warning of impending problems. Being good at the job is very important to the success of the weekend. Greg now has a better appreciation and understanding of what a driver experiences and expects from the F&C crew as he went through SFR's 2022 Competition Licensing School on the SFR Worker Scholarship.

Greg has been a key member of our volunteer cadre since he joined at Driver's School in 2017, and is well-liked. His enthusiasm, sense of humor combined with his intellect make him a popular addition to the volunteer staff.

Greg, the Board of Directors thanks you for all you do for the club and we know we got lucky when you joined our ranks!!!

DARLENE DUQUETTE KASHAR & BARRY KASHAR Presented by *Chris Linkous*



Board Award recipient Barry Kashar

This award is being given to a couple that consistently comes out to volunteer with the club, their dedication is up there with the best.

They are an integral part of their crew, and never ask for anything more than just to see the racers

smile and have a great race.

The competitors know this couple as two happy, smiling faces as they are being gridded for their upcoming race.

It is my honor to be able to recognize Barry and Darlene Kashar with this award.

DARLYN LINKA-PETTANANTI Presented by *Bill Booth*



Board Award Darlyn Linda-Pettenati

In order to race, we must first grid-up. It's a tense time: Adrenaline and emotions are high. Expensive machines line up within inches of each other. There is a very short time window. Making this a smooth experience for racers, crew, and fans is critical.

And Darlyn Pettananti has done just that. Daryln has stepped in to lead Grid efforts this year, making it a smooth, well organized, and effective experience for us all. She and her team have set the tone for our racing.

And for that, we recognize Darlyn with a Board Award for her excellent leadership and efforts.

Thank you, Darlyn!

CHARLIE BERNDT *Presented by Blake Tatum*



Blake Tatum and Board Award recipient Charlie Berndt

Charlie Berndt is probably the youngest person ever to win a board award. Charlie is twelve years old and has been volunteering with the SCCA for two years now. Charlie is like a Swiss army knife. He can and is always willing to help out in anyway possible. This year Charlie has been seen carrying cases of water, soda, and beer to the social area.

He was instrumental in making sure all the volunteers receive a lunch with a cold drink and a dinner with all the trimmings, as well as helping organize lunch runs at Pro Races. Charlie has worked on Grid, making sure the driver's start from the right position. He even helps out with car prep for the Guys at Slant I Racing.

At the Regional 5 and 6 races at WeatherTech Raceway Laguna Seca, the region found that the communication line between Timing and Scoring and the Grid had broken down. The significance of this is: if Timing and Scoring cannot communicate with the Grid workers, there was no way of knowing how to line up the competitors for the start of the race. We needed a young, agile person to physically run the Grid sheets between the two locations on opposite sides of the track. This needed to happen several times during the day. The problem was there was no one to spare. Both T & S and Grid were very short-handed that weekend. We could not even have the two meet half way between the two specialties.

Our Race Chairman, Lynne Huntting, asked Charlie if he could do the job. Charlie enthusiastically agreed, and then after logging at least 12,000 steps, the day was saved by the twelve-year old kid who was in the right place at the right time.

Over the past two years, Charlie has had a habit of being in the right place at the right time. Every time you cross his path, he is busy helping in whatever capacity he can.

The region is lucky to have you, Charlie; and we look forward to getting you on the back of an emergency truck or flagging one of the corners! And in a couple of years, I'll suggest you apply for the Worker Scholarship for Drivers School. Thank you for all of your help.

RACE CHAIRMAN'S AWARD

GREG SCHLAMAN *Presented by Lynne Huntting*



Race Chairman award recipient Greg Schlaman

Here in the San Francisco Region, we are routinely working 15 or so weekends a year, many times back to back. The level of work that it takes to make these events happen just could not be

done without the ingenuity and dedication of any, including this year's selection for the Race Chairman's Award.

The role of Race Chairman has evolved to include several specialties an tasks, such as Social, Radios, and Equipment, among other things. To make it more clear as to this year's winner's dedication, he has participated in all three of these. The Crew is small, but dedicate and well-intentioned; and this year's winner makes the crew feel much larger.

While the task of Race Chairman is not easy, with many elements,

sometimes all at once, the choice for this. year's Race Chairman's Award was easily done. The person who was selected this year has demonstrated just how valuable and dedicated he is to the San Francisco Region.

Getting ready for a race weekend entail setups before hand. This year's recipient, who has a regular job on the Emergency Crew, stepped up early on without being asked and volunteered to help on a regular basis, helping anyone and everyone, wherever the need arose. This is a person who never needs to be asked. He routinely just does the task he knows needs to be done. This includes helping with organizing, distributing and repairing radios, setting up and distributing specialty crew's equipment, Social setups, and wherever else needed, before, during and after a weekend. Lots of heavy lifting, so to speak. The cleanup, packing up, and all after an event is a thankless job at best, at a time when folks just want to get on the road. But he stays to the end to make sure everything is. handled.

The San Francisco Region is very fortunate to have such a dedicated group of volunteers. With their immense knowledge and experiences, the club is positioned for a bright future. This year's recipient encompasses every element of a great leader in the future of this club.

I am pleased to present this year's Race Chairman's Award to Greg Schlaman.

ROOKIE OF THE YEAR

Paul Mantiply *Presented by Blake Tatum*



*Rookie Driver of the year
Paul Mantiply*

This year the Rookie of the Year is Paul Mantiply. Paul went through

Competition Licensing School in a rented SRF Gen 3 car; and by the time he entered his first race, he had a car of his own. The learning curve in Spec Racer is very steep.

His first weekend Paul finished 23rd overall, moving up three places from his grid position. His second race of his racing career saw him finish 21st, moving up five positions from where he started.

Paul then skipped the next two race weekends. Instead he worked on getting seat time at one of the Reno Region Time Trials.

Paul's next track experience was the open test day at Thunderhill, where he worked on getting more seat time. The next race he entered was the June event at Thunderhill Raceway. At this event he finished 15th on Saturday and ninth on Sunday. Paul's first time at Laguna Seca netted him a 12th place finish on Saturday and a 13th place finish on Sunday. The Sunday race was marred by an accident that took out several cars at the start.

At this point, Paul had six races under his belt and was working hard to move up the very steep SRF grid. Regional 11 and 12 races saw Paul take advantage of the test day working on that very valuable seat time. During the weekend 44 cars showed up and represented the most

competitive field of Spec Racer Fords anywhere in the country, barring the SCCA Runoffs. Paul finished 30th on Saturday and experienced his first DNF on Sunday.

Paul again worked on getting seat time prior to the next race at Sonoma. He took part in the testing session before the event begun and moved up six spots in the Saturday race to finish ninth. Sunday Paul again finished ninth, moving up three spots from his qualifying position.

The next big race for the Spec Racer Ford Group was the support race for the Indy Car weekend at Laguna Seca. That race was a special event, and you had to be invited to attend. Paul was one of the lucky people chosen and finished 30th for the first race and 30th for the second race in a very competitive field of 42 cars.

Regional Race 15 Paul moved up five positions for an 11th place finish. Regional Race 16 saw Paul's only negative slide in the finishing order - he spun while he was running in sixth position.

Regional Race 17 Paul finished 12th, moving up three spots.

Competing in a very difficult class against people with so much more experience showed Paul has the desire and tenacity to be a good race car driver. In addition Paul demonstrated a competitive fire while maintaining a sense of sportsmanship.

I expect Paul to live up to this honor and become either a Regional Champion and/or the Regional Driver of the Year.

REGIONAL DRIVER OF THE YEAR

MICHAEL WOOLLEY



Regional Driver of the Year Michael Woolley

Michael Woolley drives a Spec Racer Ford Gen 3. In fact Michael is one of three people from the Woolley family racing in Spec Racer Ford. His dad, Ken, races in a Gen 3 car, while his brother Erich races a Gen 2 car.

The Spec Racer class of cars was designed by SCCA. The intent was that all the cars would be the same, and driver ability was to become the focal point of the class. Over the years, as certain parts became obsolete, SCCA had to change the configuration of the car somewhat. The first version of the car featured a Renault engine, mainly because Renault was trying to establish itself in the American market place. At about the same time this class was introduced, there was a LeCar racing series, which had only showroom stock versions of the Renault LeCar. Needless to say, the Renault never took hold in America, and the Renault engines gave way to a Ford Escort engine and transmission. This engine was also becoming obsolete, and SCCA changed the car one more time to a different Ford engine and transmission. Each change in configuration has seen the car go faster.

The current generation of Spec Racer Fords have a new problem. The existing transmission is the weak link in the system, and a new transmission was introduced in 2020. The new transmission is a sequential shift six speed, which offers a different gear ratio through the spectrum. SCCA claims the new transmission does not pose a performance advantage, but the proof is in the lap times; and all of the top runners have now converted over to the sequential transmission.

This is where Michael Woolley comes in. He drives a car with the old "H" pattern transmission. Even though SCCA says he does not have a disadvantage, it is obvious he does. This disadvantage does not seem to deter Mr. Woolley. He races at the front of a highly competitive SRF group, and often times beats the guys with the sequential transmission. In addition, he finished fourth in points, even though he missed Regional 13 and 14. Michael did not win any races this year, but he did finish second once, and third three times.

When the cars are not on the grid you can find Michael with a wrench or a screwdriver in hand, making sure the other cars in the Woolley stable make it to the track. For the Woolleys, racing is a family affair, with oldest son Michael leading the way.

Having seen almost every Spec Racer Ford race this year, Michael impressed with his ability to wrangle every last ounce of horsepower out of the car, yet compete with a severe disadvantage. Even with the disadvantage, Michael always drove clean and never backed down. Great job this year Michael, and we all look forward to the day you get to compete on equal footing in your class. Congratulations!

PIRF Award

GENE PETERS Presented by Linda Rogaski



Linda Rogaski presents the PIRF award to Gene Peters.

