



The wheel[®]



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2022 Competition
Licensing School
p. 10

SFR Test Event
at Atwater
p. 20

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2022 SFR GRADUATES • photo by to Peter Phung

Cover: 2022 Competition Driver's School had over 70 students

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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.

SAN FRANCISCO REGION SCCA

REGION OFFICE

MAILING ADDRESS

PO Box 308, Willows, CA 95988

LOCATION

5250 Hwy 162, Willows, CA 95988
 530 934 4455
 530 934 7275 fax
 office@sfrscca.org

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BOARD OF DIRECTORS

TIM SULLIVAN Regional Executive
 Timbo0724@msn.com

LINDA ROGASKI Secretary
 lrogaski@hotmail.com

BLAKE TATUM Director
 wheel@sfrscca.org

JOE MONTANA Director
 joemontana@gmail.com

CHRISTOPHER LINKOUS Director
 sonomacal@gmail.com

BILL BOOTH Director
 bill@sfrscca.org

SETH REID Director
 reidseth@gmail.com



PUBLISHER: THE WHEEL PUBLICATIONS

Editor **BLAKE TATUM** wheel@sfrscca.org

Art Direction & Design **CHRIS BECKREST**
 www.BeckrestDesign.com

CONTRIBUTING WRITERS

- Blake Tatum • Rob Krider • Frank Schultheis
- Sherry Grantz • Lynne Huntting
- Gary Horstkorda • Tim Sullivan

CONTRIBUTING PHOTOGRAPHERS & ARTISTS

- Chris Poncin • Charlie Brendt • Peter Phung
- Amy Armes • Craig Boyle

POSTMASTER, Please send address changes to:

The Wheel
 P.O. Box 308
 Willows, CA 95988

CALENDAR

2022 FRESNO CHAPTER SOLO SCHEDULE

Event 4 - **April 23**

Event 5 - **April 24**

Event 6 - **June 6**

Event 7 - **June 7**

Event 8 - **June 25**

Event 9 - **Aug 20**

Event 10 - **Sept 10**

Event 11 - **Sept 11**

Event 12 - **Nov 12**

Event 13 - **Nov 13**

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

All events held at Fresno Fairgrounds except
February

**Famoso Raceway

SAN FRANCISCO REGION'S 2022 SOLO II CHAMPIONSHIP SCHEDULE

Rounds 1&2 (Boondoggle) - **Feb 19-20**

Rounds 3&4 - **March 5-6**

SCCA Solo National Tour - **April 22-24**

SCCA ProSolo - **April 23**

Rounds 5 & 6 - **June 18-19**

Rounds 7 & 8 - **July 23-24**

Rounds 9 & 10 - **August 20-21**

Rounds 11 & 12 - **October 8-9**

Rounds 13 & 14 - **November 12-13**

Most events held at Crows Landing, unless
noted. Castle Air Force Base in Atwater,
California, may be a new location for this
year, with a trial run on Jan. 8, 2022.

RENO REGION SCCA SCHEDULE

March 26

June 11

Aug 5*

Sept 10

Oct 15

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

GOTO: www.renoscca.motorsportreg.com for
additional information and register OR
Contact: Andy Ross duetto_67@hotmail.com