The 2022 recipient is a go-to person who is always willing to help - he sets up the paddock, finds drivers, runs errands, makes deliveries, etc. And he does it with a smile on his face. He is a perfect example of a person who demonstrates the Region's values of Professionalism, Integrity, Respect and Friendliness. It gives me great pleasure to award Gene Peters the 2022 PIRF award.

RE AWARD

JOHN MacINTYRE Presented by Tim Sullivan



RE Award John MacIntyre

The 2022 recipient is a go-to person who is always willing to help - he sets-up the paddock, finds drivers, runs errands, makes deliveries, etc. And he does it with a smile on his face. He is a perfect example of a person who demonstrates the Region's values of Professionalism, Integrity, Respect and Friendliness. It gives me great pleasure to award Gene Peters the 2022 PIRF award.

A large advertisement for 'i/o port RACING SUPPLIES'. The top left features the logo 'i/o port RACING SUPPLIES' with a checkered flag. To the right, it says 'YOUR LOCAL RACING EQUIPMENT SOURCE!'. Below this are various logos for racing products and services: FUEL SAFE, PYROTECT, HJC MOTORSPORTS, JOES RACING PRODUCTS, BELL, Longacre RACING PRODUCTS, NEOSGEN, SCHROTH RACING, ESS FIRE.COM, SIMPSON, ALLSTAR PERFORMANCE, COOL SHIRT MYLAPS SPORTS TYING, RACING ATLL FUEL CELLS, KIRKEY RACING FABRICATIONS, and AUTOPOWER SAFETY EQUIPMENT. At the bottom, the website 'www.ioportracing.com' and address '14 JUNIPER DRIVE, LAFAYETTE, CA 94549' are listed, along with the phone number '1-800-949-5712'. The 'hans' logo is also present at the bottom right.

An advertisement for 'BEHINDTHEKWALL.COM'. The background shows a night view of a city skyline with a racetrack in the foreground. A red outline of a racetrack is visible in the upper right. The text 'BEHINDTHEKWALL.COM' is prominently displayed in white. Below it, smaller text reads 'MOTORSPORTS PHOTO & VIDEO' and 'SIEDRA LACEY (831) 233-1193'. A white outline of a racetrack is visible in the lower right.

Life Time Achievement Award

Gary Meeker Presented by *Tim Sullivan*



Gary Meeker, left, gets the Lifetime Achievement Award from Tim Sullivan.

Gary Meeker has done it all. He has received just about every award that can be bestowed on a person in SCCA, both regionally and Nationally.

But awards are not what motivates him. Gary was instrumental in shaping the San Francisco Region of the SCCA. His unselfish desire to see that the region continue to prosper has driven him to continue as a key cog in the history of the club.

Gary became involved in racing, after seeing his first race in 1958 at the Santa Barbara Airport. There was a driver there by the name of Elliott Forbes-Robinson driving a Sprite, which was new to the US. Gary was so impressed, he bought one, and drove it to LA to put in a roll bar. His dad owned a sheet metal business, so they filled a pipe with sand, heated it and bent it over a vise, cut it, welded flanges to mount it on the floor, drove to Del Mar, where he went to Registration and said he wanted to race. They sold him a membership (#1946,) arranged with a driver dentist to give him a physical in a horse barn, and entered him in the novice race. The course was nothing but a Solo II type thing with hay bales. He knew nothing about flags, but after the race they gave him his Regional license. For the race, he took off the front bumper and muffler and thought it was highly modified. It wasn't until years later that he found out that the EFR driver who inspired him to start racing, was really Elliott Forbes-Robinson's dad.

Gary has raced. He has won championships. He has helped his sons race and win championships. Gary raced an H-Prod Sprite from 1959 to 1963 in So. Cal. and resumed in 1975 in SFR and continued to 1990. He was Regional Champion in H Prod a number of times during those latter years. After that, he was crew chief for his son Steve Hussey, the 1993 and 1995 National Champion for H-Prod at the Runoffs. Later he crewed for his son Rob Hussey, who has competed in SFR in H-Prod and Spec Racer Ford.

Gary has been a steward both regionally and Nationally, since 1984. He was NorPac Executive Steward 2006-2012. As the Executive Steward for NORPAC, Gary represented us at the monthly conference call meetings where decisions were made which affected the drivers, crews, and workers. They help set the standards which keeps SCCA racing fun and fair. Also one of the things in which Gary had been instrumental was to hold regular meetings with our RE to ensure that there was a

smooth working relationship between the Region, drivers and the Stewards—who have the ultimate responsibility of running our races.

Gary was NorPac Divisional Licensing Administrator 1985-2006, and again from 2013 until retiring at the end of the 2022 season. He has been a steward at the Runoffs several times. From time to time Gary served as part-time Series Chief Steward for NASPORT, WCAR and Formula Mazda, and often as Operating Steward for Pro events at Laguna Seca. For three years Gary was the IMSA 928 Rapid Response driver.

Gary had several different roles at the Runoffs, which included Pace Car Driver at Mid-Ohio, and a Chairman of one of three teams of Stewards of the Meet at the Runoffs, all while he served as NorPac Executive Steward.

When he was not needed as a Steward in SFR, Gary often could be found on a turn working on the Communications crew.

Gary has been part of the governing body of the region. He was on the Board of Directors 1986-1995, during which time he served as Competition Director and then five years as Regional Executive. It was during his tenure as Regional Executive that Thunderhill Raceway was formed.

This was during the time the Region was looking for property to build its own racetrack. He traveled to several potential sites and once the Thunderhill property was identified, was heavily involved in the acquisition of it. He worked with the lawyers to set up San Francisco Regional Properties and has served on that Board from 1986 to the present. Gary was part of the group which built the original 1.7 mile track, then the expansion to the 2.5 mile track, and the building of the Club House. As you know, Thunderhill has been profitable every year of operation since its construction. He is part of the group which oversees the constant improvement and expansion of that property. Gary is a firm believer that as far as our Region and Properties are concerned, that there should be open visibility of our affairs, transparency if you will, which should be afforded to all members on all matters and that all questions should be answered.

From 2004 to 2006 Gary served as a member of the Selection Committee as part of the national SCCA Hall of Fame. Since this had never been done before, it was quite an honor to be chosen on the inaugural committee.

Gary has been honored several times by the SFR Board of Directors and the Regional Executive. In 2009 he received the SFR Premier Award of Merit. And at the 2007 National SCCA Convention, Gary received the David Morrell Award which is the highest honor that can be bestowed upon a Steward. He has received the highest honor that SCCA and the San Francisco region can give to an individual.

Naturally, Gary was selected to the region's Hall of Fame - in 2011.

With all of these accolades you would think that Gary had nothing else to achieve. But that's not true. He continues to be an active member of the region. The Board of Directors felt that a lifetime's worth of work needed one last award - The Lifetime Achievement Award. Gary, without you, our region would not be in the position it is in today. Awards and recognition are the only way we can thank you; but none of them can truly express our love and appreciation for everything you have done for us.

Premier Award of Merit

Joe Briggs Presented by *Tim Sullivan*



Premiere Award of Merit Joe Briggs

As you all know, the Premier Award of Merit is a special award. Previous recipients are a who's-who of the best of all of us. And this year's recipient is certainly worthy.

Let me ask you all a few questions:

1) The IndyCar season finale is at Laguna Seca. And the Spec Racers have been invited as a support race.

The Television

cameras and eyes of the world are on us. What do you do to ensure we show the world the professionalism, the sportsmanship, and the entertainment value that we can deliver?

You call Joe Briggs. Joe stepped in and led every aspect of organizing the race - from the schedule, to the paddock, to the racing rules (with a special thanks to Jim Rogaski, as Chief Steward,) ultimately delivering a great show, great exposure for the SCCA, and the San Francisco Region, AND the single most profitable event on the schedule this year by far. A total win.

2) You want senior business management & operations expertise on the Thunderhill Properties Board.

You call Joe Briggs. Joe has joined the Thunderhill Properties board, and working with Mike, Tim, David, and others have been instrumental in taking Thunderhill to the next level, and working with the Regional Board, in increasing the benefits from the track back to the Region.

3) You need additional volunteer support - in the flag stand, on the E-Crew, and in supporting fun & camaraderie among the volunteers.

You call Joe Briggs. Joe has been a volunteer flagger (and more), as well as sponsoring gift card give-aways to volunteers.

And this is, of course, in addition to being a top driver in SRF and now in Formula Atlantic. **I'd race with Joe any day.**

For all this I know you'll agree that Joe Briggs is a worthy recipient of the Premier Award of Merit, and the thanks from us all.

HALL OF FAME

LINDA ROGASKI Presented by *Barbara McClellan*



Barbara McClellan presents the Hall of Fame plaque to Linda Rogaski

When I was a Steward in Training, we spent a weekend with each crew to understand how they worked.

One of the first things the Chief of Registration said to me was "We are the first people the drivers see,

so we set the tone for the weekend.

That is why you greet everyone with a smile." That was over 20 years ago and that person was Linda Rogaski, who has been greeting drivers, workers and crews with a smile. Her frequent statement is "What can I do to help you?"

Here is her SCCA history. In 1982, she, along with her husband Jim, joined the Solo program of the Sacramento Chapter of SCCA, which was in the process of being reorganized. Jim then started crewing for a

racing driver, and Linda came along. She decided she would find a crew to keep her busy, so she joined the Social Crew with Jim and Marcia Keane. In 1998, after working one event as a Registrar, Gary Meeker, who was the RE, asked her if she would be Chief and reorganize the crew along with Dorothy Wilson who was an Assistant Chief. And the reorganization was a success.

When Jim became Chief of the MX-5 Series, Linda served as the Registrar. She also worked Registration at the SCCA National Runoffs for several years. Around 2005 Linda started working in Competitor Services at the Runoffs; and this is a role she has continued through this past year.

When Race Central and Registration were combined to become Race Administration in 2005, Linda first served as an Asst. Chief. Several years ago, she and Claire Kelly decided to share the title of Co-Chief of Race Administration. Beside their registration duties, they serve as the voice of information at the track, along with handing out trophies to race class winners.