SCCA SACRAMENTO AUTOCROSS SCHEDULE

Rounds 1&2 - **March 26-27**

Rounds 3&4 - **April 23-24**

Rounds 5 & 6 - **May 21-22**

Rounds 7 & 8 - **June 25-26**

Rounds 9 & 10 - **July 30-31**

Rounds 11 & 12 - **August 27-28**

Rounds 13-14 - **September 24-25**

Enduro Practice - **October 8**

Enduro - **October 9**

Events held at Thunderhill Raceway Park



2022

2022 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

FEBRUARY 26-27

REGIONAL 1&2 - SONOMA RACEWAY

MARCH 18-20

MAJOR/RESTRICTED REGIONAL –
THUNDERHILL RACEWAY

APRIL 21-24**

TRANSAM/SVRA - WEATHERTECH
RACEWAY LAGUNA SECA

APRIL 29-MAY 1*

IMSA - WEATHERTECH RACEWAY LAGUNA
SECA

MAY 13-15

REGIONAL 5&6 - WEATHERTECH RACEWAY
LAGUNA SECA

JUNE 17

TEST DAY (RUN BY THUNDERHILL) –
THUNDERHILL RACEWAY

JUNE 18-19

REGIONAL 7&8 -THUNDERHILL RACEWAY

JULY 1-3

REGIONAL 9&10 - WEATHERTECH
RACEWAY LAGUNA SECA

JULY 22-24

REGIONAL 11&12 - WEATHERTECH
RACEWAY LAGUNA SECA

AUGUST 13-14*

PRE REUNION - WEATHERTECH RACEWAY
LAGUNA SECA

AUGUST 17-20*

REUNION - WEATHERTECH RACEWAY
LAGUNA SECA

SEPTEMBER 2

TEST DAY (RUN BY HOOKED ON DRIVING) -
SONOMA RACEWAY

SEPTEMBER 3-4

REGIONAL 13&14 - SONOMA RACEWAY

SEPTEMBER 9-11*

INDY CAR - WEATHERTECH RACEWAY
LAGUNA SECA

OCTOBER 13-16*

VELOCITY INVITATIONAL - WEATHERTECH
RACEWAY LAGUNA SECA

OCTOBER 28-30

REGIONAL 15,16,17 - THUNDERHILL
RACEWAY

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**** Pro Support-E Crew only**

***** Double points**

****** Subject to change**



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SCCA Sports Car Club of America

Confessions of a Cone Slayer

By Rob Krider



Special Delivery

Most car folks spend a ridiculous amount of time waiting for boxes of racing parts to arrive in the mail for their latest car project. It might be a box with some trick new urethane bushings inside or just a simple OEM throw-out bearing. Regardless of what the part is, the car

won't get out of the driveway, let alone get around a race course, without that very important component. Like a puppy dog waiting for its owner to walk up the front steps, we racers wag our tails and look out the window for the UPS man to arrive in that glorious brown truck. This truck's arrival is extremely vital. Without it, the car is a useless brick permanently stuck on jack stands blocking my wife's ability to park her car in the garage.

In some cases, our puppy dog hearts are broken when the UPS truck doesn't arrive on the day we hoped it would. Now we refresh the feed on our phones looking for updated tracking information every five minutes. It seems like when we urgently need the parts to arrive on time, they unfortunately arrive late. Here is a little story about when some parts I needed didn't exactly arrive on the scheduled day.

So there I was, a young father, married to my wife, whom I love. We had two kids and a Ford in the driveway, just like the great American dream. The kids were toddlers, I was early in my career and my wife was a stay-at-home mom. That recipe doesn't leave a lot of extra income around for insane hobbies like racing. That Ford that was sitting in the driveway, it was a 2001 Ford Mustang Bullitt, just ripe for autocrossing in the F-Stock class. I was slowly scheming a way to convince my wife of what a super good idea it be if after she hung around with the kids all by herself five days a week with absolutely no help, that she continue the joy of childcare during the weekends alone while I took the Mustang to go racing.

Obviously, this was going to be a delicate subject, something that really needed some careful planning and a soft touch. Every time I would think it was a good time to broach the subject of racing the Mustang, one of kids would load up a diaper or spit up on my wife. That just didn't seem like a good moment to bring up her having the kids all by herself during "family" weekends together. Regardless of the lack of a perfect moment to talk to the wife about my future racing dreams, the reality was days were clicking by and the first race of the season was rapidly approaching. There were parts I was going to need if I wanted to be competitive in F-Stock, namely an extra set of lightweight wheels and some sticky DOT legal race tires.

I decided to start keyboard browsing and added some parts in my cart on TireRack.com before I spoke to my wife about any of this nonsense. The parts were pricey. I didn't talk to her about me racing, didn't talk to her about spending money on racing, and certainly didn't talk to her about leaving her alone with our two high maintenance children. I eventually

would though, when the time was right. It just seemed like the time was never right to give her this sort of news.

A few days later, a Tuesday, I went ahead and ordered those parts that were sitting in my cart at TireRack. The race was rapidly approaching, and I needed to get the ball rolling. I received my tracking information and the wheels and tires were coming from Reno, NV, and wouldn't arrive until Thursday. I would get the wheels on the car Friday and race on Saturday. Victory was near. That left Wednesday night to talk to Mrs. Krider about the wonderful things I purchased for us, four wheels and tires. What a lucky girl!

To soften the blow, I was planning on bringing home something nice for my wife on Wednesday night. I was thinking flowers, maybe some candy. I was sitting at work, pondering the perfect gift to butter her up when my phone rang. It was my wife. She was not happy.

"Why are there four tires in my entryway?"

"What? I don't understand."

"The UPS man just came and he dropped four tires in the entryway. One of the tires scuffed the wall and left a big black mark."

"Weird. Uh, okay, that's not good."

"These don't even look like good tires. They look used, like they're already bald."

Obviously for the first time in UPS history they delivered my package an entire day early -one single exact day before I could sweeten the idea of race tires to my wife with some flowers and candy. I was at a loss of words. I was caught, busted. Before I could use my brain I blurted out, "Baby, happy early birthday! I bought you some racing tires for the Mustang!"

She was silent, very silent. Full disclosure, we did not have a third child. You would have to be intimate with your partner to conceive another child. The black tire mark on the white wall in the entryway is still there to this day as an ongoing reminder of what a crappy husband I am. A smarter man would have re-painted the entryway, but I've just been too busy racing to get around to it.

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



RE News BY TIM SULLIVAN



Hi All,

Well, another season is upon us. We just finished Drivers School and we had a 20-year high of students with 71 registered. All those who completed the school graduated. The students this year were good. They found the lines and raced them. They were competitive and safe. They were attentive to their instructors and it was noticed!

Congratulations to all the graduates. I hope to see you at our races this year.

I also see some students have signed up for our season opener at Sonoma. We have 150 signed up, with a little over a week to go. We have also included a Group 8 race for our Majors/Restricted Regional at Thunderhill in March. Group 8 will allow Regional Drivers as well as NEW Novices. Novices will only be allowed in Group 8. Registration for Group 8 is only \$375. If you have a full Comp license, you can race in Group 8, and also in the other Groups. (Double Regional fees are in addition to Group 8) Theoretically, a Driver can get three races this weekend for Regional Drivers points for the season. Not a bad way to start the year with an extra race, with extra points for the Regional Championship.

We also had some new volunteers at Drivers School, and new-to-Thunderhill folks, as well as a returning and some familiar faces, including Ian Cook, Jim Hayward, Mike Neff, Ray Gullings and Karen Lamm. They all showed up and worked in Flagging, Grid and T&S. And some others who weren't expected showed up and pitched it, so thanks to Ron Branam and Brent Hatcher. It was great to see Karen back! She has been a familiar face for me since I went to Driving School. She always checked belts, helmets and really made sure you were good to go on Grid! My son, Nick, also was a new Volunteer on Grid. I think he is hooked! Karen had him in the Starter Stand and he threw both a Green and Checkered flag. He really liked the fact that Grid Volunteers "put us in our place". I better watch out!

We are also having a 20 minute (non points) race at Sonoma in memory of Bobby Carter. Bobby's family is putting up prize money and are really looking forward to it. This is a great memorial!

Our Pro events are looking good, as well. SVRA/TransAm will only require our E Crew services. I believe this has already been conveyed to the Volunteers. IMSA is full support. These events are in April. We will then resume our Regional races.

Getting out and Volunteering can be fun! Our new Chief of Timing and Scoring is Trish James. She has been working and learning at several Regional and a few out of Region events. Courtney Laster is also working with her, and both are now licensed in T&S. Trish as a National Chief, and Courtney as Regional. We are always looking for volunteers, so come on out!



Nick Sullivan and Karen Lamm

This should be a good year! I will see you at the track! Don't forget, you can contact me any times with concerns or issues you may want to bring to us. Thanks for being members of San Francisco Region!

Tim

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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
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WHEELWORKS **EVERY DOG HAS HIS DAY**

Bulldog Motorsports and Tim Day take the P2 class victory at the 2021 Runoffs and the 2021 Mechanic of the Year



Bulldog crew at Indy

THE LITTER (Who and What)

P2, stands for Prototype 2, which is a full-bodied sports racer usually powered by a motorcycle engine. P2 cars are fast, sexy, and fragile. Keeping one of these cars running is an art form in itself.

Tim Day Jr and Chris Garcia, together have formed an alliance, fielding one of the most successful P2 cars in the country. Since 2016, Chris Garcia has been the lead mechanic on the Tim Day Stohr, and the primary voice on the race radio.

Together Tim and Chris field a WF1 Stohr P2 car. The Stohr is a tube-framed, full bodied race car with lots of aerodynamic tweaks. The Stohr is designed around a motorcycle motor; and depending on the configuration of the motor, the car can run as a P1 car or as a P2 car. Tim Day has been running his P2 car since 2017. When he bought the current car, it was a P1 car with paddle shifters, the ground effects tunnels, and the Hayabusa engine. The car has been a constant work in process

Tim is one of only three people in the country who have converted from the Suzuki Hayabusa to the Suzuki Gixxer 1000cc motor, which on the surface sounds pretty easy. But the Gixxer is a much more modern motor, with things like traction control, fly-by wire throttle, and ABS part of the software that accompanies the engine. The fly-by wire could be retained ;but all the other electronic gizmos had to be engineered out of the installation. To further complicate matters, the sprockets do not line up with the old Hayabusa engine. Then they had to fabricate all the other things, like the exhaust, cooling, and shifting.