Race Administration is open at the crack of dawn and they are on the go, being the last crew to close up at night or the end of the weekend. Linda has been recognized for her many contributions by chosen the Worker of the Weekend several time, as well as receiving the Premier Award of Merit after taking over Registration.

Linda says she has the best job at the track. Some of her closest friendships, both locally and nationally, have been through SCCA racing. She said it is a joy watching young drivers grow up and go on to do great things.

BARBARA McCLELLAN Presented by RJ Gordy



RJ Gordy presents Barbara McClellan with the Hall of Fame plaque.

Barbara started on the Communications crew in 1965. She continued as a member of the crew as Chief, Co-Chief, Asst. Chief or Chief of Pro Events through 2014. She still holds a National F&C license.

Barbara joined SCCA in 1968, making her a 54-year member. In her earlier days, SCCA membership was not required.

Barbara joined the Stewards program in 1996, and is currently a National Steward. She has represented the Region as a Steward for at least 10 SCCA National Runoffs.

Barbara served on the Region Board of Directors from 2000 through 2005, and was Secretary during that time.

She again served on the Region Board 2015 through 2019, serving as the Regional Executive in 2018-2019.

Barbara was on the Thunderhill Properties Board from 2004-05 and again from 2018-19.

Barbara has received the Premier Award of Merit twice, in 1991 and 2019.

She has received numerous Board Awards, RE Awards, and Worker of the Weekend over the years.

Barbara has been on the SFR Hall of Fame Committee since its inception in 2005.

The Dedicated Worker Award program was started on 1991, which required working 70% of the Regional events each year. Barbara was a Dedicated Worker 29 of the 31 years. (She missed those two years when her husband was bed-ridden and then passed away.)

BRUCE BRUNNER Presented by RJ Gordy



RJ Gordy, and Newly inducted Hall of Fame Member Bruce Brunner

Bruce has been a member of the San Francisco Region SCCA since 1966. He has earned the distinction of being a lifetime member.

He began volunteering as a Corner Marshal with Flagging and Communicating. He was so talented that after about 10 years, he was asked to join the Starter crew. He holds national licenses in both specialties. Over the years he has also participated as a Corner Marshal in many Pro events including Can-Am, Trans-Am, Champ Car, Indy Car and Formula 1.

In 2005, then Regional Executive R. J. Gordy knew that Bruce was a history buff, so asked him to be the Chairman of the to-be-created SFR Hall of Fame Committee, which would follow the lead of the National SCCA HOF, which was created in 2004.

Later on, Bruce served as a member of the SCCA National HOF Nominating Committee, which nominated candidates from all Regional clubs for national recognition. He then served four years on the National Legacy Committee, serving as its chairman for two years before terming out. This group reviews past and historic members for HOF recognition.

Bruce has received several SFR awards over the years, including Worker of the Year in 2007, Dedicated Worker of the Year in 2020, and a Board Award in 2021. He has also appeared on the cover of The Wheel a number of times!

CLAIRE KELLY Presented by Barbara McClellan



Barbara McClellan presents Claire Kelly with the Hall of Fame plaque.

Claire first became involved in racing in 1970. She had worked a car show with Dick Raymond, who was a Steward. He contacted Mary Lou Robson about a potential Communicator. Mary Lou followed up and Claire joined the Communications crew and was there for seven years. Those were the days when we had so many volunteer workers that we had separate Communications, Flag and Fire Crews. Claire fondly recalls her days as a Call Girl and has the T-shirt to prove it. And she remembers working at Cotati, Vacaville, as well as

Sears Point and the old Laguna track. It was through racing that she met her husband, Bill Blake.

After being a Communicator, Claire decided to join the Race Central Crew, which was the source of track information. She worked with ladies who are no longer involved with SCCA - Lori Eandi, Pauline Laskin, Shirley Schultheis, and Liz Reese. In the beginning, they had a table to work from, then an umbrella, eventually a trailer, and finally a building. By the late 1980's, Claire was an Assistant Chief of Race Central, and she was named Chief in 2001.

Within a couple of year, she started talking with RJ Gordy, who was RE at the time, about combining Race Central and Registration crews. He said "Go for it." So, in 2005, Claire was named the Chief of Race Administration. This is a role she had for a number of years, before she and Linda Rogaski decided they would share responsibilities as Co-Chiefs. Not only are they responsible for registering everyone, they serve as track information, as well as handing out trophies to race class winners.

Several years ago, they started opening registration to drivers the night before the race weekend. Frequently, about 50% of the drivers get registered early. This is much easier at Sonoma or Thunderhill, because they have access to their computers. At Laguna, they have to work off paper list and enter all that data later in the weekend.

Claire has served as the Pro Event Registrar for many years. If she has the credentials ahead of time, she registers the Workers at events prior to the Laguna Pro event. But then she makes a special trip to Laguna for the 90-minute registration the first morning of the Pro event., at oh dark thirty.

Claire's many contributions to this club have been acknowledged by Board awards and being selected as Worker of the Weekend. She says her favorite thing has been to meet so many drivers, crews, and families at Race Administration.

Regional Championships in 2009
SRF, 2010 SRF, 2011 SRF, 2014
SRF3. 2013 Second place SRF,
2015 third place SFR3

SFR/Thunderhill Board of Directors

- 2000-2005 SFR Director
- 2006-2013 SFR Regional Executive
- 2014-2015 SFR Director
- 2000-2016 Thunderhill Properties Board of Directors
- 2019 - Current Chairman of the Board Thunderhill Properties
- 2006-2012 Timing & Scoring Chief
- 2006- 2018 Instructor Drivers School Group 3 Open Wheel
- 2019- Current Chief Drivers School Group 3 Open Wheel



Michael Smith addresses the audience after being inducted into the Hall of Fame.

Mike developed Registration Express, which enabled drivers to register via a one-stop process.

At Thunderhill he created a culture including benefits, competitive compensation, and an employee bonus program which rewarded customer sales and service.

Online Race Entry - He worked with club member, Brian Ghidinelli, to design and develop MotorsportsReg, a move to full online processing.

Sealed Spec Miata - When this spec class quickly escalated in cost, Mike and Ed Railton, SFR BoD member at that time, produced a sealing process which kept costs down.

SCCA event race insurance - Mike researched the cost we were paying to National for race insurance and shared the data with National, resulting in a significant cost reduction.

Laguna Flag Station Stairs - When one of our club flaggers was badly injured from a fall from the Turn 10 stairs, Mike set out to replace the stairs, making them safe for our club volunteers.

Laguna Seca - When the contract to operate Laguna Seca was up for renewal, Mike volunteered and became temporary CEO. Mike was able to ensure SFR maintained our first choice for dates, and we got paid by SCRAMP for prior Pro events.

Thumbs Up Program - Lynell and Mike (M&L Racing) created and funded a program to reward Workers for their participation in club events.

New SRF3 Engine/Tires - Together with employees John Cerini and Michell Hemus, they tracked data for the newly-released Spec Racer 3 engine for SCCA Enterprises.

Festival Races for Spec Racer Ford and Spec Miata accounted for 80% of the club racing entries. As a reward, those two classes were offered an additional race and party at specified events.

Regional Executive / Driver's Meetings - The goal was to increase communication among drivers, and it was gladly received.

I would like to read a letter from Brian Ghidinelli, who was unable to be here with us tonight.

Mike - congratulations on your induction to the SFR Hall of Fame! We are recognizing Mike because he has made, and continues to make, an indelible mark on this great club through some twenty years of servant leadership. I have one story of that leadership I'd like to share.

In 2013, Terry Ozment came to the region on behalf of National SCCA and asked for our cooperation in bringing the Runoffs to the West Coast for the first time in decades. There were, of course, people for and against hosting the Runoff. There was more work and expense for our crews, but also the prestige of hosting as "The Region That Knows How." There was a potential negative financial impact to our Regional race program, but also the opportunity for our members to experience the pinnacle of amateur racing without towing east of the Mississippi. And he asked, what had National done for the region lately??


Now, Mike had never been a National racer. He would have declined their request were it up to him. But it wasn't, and as a leader, he supported the event while negotiating guard rails so the region's people and equipment would not be abused. He also succeeded in getting National to fund a local project Manager who could provide hundreds of hours of boots-on-the-ground support to ensure the Runoff would not just happen, but be a big success - and it was!

This was one of many instances where I witnessed Mike displaying strong leadership, fiscal governance, and compromise. I'm not sure anyone could be Regional Executive of a club as diverse as SFR for as long as he was without those skills.

I consider Mike a friend as well as a mentor. I know there are countless other

SCCA members who have directly or indirectly benefitted from Mike's contributions over the past two decades and for that, this Hall of Fame induction is well-served.

My wish is for us is that we can all "be like Mike!"



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Fresno Chapter - Krider Classic & Enduro



All the winners from the "Krider Classic"

"Ladies and gentlemen, start your engines." The rumble from the engines and exhausts drowns out the spectator noise, the smell of race fuel fills the atmosphere, pit crews scrambles with last minute changes, concession stands fully stocked with adult beverages, and F-14 Tomcats

Correll, Travis Miranda and Alex Neufeld rounded out the top ten.

The street class winners were Chris Rodriguez over David Jackson in A stock, Larry Kirlin over Dave Warner in B stock, Brad Dawson over Patty Jeschien and Sanjay Singh in D stock, Quinn Ringgold over Gary Lieb in E stock, Gary Fazekas over Corky Schroeder and John Jorgensen in F stock, and Randy Krider over Christopher Sochan in H stock. Kyle Matsumura in G stock and Bruno Reinhard in SS both ran uncontested.



Manfred Testing in his 1987 BMW 325i Pinckney in STS and Victor Lara over Gorje Osuna in STH. Gary Emenhiser in STR and Alex Neufeld in STU both ran uncontested.

fly overhead during the national anthem. These are the sights and sounds of a Formula One race event. On Saturday, November 12th, the Fresno Chapter had a special event called "Krider Classic 100." It was not a F1 race event, but it was as close to one as we would all get in which to participate. There were special trophies for winners, and first through third in every participating class. A special decal and patch for the event was passed out to every participating driver. Heck, even a special podium ceremony was held at the end of the event. The mastermind behind it all was event chair, Mr. Rob Krider.