THE DAY (as in Tim Day)

Tim Day Jr. hails out of Scottsdale Arizona, but calls the San Francisco Region of the SCCA his home. Tim has been racing cars since 2007. He did several years of social events and spirited drives with the Porsche and Ferrari clubs back in the 90s. At the time, Dean Micalizio was a big advocate of track days and the local Ferrari club resident expert on racing. He got Tim interested in going to the track and mentored him. One day at an F1 race social event, Dean mentioned something about possibly purchasing a Radical. It piqued Tim's curiosity and he investigated the idea. As luck

would have it, the US dealership was in Anaheim, and Tim was going to be there on business. He made an appointment to see the Radical, and as the say; the rest was history. Tim was instantly enthralled. He became hooked on racing after a few track days. From there, Tim had to move into something that was more competitive.

Starting later in life, Tim probably had a greater sense of urgency to advance his skills. He found that he really enjoyed the whole competitive process of learning to race well, putting a complete race together, and going faster. The more time and resources he invested, the greater his results.

This all fueled his competitive drive.

Tim Day has won both days at the June Sprints since 2019. Which means six times he has taken on the best the country has to offer and beat them.

Winning the Runoffs at Indianapolis this year was a dream come true for Tim. This year was redemption for the 2017 Runoffs at Indy in Prototype. That year Tim over- drove the hairpin that leads on to the front straight and went off. He gave up the race lead. By the time he got going, the race went under a full course caution. Then when it went green, there were only two laps left. Needless to say, he was not able to get the lead again; and he ended up in second place. In this race he was driving a highly modified Dauntless Stohr WF1. The car was a beast!! He finished second in both P1 and P2. The 2017 Runoffs was one of mixed emotions. In 2015 and 2016 Tim failed to get on the Runoffs podium. So he was very satisfied with getting second place in both P1 and P2 at Indy. HOWEVER, he had also blown his first opportunity to win the Runoffs, a race he controlled, and that has haunted him for several years

At this year's Runoffs, Tim qualified on the pole. But by the time he came out of the first turn, he found himself in second place. Tim took a few laps to understand the grip levels on the rapidly drying racetrack. About three laps into the race he made his move on Lucian Pancea coming



Chris and Tim



Tim Day, 2021 National Champion in P2!

Indy 2021

onto the Hulman straight. Tim went on to win the race and collect the gold for his second Runoffs victory. Having kissed the strip of bricks, and taking two wins at the June Sprints, Tim Day certainly had his Day in the Sun. Tim has one word to describe what it is like to drive his race car: Exhilarating!

THE DOG (As in Chris Garcia at Bulldog Motorsports)

Chris Garcia is the lead mechanic on Tim's car. Chris works at Bulldog Motorsports. He started out as a weekend helper. At that time he was working in a machine shop and was not sure about the direction his job was taking him. Jason Hohmann had taken over the lease at Bulldog Motorsports. Jason needed someone to work full time with him and approached Chris. Jason told Chris that he wouldn't get rich working for him, but he would have a good time. Fortunately, Chris was looking for a change and took Jason up on the offer.

Chris Garcia had to wait a few months after the Runoffs for his accolades. At the SCCA National Convention awards presentation, Chris Garcia took home the SCCA **Mechanic Of The Year Award** which is chosen by the SCCA club racing board and the SCCA Tech Stewards based on submissions from his peers. The resume builders for Chris this year included the complex conversion of the Stohr racecar to Gixxer power; a perfect record of reliability, finishing every race they started with the new engine. Chris had an undefeated record at the track - 12 races, 12 wins. He won both races at the 2021 June Sprints (for the third year in a row,) won 2021 Runoffs National Championship in Prototype 2 (2nd time) and put the car on pole. Those are just the accomplishments he had with Day's P2 car. Chris also works on the P1 car of Jim Devenport and the SFR3 cars of Umberto Milletti and Bill Booth. Davenport's P1 car finished second at the Runoffs.

Tim describes his lead mechanic Chris Garcia as dedicated to his craft. He has a meticulous eye for detail. He is a problem solver. He embraces the team spirit. When he preps the car, he does so with winning as his goal. He is an easygoing guy who is well liked.

THE KENNEL (Bulldog Motorsports)

The car is run out of the bulldog Motorsports Shop in Modesto, California. Bulldog racing has been in the prep shop business since

2007. They specialize in race prep and fabrication on Formula Cars and Sports Racers. Since they have been in the race prep business, they have won titles in every class they have participated in.

In the highly competitive Spec Racer Ford class they have won seven divisional titles, including five years in a row. Spec Racers requires microscopic prep in order to get every last inch of performance out of this class of race cars.

The prototype cars require a cutting-edge level of knowledge of everything to do with a race car. The crew at Bulldog has demonstrated that they can field a top-level car in both categories of Prototype Racing. They have proven that they not only have the prep of the cars figured out, they know how to squeeze all the performance out of the cars that the rules will allow. This level of prep has been tested against the best..

Having the drivers, cars, and crew to race does not mean anything until you compete on the biggest stages. Bulldog calls Modesto, California home; but they are not afraid to load up the hauler and take on the country. Up and down the West Coast you will find the Bulldog Hauler in the paddock. Whether it is a Super Tour race at Button Willow or a Majors at Seattle Raceway, the Bulldog guys are happy to attend. But their rig knows its way to other parts of the country. The SCCA Runoffs and the June Sprints are two that come to mind.

In SCCA racing the two biggest stages are the National Runoffs, which is the gathering point for all the best racers in SCCA; and the June Sprints hosted by the Chicago Division of the SCCA and held at Road America in Elkhart Lake Wisconsin.

Tim Day has won six times June Sprints since 2019. Jim Devenport has one victory, one second, and one third in P1 at the June Sprints

Bulldog has 4 Runoffs victories: two with Tim Day in P2, and two with Jim Devenport in P1. Day won at Indy and Sonoma. Jim Devenport has won in P1 at Sonoma and Mid-Ohio.

The prototype cars are a constantly changing battle ground. You get too successful, and SCCA slaps a performance adjustment on you. Bulldog and Devenport have dealt with these performance adjustments several times over the years. These adjustments have rendered Devenport's Honda Powered Norma uncompetitive, necessitating a change to a Mazda Powered Elan DP01. Yet all along, Bulldog figures out how to make the cars go fast and still be at the front of the field.

THE SIGN "BEWARE OF THE DOG" (As in Warning Here They Come)

Once the season came to an end, the crew at Bulldog pulled the cars into the shop and got to work on the next season. According to Jason Hohmann, it all comes down to the Seven Ps: Prior Prudent Planning Prevents Piss Poor Performance.

When you are at the racetrack and you see an entry carrying the Bulldog banner, you will need to realize that those dogs have a bite as big as their bark.



2022 COMPETITION LICENSING SCHOOL

The 2022 Competition Licensing School at Thunderhill Raceway Park was the largest in recent history, and by all accounts, also one of the most successful. It had an air of energy, enthusiasm and fun. And it was contagious. Other descriptions include exhilarating, intense, and did I say fun? Everyone was talking about how well it went. Jon Becker, overall School Guru, said it was a "great success by every measure." There were a lot of smiling faces throughout the paddock. The weather was warm and sunny all three days, with chilly mornings, but nary a drop of rain and no wind issues. The area was alive with color - bright green fields with waves of yellow mustard and a scattering of purple lupine. All the nearby orchards were in full bloom. It made a scenic backdrop for the colorful race cars.

This year's school had record numbers - 71 students, 40 Driver Instructors, and three Workers on a Scholarship. Jon Becker again was the overall organizer. As has been the norm, there were three groups, and this year all had returning leaders. Closed Wheel Group One was led by Jon; Closed Wheel Group Two had Ben French and Scott Meyer; and Open Wheel Group Leaders were Mike Smith and Jeff Lederman. With the high ratio of Instructors to students, the students had lots of quality learning time. At least half of the Instructors had prior School experience, some many, many years. The years and depth of experience reflected in the Instructors roster is unparalleled. Conversely there were more than a few first-time Instructors, including two teenagers: one who went through school last year and one who has been racing a couple of years. That's an example of how good our SFR School is!