The 70 drivers came out to the Krider Classic with one thing in mind: to have fun and enjoy the experience. But on the autocross course, it was all business. TTOD would go to the AMod of Ricardo Quinonez in the 2020 Shark Stealth, followed by co-driver Eileen Blando. Third went to Brandon Griggs in his 2020 Mazda Miata. Bryan Heitkotter, William Marlow, Rufus Connell, Alex Neufeld, Adam Zakarian, Dan Correll and Paul Newton rounded out the top ten.

Top PAX went to Brandon Griggs in his 2020 Mazda Miata, followed by Randy Krider in a 2019 Ford Fiesta ST and Bryan Heitkotter in a 2015 Subaru BRZ. Kyle Matsumura, William Marlow, Paul Newton, Dexter Jones, Dan

Steve Carlson in his 1970 Datsun 240Z took the win in BSP over Erick Castro. Tyler Oaks in CSP, Adam Zakarian in SSP, Manfred Oesting in FP and Jorge Diaz in EVX all ran uncontested.

Mas Vang led SMF over Yang Moua, Paouchoua Vang, Alexander Wood and Devin Pena. Rufus Connell ran SM uncontested.

Ricardo Quinonez took the win in AMod over co-driver Eileen Blando.

In CAMC, Travis Miranda took the win in his 2017 Chevrolet Camaro over Leon Weinroth, Greg Back and Aaron Douglas. Roger Oaks in CAMS and James West in CAMT both ran uncontested.

Kelsey Stoltenberg led the Ladies Class over Rebecca West, Pamela



Bryan Heitkotter taking the win in STX

Schroeder, Falina Marihart and Sandra Hermans.

In Novice Class competition, Dexter Jones took the win over John Marihart, James Franks, Trevor Fechner, James Collins, Bert Schneider, Joel Calderon, Amanda Soto, Cha Xiong, Michael Abraham, Victor Vang, and Stephen Abraham.

Brandon Griggs took the win in the Index Class over Paul Newton, Audrey Tan, Ally Chang and Amy Armes.

The annual "Enduro" event for the Fresno Chapter was held on Sunday, November 13th. All of the events throughout the season prepare the drivers for the Enduro. Instead of five individual timed runs, each driver gets one timed 5-lap run. A 2-lap practice timed run was approved by event chair Gary Lieb before the 5-lap run. TTOD went to Brandon Griggs in his 2020 Mazda Miata followed by Phil Castro in his 2015 Mitsubishi Lancer Evolution X and Yang Moua driving a Honda Civic Si. William Marlow, Anthony Topalian, Alex Neufeld, Chris Rodriguez, Kyle Matsumura, Rufus Connell and Dexter Jones rounded out the top ten.

PAX winner also went to Brandon Griggs followed by Kyle Matsumura and Trevor Fechner. William Marlow, Dexter Jones, Chris Rodriguez, Yang Moua, Alex Neufeld, Anthony Topalian and Michael Gardner.

Street class winners were Chris Rodriguez over Sal Rodriguez in A stock, Larry Kirilin over Dave Warner in B stock, Brad Dawson over Patty Jeschien in D stock, Quinn Ringgold over Gary Lieb in E stock and John Jorgensen over Corky Schroeder in F stock. Kyle Matsumura in G stock and Glenn Tozier in H stock both ran uncontested.

William Marlow took the win in STX over David Ruby and Dan Correll. Josh Pinckney led Wes Antinetti in STS. Alex Neufeld in STU ran uncontested.

Steve Carlson in BSP and Jorge Diaz in EVX both ran uncontested.

In Street Mod, Phil Castro took the win over Rufus Connell and Amy Armes. Yang Moua led SMF over Alexander Wood, Paouchoua Vang and Mas Vang.

Michael Gardner led CAMC over Leon Weinroth and Aaron Douglas. Anthony Topalian in CAMS and James West in CAMT both ran uncontested.

Kelsey Stoltenberg took the win in the Ladies Class over Rebecca West, Sandra Hermans, Falina Marihart and Pamela Schroeder.

Trevor Fechner led the Novice Class over Dexter Jones, James Franks, John Marihart, Bert Schneider, Cha Xiong, William Sword and Amanda Soto.

Brandon Griggs took the win in the Index Class over Paul Newton, Audrey Tan and Ally Chang.

As the season comes to an end, we will be looking forward to the Awards Banquet, Performance Driving School and first event of 2023 in January. Thank you for a great season and hope to see everyone in January!



"Krider Classic" PAX podium winners



David Ruby in his 2015 FRS



Brandon Griggs in his 2020 Miata taking TTOD & PAX in the Enduro

Round 14 Closes Out SFR's Solo II Series



Tom Exley took first place in XP.

The last round of the SF Region's Solo II championship was held on November 13, 2022, at Crows Landing. The course was designed by Praneil Prasad, with the event co-chaired by Connie Lu and Prasad. Seventy-nine drivers participated in the event.

Justin Bowen led the AS group in a 2014 Porsche Cayman S. He was followed by Vernon Head in a '02 Chevrolet Z06, while Daniel Marien rounded out third in a '11 BMW 1M. The rest of AS included Darren Shortes.

The DS class saw Ed Runion take first place in a '22 Subaru BRZ. He was followed by John



Ric Quinonez led the Modifieds in a 2020 Shark Stealth.



: Ryan Cirillo took second in a 2003 Toyota MR2 Spyder.

Rowe in a '19 Honda Civic Type R, with Michael Scott in a '21 Subaru WRX. Kevin Bui and Jose Fait rounded out the rest of DS.

Glenn Austin led the Solo Spec Coupe in a '14 BRZ. Hot on his heels was Eric Martin in a '13 Scion FRS.

Praneil Prasad took the top spot in STR in a '97 BMW M3. Philip Ma finished second in a '22 Mazda Club, while Rich Lee took third in a '22 BRZ. The rest of STR included Mark Lewis, Erik Acks, Arvind Govindaraj, Glen Anderson, Matt Francavilla, Megan Anderson and Joseph Macy. Connie Lu ran

uncontested in STR-L in a '97 BMW M3.

Mack and Justin Tsang took first and second, respectively, in STU in a '06 Subaru Sti. Steve McLaughlin finished third in a '07 Nissan 350Z. Paul Tibbals and Scott Garriss rounded out the rest of STU.

Bryan Heitkotter led the STX group in a '15 BRZ. He was followed by Brian Stanaway in a '13 FRS, with Teddie Alexandrova taking third in a '15 BRZ. The rest of STX included Charlie Davis, Rahul Salvi and Brie Seccombe.

Classic American Muscle was

led by Allen Chen in a '06 Corvette. Hal Dorton took second in a '17 Ford Mustang GTPP, while Gordon White finished third in a '18 Ford Mustang. Greg Back rounded out the rest of CAM. Brenda and Kristen Barnes took first and second, respectively, in CAM-L in a '18 Ford Mustang.

Ricardo Quinonez took the top spot over co-driver Eileen Blando in the M class. They split seat time in a '20 Shark Stealth.

Frederick Ernest led the Novice group in a '06 Mazda RX-8. Stefan Glembocki finished second in a '19 Civic Type R.

Tom Exley finished in first place in the Prepared class in a '87 Mazda RX7. James Laeno took second in a '90 Miata, while Derek Boyd finished third in a '89 Miata.

Monty Pack took first place in S1 in a '18 Porsche GT3. Nipping at his heels was Steve Lau in a '11 Porsche GT3 RS, with Tara Shapowal-Lau in third, also in a '11 GT3 RS. The rest of S1 included Eric Lam and Derek Hui.

Gary Fazekas ran uncontested in S2 in a '22 Mustang.

Sean Velandia easily took first place in S3 in a '16 Mazda MX5. Ryan Cirillo finished in second place in a '03 Toyota MR2 Spyder, while Eric Nielsen took the last podium spot in a '99 Miata. Maurice Velandia and Craig Boyle rounded out the rest of S3. Alex Kang ran uncontested in in S3-L in a '03 MR2 Spyder.



Connie Lu ran uncontested in STR-L in a 1997 BMW M3.

Rob Luis led the S4 group in a '11 Mini Hardtop. Suze Morrison took second in a '15 Ford Focus ST, with Shaun Luis rounding out third in a '11 Mini Hardtop. The rest of S4 included Ken Suzuki, Conor Botkin, Kevin Chauvin, Brandon Phillips, Ian Moore, Lueka Hosking and Mitch Crews.

Jeff and Nicole Wong took first and secondly, respectively, in SMP. The Wongs were in a '19 Corvette. Isaac Acks finished third in a '06 Mitsubishi Lancer Evolution. Eric Gnesa, Andrew Vo, Lisa Gnesa, Donald Lew and Kipling Inscore rounded out the rest of SMP.

Takeshi Yoshida took the top spot over co-driver Arvin Silvestre in STM. They were in a '03 Lancer Evo 8.

John Lawrence ran uncontested in XS in a '17 Corvette Grand Sport.



Vernon Head took second place in AS.

NOTES from the ARCHIVE



All those years I was a professional racing gypsy taught me well about life. Living on the road could take you places you'd never been. It could make life-long friends. And it could lead to priceless moments you never expected.

The last person I thought I'd run into in the middle of the night -- stranded in the middle of nowhere -- was my long-time "motorhead" brother for life, Paul Gilbert. Our friendship is a comedy that goes back to my SFR Flagger days in the early '70s. But what was he doing parked along I-80?

Paul and his then wife Sandi both drove school buses by weekday and both raced SCCA on weekends. To show they were a racing family, only a few months after their daughter Renee's birth, they hooked the race car hauler to their motorhome and took-off on a summer vacation around the country. They raced at Lime Rock, Mid-Ohio, Road Atlanta, the combined high-speed banked oval and challenging road course of the old Texas World Speedway, and Riverside. By time they returned home I'm sure they had more to tell of their summer than their neighbors did!