This year's class was a diverse group, with all ages, ranging from 16 to mature. Several were high school students. The Closed





Wheel groups had all the females, while the Open Wheel group was described by an Instructor as "All testosterone." Nine women were in this year's class with most on the really young side. Students included a set of twins, a father and son, and another father who got motivated by his daughter who went thru school last year. Several were crews for other SFR drivers. Many came with prior track experience of one kind or another, and at least one student had never driven a stick shift prior to school. Every year there's at least one. Many others came with prior track experience of one kind or another including CHP Driving Instructor - Joshua Hawkins. He and another with kart and sim racing experience, Christian Cecil, went straight to Competition Licenses at graduation. Also straight to a license was Landan Lim in Group Three, who has raced with Brand X. Another convert! All the other students raced, passed and received their Novice Permits. After being signed off at three competition events - which can include one Time Trial along with two races - the Novice can take off the N and orange sticker from the race car.

Something unique to SFR is its providing School scholarships to SFR volunteer Workers. The oldest scholarship is the RDC Scholarship, provided by the Racing Driver's Club which now only exists through its designated funds. Greg Martin, Assistant F&C Chief, was that recipient. SFR also provides a scholarship. This year the region sponsored the entry for two females - Marguerite Williams, who works in Timing & Scoring and was last year's School Classroom Assistant; and Sierra Lacey, SFR's Official Photographer. Veteran SFR driver Bruce Trenery and his son, driver Spencer Trenery, provided the Fantasy Junction Miata for the women, in honor for Bruce's wife/Spencer's mother, Carolyn. Throughout the paddock and around the course were previous

Competition Licensing School Continued

Worker Scholarship recipients, on nearly every crew.

The overall philosophy of SFR's School is to teach students how to race safely. It doesn't just teach students how to drive, it teaches racing. The Instructor's goal is to turn out students with whom they'd like to race.

The three groups had their own classroom areas, with Group One in the Club House main room; Group Two by Garage 11, and Open Wheel on second floor of Club House. The breakouts were scattered inside and out.

Prior to the three-day weekend, the students read and digested written material, watched videos and completed questionnaires, quizzes and tests, as well as the SCCA online class requirement. During the three days at the track they had lots of track time, classroom time as a group and break-out sessions with their individual instructors. There were chalk talks, slide shows, and visual aids to assist in the learning process. In addition to learning driving and racing techniques, they learned how to race and navigate weekend procedures - not just by reading or hearing about them, but actually experiencing them.

Among the topics taught, viewed on videos and slide shows, and demonstrated by the Instructors were: The correct line; Lead/Follows; Learning & driving the racing line; Understanding Flags and flag conditions; Passing Theory; GCR Rules re Passing; Overtaking and being overtaken-understanding responsibilities involved; Advanced Passing Techniques; Race Starts, Wave-Offs, and Restarts; Single File Restarts; Threshold braking and on-track braking points/exercises/practice; traffic; situational awareness at race speed; Race Car dynamics; Qualifying strategies; Race Strategies, planning and defenses. The mind boggles.

By the end of the weekend, they practically applied all that they





learned. They gridded, practiced, qualified and raced. They mastered many things they would experience in a race, including all the different and colorful flags, and race starts ... or not. Group 3 had another one of its special Braking Sessions with Randy Cook. One group had particularly adventuresome drivers who sometimes tested track limits too vigorously. They instituted a new policy on Day Two - two deviations equalled a Black Flag and an end to that session. Problem solved for the rest of the weekend.



Saturday night all the students, with their families and crews, were invited to the traditional Spaghetti Dinner. They were treated to a short and lighthearted presentation by the various SFR Worker Chiefs.

Sunday, after a chilly morning 'qualifying' session, each group had three 15-minute races.



The first race, for Group One, started off with an unplanned event - their first official waved-off start, when a car stalled on the Pace Lap. All their training and practicing stood them well as they experienced their first real-time aborted start and Double Yellow with no Safety Car, not knowing if they could or would go green next time by. The SFR E Crew made short work of the situation and the 30 cars got their Green Flag on cue. Mike Tompkins of Placerville drove No.12 SP Ford Thunderbird to two victories and a runner-up position, running with Ron Bond of San Francisco. Is No.33 SMG Ford Mustang, who had two seconds and a victory. Mike had two fastest laps and Ron one.



Joshua Hawkins, whose day job is teaching CHP officers how to drive, won his first and third Group Two races and was runner-up in the second, racing the bright neon No.53 SM Miata. Terrance Underwood won Race Two with fastest lap, and was runner-up in Race One, driving No.18 ITX Miata. He didn't run Race Three.