I had just returned from my own cross-country racing safari. It was before the Internet, so the post office presented me with a foot locker-sized box of incoming mail, mostly news releases (ie, propaganda.) And while there, I put envelopes full of words & pictures into the outgoing mail. From there they went into a Postal semi out back (driven by a biker buddy of mine) headed for publications all over the world. I next stopped at my house for a day where I dumped out my stuffed-full VW Camper and reloaded it with new stuff. I also fought back the "science experiment" found growing in my refrigerator!

Since I was doing the races at Sears Point that weekend I reckoned the night before I'd go down to get some needed rest and next day get an early start. Well, like all good plans, it was after midnight by the time I finally rolled down the highway on a still hot, typical Big Valley summer night. In addition to the road west of Davis then being a desolate stretch of old four-lane, that night there was almost no traffic out there. To be honest it was kind of eerie.

My body still ached from the several thousand miles I'd just completed so I thought my eyes were playing tricks on me with what I saw. However, something told me to pull over and stop. That's when I discovered it really was Paul, Sandi, all of their kids and several SFR people I knew.

Seems while towing down to Sears their motorhome's engine decided to impersonate a hand grenade. Being pre-cell phone days, Paul had to walk, try to hitch-hike, and find a pay phone somewhere. To show the

kind of family SCCA is, a couple of calls and in short order a squad of rescuers were on their way.

Race-working Marin Tow showed up with a ramp truck that had a short wheelbase, half-ton pickup on board. Because Paul's motorhome had a 24-foot wheelbase, and his enclosed trailer was 35 feet in length, the race car was put in all the way to the front. Tool boxes, tires and parts were next, lastly followed by all of the kids' bicycles, toys, the ice chests, and what not.

The game plan that quickly ensued called for the race car to go on the back of the ramp truck. However, everything had to first be moved out to off-load it. After hooking the hauler to the short wheelbase pickup, everything had to go back in and up to the front. The motorhome's front-end was then to be lifted off the ground and flat-towed behind the ramp truck.

And then, just when we thought everything was finally under control, two CHP officers, out on routine late night patrol, came wheeling in, red lights and all. They piled out of the cruiser, and with stunned looks on their faces, stared at the circus in progress. There were cars and people all around, kids riding skateboards on the highway, and particularly the pickup which had come down off the ramp truck and onto the shoulder facing the wrong way. Caught by surprise, first one, then the other tried to speak but couldn't make words come out right. Finally one managed to yell, "WHAT IN THE HELL IS GOING ON HERE???" We tried to explain, but in the panic, everyone was talking over the other. From the tone of their initial reaction, we were sure they were going to call for the riot squad. Instead, shaking their heads, they got back in their car and proceeded to drive off. In the process they bluntly ordered us to "GET ALL THIS **** OUTTA HERE!!!" The whole thing was priceless!!!

We all pitched in somehow to make it happen. I drove kids & bicycles now piled into my "Vee Dub" Bus. Everyone hauled something. It was the wee hours when our "travelling road show & circus" FINALLY made it to what's now called Sonoma Raceway. Though everyone was really tired, it all turned out worthwhile, when Paul took out his frustration by driving his B/Sedan Pinto to a strong second place finish. There was a whole mob of us cheering him on. But after friends drove Sandi and the kids back for work & school, and I headed for home, Paul was relegated to spending the next two weeks living in the pits while he rebuilt the motorhome's engine.

Once again, to show racing's camaraderie, he stopped his own work to be a volunteer flagman at the following weekend's motorcycle road race. He also found his way over to the house of long-time SFR Turn Marshall



& all-around character Monte Simmons. There, in addition to working on his own engine parts, Paul fixed the bodywork on Monte's Porsche. Then one day he finally found his way back home to Nevada.

I ran into Paul again at that year's season-ending four-hour Enduro. There, his car was being co-driven by SFR and SCCA Run-Offs champ Frank Leary. I was immediately drafted onto the short-handed pit crew, and got filthy dirty in the process without shooting a single picture. There were some problems in the race, like Paul using a hand gesture I'd never before seen nor understood. He was trying to somehow get our attention that the engine was running hot and needed coolant, which led to an early pit stop. There was also a late-race flat tire that thankfully happened right where Frank could dive straight into the pit entrance. We did finish, but it was one of those days. When the checkered flag came out, I swung the signal board over the pit wall with the single word BEER displayed. However, it still was fun and the beer that went on into the night was well earned.

But it didn't stop at the track. Another classic moment came at Reno's first Hot August Nights. We were driving in the Car Cruise ,where I was marveling at my first ride in Paul's now retired vintage racer, a British Turner powered by a 950cc BMC four-cylinder. Out of nowhere a car full of people excitedly pulled alongside and the driver yelled over, "Hey!!! What year Cobra is that???" We looked at each other, grinned, and told him, "Oh, it's a '57". To that he astonishingly yelled back, "Wow! I didn't know they made them back then!" We again grinned at each other and told him, "Most people don't know that." I would have paid money to watch him try and explain that one to his buddies, particularly since he had a car full of witnesses!!!

But the one memory that will always stand out happened at his hill top home in Sun Valley. There were half a dozen of us lounging in his living room Hot Tub where, looking out the panorama picture window, we watched a fast developing storm produce lightning that struck the house across the street. You've never seen a group of people pile out of a Hot Tub so fast in your life!!!

Paul doesn't race much anymore. Once in awhile he will slip behind the wheel of a Historic car to do it one more time. However, he said these days he feels best giving back. Or, like he puts it: "Older racing folks taking something the sport gave them and passing it on to a younger racing generation." All of his years of racing experience is why he still helps out at SCCA events.

He is also the longest serving Senior Pylon Judge at the Reno Air Races, topping all of the years his father preceded him at same. Thanks Paul for some great times we can live here once again. It wouldn't be the same without you!

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

FANTASY JUNCTION

BRUCE TRENER

1145 Park Avenue Emeryville, CA 94608
Phone (510) 653-7555 Fax (510) 653-9754
www.fantasyjunction.com

Checklist for Competition Licensing School

START HERE

1. Join SCCA if you are not already a member: you can join online at any time on the National SCCA web page
2. Schedule your physical and have doctor completely fill out SCCA Physical Form .
3. Fill out the Novice Permit Application
4. Send to National SCCA Licensing: Physical form, novice application, and copy of current state driver's license: licensing@scca.com

UPS/FedEx/ address: SCCA, 6700 SW Topeka Blvd., Bldg. 300, Topeka KS 66619

USPS address: SCCA, PO Box 19400, PO Box 299, Topeka KS 666015.

5. Enter the school at <http://sfrscca.motorsportreg.com/>

You do not need to have your novice permit before you enter the school (but you should be working on it). Credit cards are not charged until after the school. Entering allows us to send you any updated info and help you make sure you have everything you need before the school starts.

Contact the Region Office if you have any questions: 888-995-7222 / 530-934-4455 or office@sfrscca.org .

About three weeks after sending in the required paperwork, you will receive your Novice permit and a current copy of the GCR (General Competition Rules) book in the mail from the Topeka office of SCCA. The GCR provides information on specific vehicles, car classification, and equipment and safety requirements. Students should pay special attention to the section on flags.

SAFETY GEAR REQUIRED

- **While waiting for school day, you can gather all the required driver's gear:**
- **Helmet** with a Snell sticker of 2015 or later,
- **Head and Neck Restraints** meeting SFI 38.1 or FIA 8858
- **One-piece driver's suit** that covers the entire body from the neck to the ankles and wrists. All suits **shall** bear an SFI **3.2A/1 (or FIA 1986 Standard)** or higher, underwear of fire-resistant material unless you have a drivers suit SFI **3.2A/5** or higher.
- **Gloves, driving shoes** and **socks** made of fire-resistant material
- **Arm Restraints** are required for open cockpit cars (formula cars, sports racers, & SpecRacer Fords)

All this is described in detail in the General Competition Regulations (GCR) which is also available online at www.scca.com on the Club Racing page - click the link for Cars and Rules

Rent a car or use your own race car?

Most students rent a car from one of the many local race shops. Renting a car makes your school days easier since the renter prepares the car for school (including going through Tech) and takes care of the car during the school so you can concentrate on driving (and getting an occasional rest break). Our Prep Shop Services and Rentals is the best place to start if you are renting.

If you have your own race car, you need to make sure it meets all the SCCA safety requirements. Contact the SFR Chief of Tech Stephanie Helberg to arrange a tech inspection.

You will be very busy during the school so we suggest you bring someone along to help you out with fueling, getting the car to the grid area and helping with any mechanical problems that may come up.

DRIVERS' SCHOOL OVERVIEW

School Goals

The goal of the school is to graduate students whom we will be comfortable racing against in a couple of weeks. We stress safety, predictability, consistency and fun. Lack of speed rarely, if ever, fails a student from school. Lack of safety frequently does.

Students need to learn to drive the line and hit apex and exit points. It is very important to get the basics (line, technique) covered first. This will give a good foundation for further learning.

Appendix P. Racing Room & Passing Guidelines

Appendix P. Racing Room & Passing Guidelines

The Club Road Racing Program sincerely thanks Randy Pobst and Terry Earwood for developing these guidelines defining racing room and passing etiquette. Randy Pobst is a SCCA Hall of Fame member, a National Road Racing and Solo Champion, professional driver champion, and a very experienced driver's coach. Terry Earwood is a legendary Skip Barber driver instructor, professional driver champion, professional driver's coach, and is the current Driver Orientation Manager for the Trans Am Series.

The guidelines were created by Randy and Terry based on decades of racing experience and driver coaching. The guidelines represent what the Club Road Racing Program's intent is for General Competition Rules Section 6.11., Rules of the Road.

1. Racing Room & Passing Guidelines

Safe, successful passing is based on what drivers can see. An overtaking car bears the largest percentage of responsibly for passing safely.