Competition Licensing School Continued

In Group 3 Landan Lin from Louisiana won all three races in his No.3 P2 2016 Prototype NP-01. In the first race two cars stalled on the Pace Lap in Turn 5, and the Pace Car was told to stay out while the E Crew rescued the unfortunates; but the Safety Workers were so quick that the Pace Car was able to pit on schedule and the race was on. In their second race they had a (Group Leader planned) Wave off start. Eddy Chan started last in his P2 Radical and was in second place by Lap 3. Then he spun and worked his way back up through the field. The two prototypes were so much faster than the field of SRFs that they started lapping. One car had some problems in the race which required explanation. When the bright red ASR Radical of Jaime Gonzales stalled, it had to be rebooted, just like a computer.

Graduation in the Club House went well with lots of accolades and cheering, and all students receiving their certificates from their respective Group Leaders. Something new this year - and much appreciated all around, thanks to Joe Montana, were trophies for each student. Joe, who was an Instructor in Group One, made it his personal project to repurpose surplus SFR trophies, and fit with new labels. Joe, who is newly-elected to the SFR BOD, did this all on his own, much to the surprise of everyone.

This year's school may go down in the books as one of the best ever. More than one student or Instructor commented on the positive atmosphere, good vibes, good times. It was good to see some returning Workers, who have been away for awhile, and some who were new to working at Thunderhill. We hope to see you again!



Driver Instructors

- Bert Aramburu-2
- Jon Becker-Group Leader-1
- Eric Boucher-3
- Joe Briggs-3
- Randy Cook-3
- David Covin-1
- Mike Cummings-1
- Ori Della Penna-2
- Ben French - Group Leader 2
- Luke French-2
- Alberto Goncalves-2
- April Halliday-2
- Gene Herndon-2
- Greg Hoff-1
- Tupper Hull-1
- David Jalen-2
- Bill Jordan-3
- Charles Laster-1
- Jeff Lederman-Group Leader 3
- James Lepetich-1
- Mike Lowe-1
- Aaron Meyer-2
- Scott Meyer-Group Leader 2
- Joe Montana-1
- Kevin O'Connor-2
- Allison Palitz-1
- Peter Phung-1
- Jeff Pietz-3
- Greg Powell-2
- David Ray-2
- Denny Renfrow-3
- Paul Rodler-2
- Ward Rose-2
- Frank Russell-2
- Darryl Seefeldt-1
- Bruce Sevier-3
- Michael Smith-Group Leader-1
- Scott Vreeland-3
- Jim Wickersham-1
- Dan Wise-2
- Frank Zucchi-1
- Class Room Assistant-Justin Jeffreys



2022 Graduates

Robert Anderson

Tim Attell

Charles Barr

Ron Bond

Andy Boulger

Kate Bowman

Bodie Bristol

Tom Brown

Robert Bucher

Brandon Campos

Alexis Cartwright

Christian Cecil

Eddy Chan-

Ed Coyne-

Marc Davis

Charles Dahoney

Michael Dunsford

Joel Ferreira-Clifton

Hayden Fischer

Tom Fischer

Kris Foster

Cassandra Frank

Tanner Frank

Jamie Gonzalez

Joshua Hawkins

John Hearn-

Keira Howard

Ari Ichinaga

Ian James

Simon James

Andrew Kempt

Matthew Kozachek

John Kris

Dennis Kurmai

Vadim Kutsy

Sierra Lacey

Eric Damascus

Justin Lerman-

Landan Lim

Matt Lituchy

Bradley Long



Brendan Lockwood
Bradley Long
Robert Luster
Catherine Mali
Christian Mali
Michael Malone
Paul Mantiply-
Gregory Martin
Elliott Marx
Landan Matriano Lim
Alexander Melone
Jesus Mendoza
Steve Myers
Keith Nilsson
Fernando Nunez
Joel Odelson
Travis Otani
Ryan Roback
Sean Saint
Welder Santos
Jonathan Scher
Caitlyn Singler
Christian Strain
Mike Tompkins
Terrance Underwood Jr
Steve Whitaker
Kirk Williams
Marguerite Williams, Craig Yates
Lynsie Zellmer



Competition Licensing School Continued





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San Francisco Region Test Event at Atwater

THE (ROAD UNDER CONSTRUCTION) TO SOLO NATIONALS



On January 8 the fairly sleepy Central Valley town of Atwater witnessed an event that it had not seen in almost 12 years. A motley group of drivers converged upon an isolated stretch of pavement and had it out. Not so much rival car gangs, rather it was an organized autocross.

San Francisco Region's autocross group used to have fairly regular events in Atwater in the mid-2000's, at the Merced County Airport - formerly Castle Air Base. Events held included more than one National Tour. Because of the site owner's plans and strategies to implement those plans, the various entities controlling that airport decided that renting it to autocrossers was not in the best interest. SFR has not run there since about 2008, though Fresno Chapter had an event as

at Marina Airport. The fenced racing zone is currently administered by Transportation Research Corporation. It is used by TRC and rented out by other firms as well, who perform, well, transportation research - for instance, tests of autonomous driving vehicles and such.