2. Peripheral Vision

The overtaking car (the car attempting a pass) must get into the peripheral vision of the lead car (the car being passed) in the brake zone before the lead car turns for the corner. Once the lead car turns for the corner, it can no longer see the trailing car, because the lead car's mirrors now point outside, and the lead car is looking toward the apex.

Figure 1

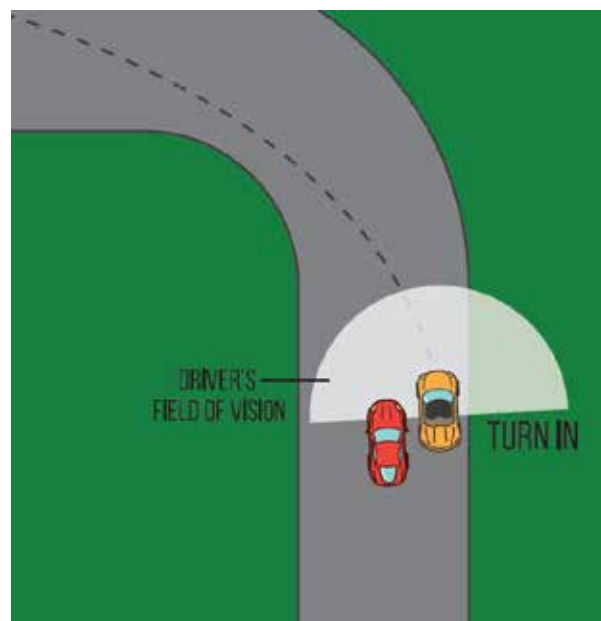


Figure 1 shows that the overtaking car has gotten up to the A pillar and into the peripheral view of the lead car before turn in. The overtaking car now has taken the line away and earned the right to racing room on the inside.

To earn the corner, the overtaking car must have its front end up to at least the A pillar post, or windshield, with the car under control, *before* the lead car turns into the corner. The goal is for the overtaking car to present itself, to arrive in the peripheral vision of the lead car, *before* it turns in.

An overtaking open-wheel car should have its front wheel up to at least the lead car driver's shoulder (within their peripheral vision) before the lead car begins its turn in.

3. The Blind Spot

Figure 2

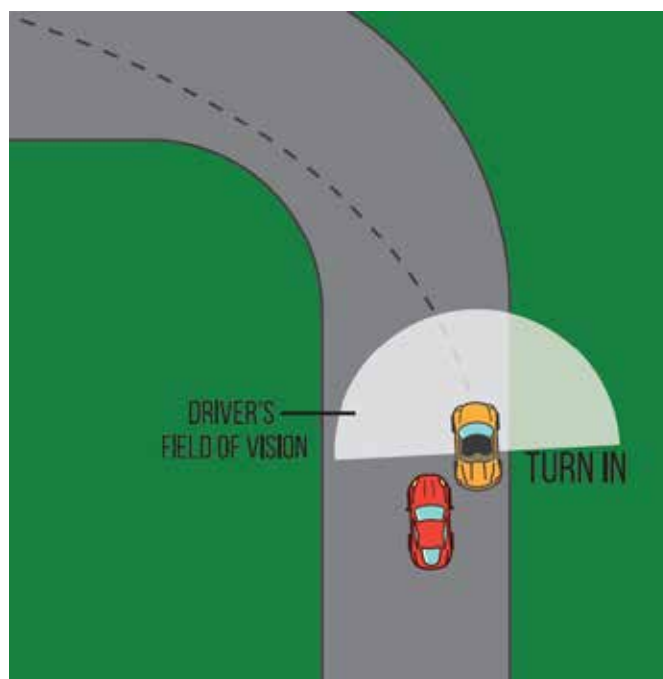


Figure 2 shows at the lead car's turn in point the overtaking car has yet to get even with the A pillar and into the peripheral vision of the lead car. The overtaking car is in a blind spot. Do not pass unless the lead car is much slower and gives racing room.

4. Racing Room

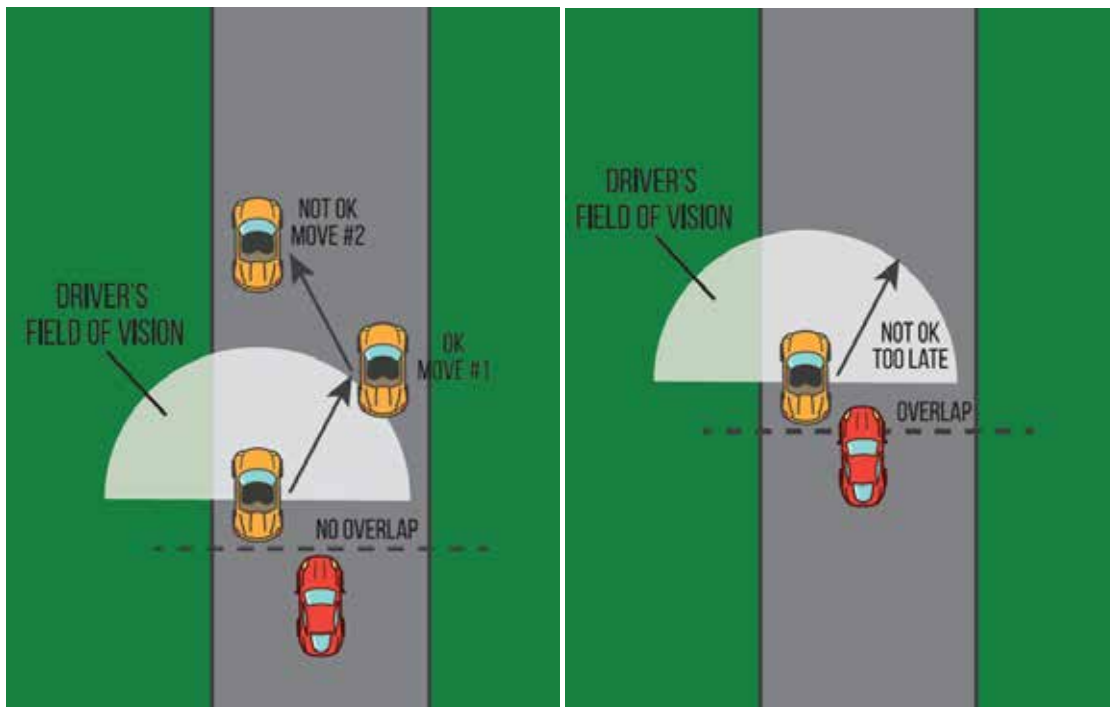
Should the lead car decide to 'go with him', side-by-side, then both cars must allow each other *racing room*, at least a car width plus six inches or so, to the edges of the racing surface. In both cases, the trailing car must be in the lead car's peripheral vision to safely hold position. If not in vision, then the trailing car must back off and follow, because the lead car cannot see it.

The biggest mistake, and a common cause of contact, is the overtaking car taking a shortcut to the apex, from that blind spot (Turn One at Road Atlanta is classic). Pull parallel to the lead car, and as close as safely possible so that he KNOWS you are there. Sometimes, the lead car may turn in early; therefore, the overtaking car must be under enough control to avoid contact.

5. Passing on Straights

On straights, the lead car is allowed “one safe move”. It can choose a side, but cannot move back, and cannot move over in reaction to an overtaking car if late enough to invite contact. It must leave a car’s width (plus 6 inches) of racing room if the overtaking car has already committed in that direction and has achieved an overlap next to the leader. No weaving to break the draft or to block; that is more than one move. On straights, as opposed to corner entry, it is possible for the lead car to look into its mirrors and see the overtaking car, so if the overtaking car gets even a small overlap next to the lead car, the lead car must give the overtaking car room to race, and can no longer move across the track.

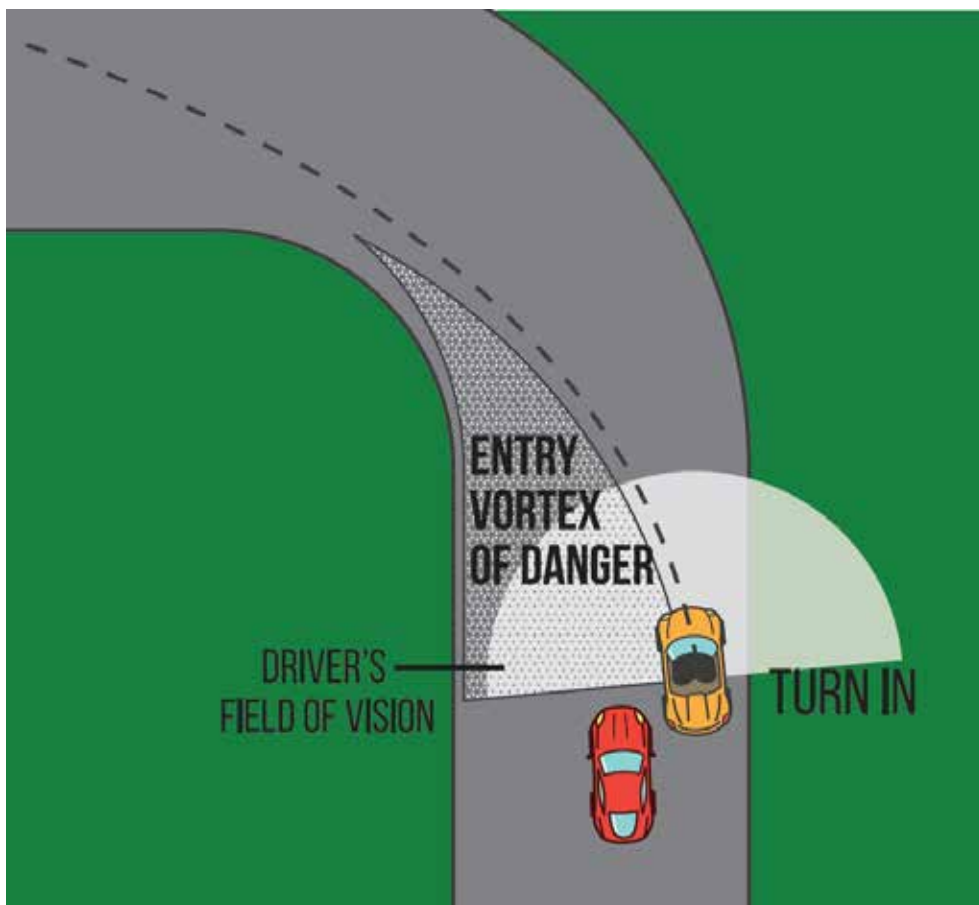
Figure 3



When being passed, hold your line. This means be predictable, and do not change your line to pull out of the way. ‘Hold your line’ does not mean take the line for the apex and turn in front when a much faster car is approaching. Be aware of faster traffic and leave a lane of racing room for them.

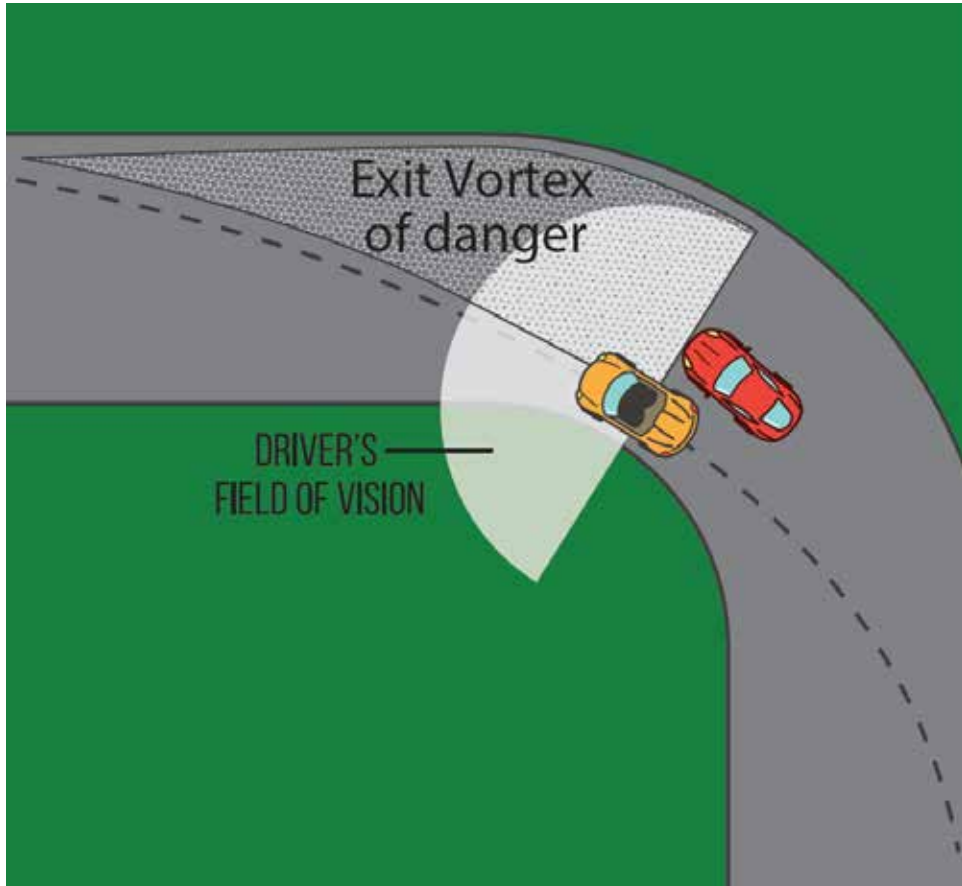
6. The Vortex of Danger

Figure 4



The Entry Vortex of Danger (Figure 4) is a triangle inscribed by the turn-in point of the lead car, the apex, and the inside edge of the road. When overtaking, keep out of the Vortex of Danger. It is too late to pass. The hole you see is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

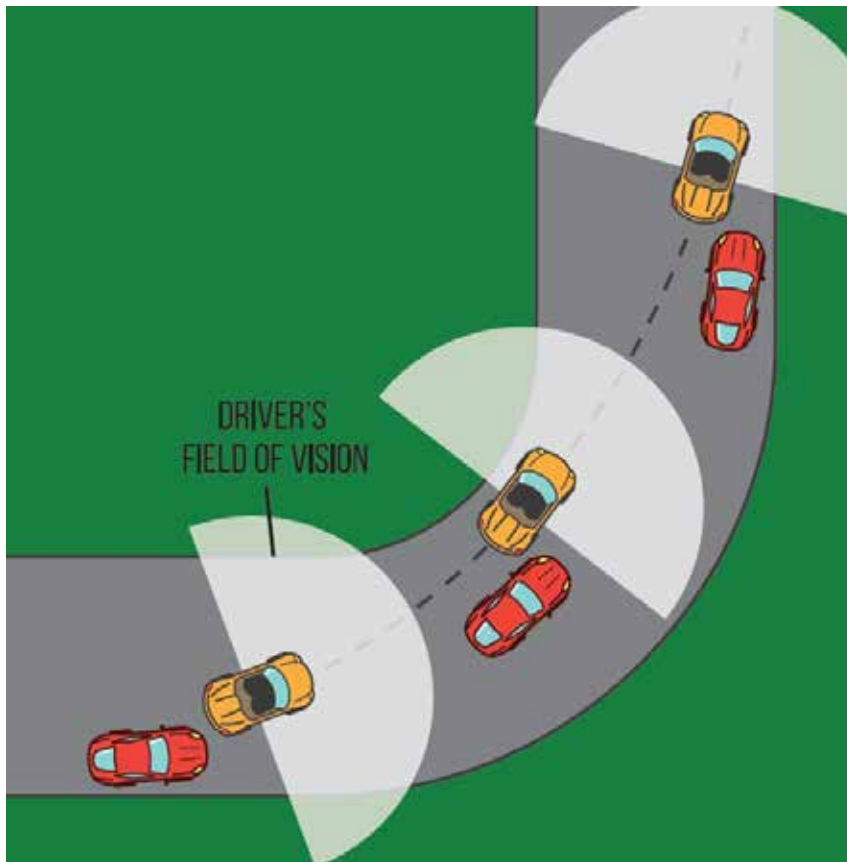
Figure 5



The Exit Vortex of Danger (Figure 5) is a triangle inscribed by the apex, the track-out point of the lead car, and the outside edge of the road. When attempting a pass on the outside, be aware of the Exit Vortex of Danger, and back out of it if not in the lead car's vision. It is too late to safely pass. The hole you see on the outside is **closing** rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

7. The Outside Pass

Figure 6



On this outside pass attempt (Figure 6), the overtaking outside car never presents itself into the vision of the lead car and cannot expect it to make room for a car it cannot see at the exit of the turn. So, the outside trailing car must back off to leave racing room for the inside lead car that cannot see it and avoid the Exit Vortex of Danger. In this situation, if the outside car makes contact or runs off the road, it is most likely their fault.

Turn 5 at Road America is a prime example of where a lead car may protect his line by not using all the track on the right. The overtaking car, in this example, needs to clearly 'present himself' in the braking zone before turn in, because the lead car is looking into the corner, not at his right mirror, and in all probability will not leave racing room at the exit. Outside passing works well when both drivers have excellent spatial awareness but is a very low percentage move in most cases.

Safe, successful passing depends on what a driver can see. Do not hit what you can see!

Confessions of a Cone Slayer

By Rob Krider



The Champ Stamp

To put it bluntly, all race car drivers are arrogant narcissist egomaniacs (at least the good ones anyway.) To be perfectly clear, I make this statement as an actual compliment. Ego equals fearless, which equals fast drivers. Ergo, ego is good. And, speaking of good egomaniacs, this

subject matter relates to yours truly, Rob Krider. Yes, that is first name, Rob, last name, Krider (pronounced Cry-der). You see, when you are a famous person (or have just convinced your delusional self that you're famous) you are commonly referred to by the general public by your first and last name combined. Don't believe me? Ask Brad Pitt.

Brad Pitt and I have this one thing in common (and it isn't the obvious thing you are thinking, I'm not referring to our striking good looks.) We are both good at what we do and we both know it. This doesn't make either one of us arrogant. These are just facts. Brad Pitt has an Oscar to prove his worth as an actor (admittedly, his is for Best Supporting Actor.) I have a National Championship trophy to prove my worth as a race car driver (admittedly, I have more than one of those.)

Obviously, I am proving quite clearly my theory here that race car drivers are egomaniacs, or in my case, a full blown megalomaniac. This is good, because it is the whole point of this story: How I ended up with my new tattoo. Hang with me, we will get there. The needle gun and the blood are coming.

Like a lot of kids I wanted to be a race car driver but my dad's last name was Krider, not Earnhardt, which meant if I wanted to race I had to find a way to do it and to pay for it. That reality was building my own cars, going to events that a street legal car could enter and learning from the school of hard knocks. I started drag racing, then doing gimmick rallyes, autocrosses, essentially any event that would have me, like hill climbs, rallycross, the Silver State Classic, and destruction derbies. If the entry fee was less than \$50 and all you needed was a helmet, I was there racing, whatever it was. I once raced a child's Big Wheel down the crookedest road in the world in San Francisco in an event called BYOBW (Bring Your Own Big Wheel.) Yes, it was epic.

Eventually, Jay Lamb came up with the 24 Hours of LeMons and hosted his first crazy \$500 car endurance races at Altamont Speedway, right in the Bay Area where I grew up. It was the perfect event for a wannabe race car driver like me. I didn't need a competition license and I didn't need a pile of money (which was good because I had neither.) I just required a few friends who were crazy enough to do the race with me. Since I was an avid autocrosser at the time with the San Francisco Region of the SCCA, I had plenty of those types of friends. You know, the usual racing egomaniacs.

The night before our first LeMons race (which would be the first wheel-to-wheel race for any of us on the team) we were at a bar near our hotel in Tracy, CA. We took shots of tequila, and said if we won the race, we would all get tattoos. It was a brief moment of bravado that nobody in the group thought would come to fruition. What chances did four autocrossers have in an endurance road race? We were all pretty much safe. Nobody was getting any ink. Those shots of tequila and that alcohol infused conversation happened Friday evening as the sun was setting.

Two days later as the sun was setting on Sunday night, we had just won the 2008 24 Hours of LeMons at Altamont. We came from behind at the end of the race for the win and bested 90 different teams. Crossing the finish line with the twin checkered flags waving over my windshield was absolutely incredible; and it was only possible because I was just delusional enough of an egomaniac racer to believe we could do it and

then somehow actually manifested the reality for the win. After that race, I had to call Ken Myers at I/O Port Racing Supplies to order myself a special new helmet. My head was way too big to fit in my old helmet or anything off the shelf.

Our little team moved on to road racing full time and with victory after victory and more success we conveniently never discussed those "promised" tattoos with one another. I don't think anybody wanted a Lemon with a 24 on it tattooed on their shoulder. I knew my wife, whom I love, especially didn't want that tattoo on my body.

But I never forgot about the tattoo, and as we progressed in racing, I told myself if I ever completed the ultimate -won a National Championship, then I would finally get that long ago promised victory tattoo. Well, exactly ten years after our LeMons win at Altamont, I won the Honda Challenge road racing National Championship at the Circuit of the Americas in Austin, TX. The next year, I backed up that championship at Mid-Ohio in 2019. Empty champagne bottles, trophies, and championships were stacking up, but I had still failed to book that tattoo appointment.

Finally in 2020, I had a tattoo artist I liked lined up, we scheduled an appointment and then the shutdown from the pandemic cancelled everything. But this year, with full wife approval, I finally got it done. In early 2022, I went to Newport Beach, Red Buddha Tattoo, and finally got my victory ink permanently etched into my skin. The design is perfect for any egomaniac race car driver: it is two checkered flags surrounded by the words "National Champion" on my upper back between my shoulders. Before the ink was even dry my friend, Ben Andrada, looked at it and said, "Your tattoo is a Champ Stamp!" Well, that was not what I was going for, but certainly what I deserved. And the Champ Stamp name has stuck like glue.

In 2022, the same year the tattoo was still healing, my egomaniac ass got back into autocross with a vengeance. I competed in the full inaugural season of the new 2022 Tire Rack SCCA National Tour Points Championship. I raced in seven different states, earned more points than anyone else, picked up four National Tour overall victories and won the points championship nationally for the H-Street class.

Arrogance, self-delusion, and narcissism, it turns out these things have served me well as a race car driver, and now I officially have the ink to prove it. The question is: Does the tattoo make me a bigger egomaniac (do I need to order another size larger helmet?) or was the tattoo actually a self-fulfilling prophecy? Did it give me the confidence to know I could win all across the country? I have my own opinion on the subject, while my wife has quite a different view (God bless her for sticking around with this narcissist for over 25 years.) Full disclosure, currently this is exactly the subject matter I am discussing with my therapist (turns out narcissists need a lot therapy to interact properly with others in society outside of the race track.) Who knew? Maybe there is hope for me, because if not,



we are going to have the front door widened at our house so my enlarged head can fit inside again.

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

Thunderhill Raceway Park to host 1000 event days in 2023

Thunderhill Raceway Park will host over 1000 track days in 2023. Coming off 2022, when the 530-acre complex built in 1993 hosted 951 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 beginning of a Rally Cross course in the dirt," noted Vodden but then added that "hosting 1000 event days is a bit too much for the dozen or so full-time employees that staff the San Francisco Region Sports Car Club of America track."

Vodden says that the 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 was as follows: 322 days on the three-mile course; 278 days on the two-mile course; 239 on the big skid pad; and another 108 on the smaller skid pad. To this were added four days on the dirt for Rally Cross. The track was built to ensure that the men and women who enjoy recreational motorsports would always have a track to use. Just recently this has included four different SCCA groups starting with road racing, and adding solo or autocross, Track Night in America, and Rally Cross. "It is great to see all facets of the SCCA taking advantage of Thunderhill," observed Michael Smith, the Chairman of the Board of the track company known as San Francisco Region Properties, Inc.

The track's book of business includes most veteran car clubs, along with a host of new track renters each year. New renters at Thunderhill are possible because of its turn-key operations. The track also hosts many motorcycle events and drifting groups who occupy the skid pads. "We help take dangerous forms of youth racing off the streets," said long-time CFO, Terry Taylor. With two boys of her own, she knows how important it is to keep young kids engaged in positive activities.

Thunderhill Park opened in October 1993 in Willows California. Since then, the facility has been under constant expansion adding track surfaces, garages, buildings, 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 all who may find fun in on track activities will have a track to use for decades to come."

Thunderhill can be reached through most social media platforms and by accessing its web page at www.thunderhill.com. Date requests for 2023 are being accepted by booking Manager, Schuyler Van Buskirk at (530) 934-5588, ext. 103.

Cycle Land in Oroville has been sold, according to former owner Lowell Mourel. The new owner plans to continue with the outlaw karts and hopes to add some full-size midget shows as well. The Orland Speedway remains shuttered as a result of costly needed repairs. Silver Dollar Speedway remains the promotion effort of Colby Copeland, Brad Sweet and Kyle Larsen. The schedule is TBD.

The World of Outlaws is saying that they are not coming west for the spring series that has been part of their schedule for years. Purses and point funds for the WoO regulars has been increased substantially for 2023, which will likely insure more "regulars" on the tour as well as tougher racing. We will see them in the fall starting in Montana, then Washington and Oregon before coming down to the Gold Cup event in Chico.

Off-season racing events continue with the Performance Racing Industry event in Indianapolis earlier this month. Yours truly was there promoting Thunderhill Park and Willows. In fact, everyone was there from NASCAR to NHRA to everyone else. It is a great event for motorsports of all kinds. The session on the economic opportunities in areas with race venues were very enlightening. They offered an alternative to economic growth for those places that do not have industry, computer companies and/or a burgeoning population growth. Many cities shared stories of how they made their economy grow by latching on to the local raceways and reaching out to the tens of thousands of people who come from other towns to be at their racetrack.



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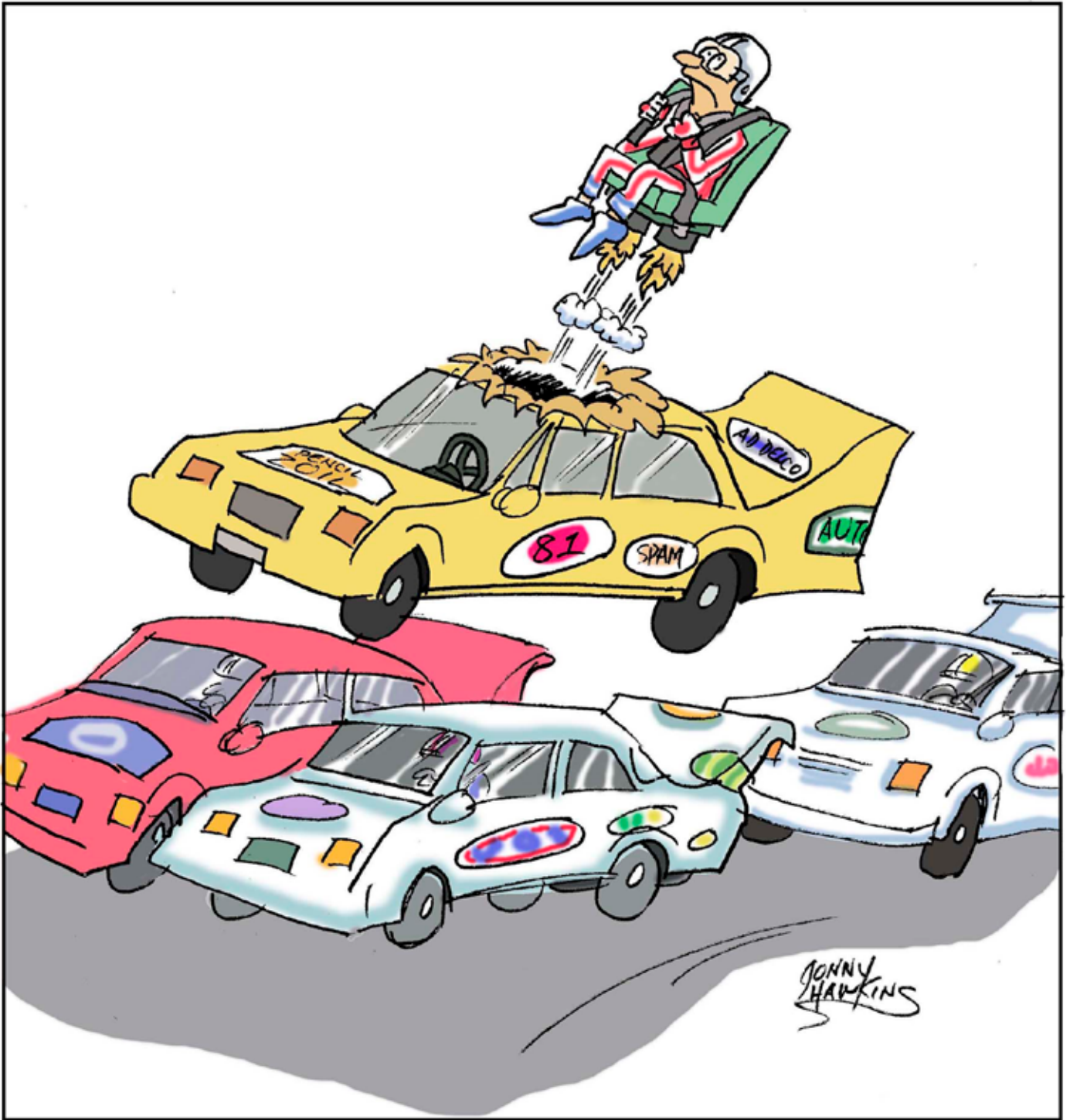
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