This January event was arranged as a test run for both the current operators of the available pavement area, and for local racers. These latter were from organizers SFR, as well as interested parties from American Autocross Series, SCCA Fresno chapter, Porsche club, Sacramento Chapter, and I'm not sure how many others. This special event was assembled by SFR with an eye towards showing how a best case event could run, with all attendees to be experienced hands who

would have the interests of their own groups in mind. Would we hit it off? Would things work out well? Read on.

So, back to the day: Saturday grew light - I wouldn't say dawned because the sun wasn't visible for quite a while through the cold, breezy fog - and I didn't see any brave souls out there in short pants. The whole course area only became visible at once shortly before the end of course walks as the fog thinned. Racing commenced just after 9 am. Representatives from TRC stayed close at hand to watch the action. Racing between the 120 entrants went very well in general, with the only glitches that I saw coming from the mixing of expectations



Christopher Smith 56 DS

recently as 2010. Well, plans did not all pan out, regime change occurred, and eventually patient and polite negotiation followed. Due particularly to the efforts of Glen and Megan Francavilla, we (SFR) have been recently given another opportunity to operate there!

Like most Californians, I think of time to get somewhere rather than how many miles. Depending on where you're coming from, Atwater is as much as 50 minutes further away than Crows Landing. For some it will be nearly the same distance or even closer. The racing surface that we are evaluating is high quality, smooth concrete with a grip level approaching that of Crows Landing, and sized larger than the pad that was used



Steven Smith 888 FS-s2



Dan Fellow A-S, S1 96

from groups that run their events with different styles. For instance: not checking in on how the two driver line worked, and not dropping copious amounts of lubricants. Those with tire heat keepers used them religiously even into the third run group; but hey, it's racing in January, so not complaining! Fun runs were had afterwards. There was a post-race confab at the nearby Airdrome Entry Road collection point, which holds several food trucks. I only heard positive comments from both racers and TRC staff who were there. So a good time was had, and things look good for racing there at this time! The regular season is approaching, with events already scheduled at Crows Landing; but there is a good chance we will add some at Castle/Atwater. Chat up your friends, especially newcomers please, to come enjoy our sport!

---- I always find the diversity of car types really interesting! And there were attendees from as far as SoCal, the west and north Bay Area of course, the Sierra foothills, and Sacramento area, so there is obviously interest in the site. Or at least lots of drivers who are jonesing for their competition fix! This was not a season points event, due to the limits on attendance; but here are the top 20 index/PAX drivers.

Position	Name	Number/Class	PAX Time
1	Bryan Heitkotter	144 STX	34.273
2	Steve Lau	87 S1-SS	34.921
3	Mack Tsang	188 ST1-STU	34.983
4	Monty Pack	15 S1-SS	35.513
5	Justin Tsang	8 ST1-STU	35.579
6	Sebastian Rios	397 S1-AS	35.711
7	Teresa Neidel-McKee	141 SSC	35.904
8	Tara Shapowal	187 S1-SS	35.937
9	Adam Tarnoff	49 STX	35.992
10	Teddie Alexandrova	44 STX	36.077
11	John Lawrence	7 S1-SS	36.090
12	Erika McKee	41 SSC	36.167
13	Adrian Cardenas	170 STX	36.186
14	Todd Winstanley	98 ST1-STR	36.190
15	Mark Allen	77 XS-XSA	36.371
16	Erik Acks	68 STX	36.376
17	Shawn Boone	13 S1-SS	36.485
18	Bill Charron	9 SSC	36.655
19	Hal Dorton	74 CAM-CAMC	36.769
20	Shauna Rios	497 S1-AS	36.775



Teresa Neidel-McKee hold Dave Dunwoodie 116-S1 ready

Fresno Chapter Driving School & Event 1



Driving School instructor Rob Krider sharing his knowledge. Photo by Audrey Tan

On Saturday January 22nd, with the pedal to the metal, the Fresno Chapter kicked off the 2022 season with a sold-out "Performance Driving School." Some students waited two years for the opportunity to attend the school, due to it being cancelled the previous year. The wait was well worth it. The students were treated to some of the best



Michael Schneider in his 2020 Rush SR with TTOD

instructors from the local area; even a few national winners were amongst them. The driving school started off with a meet and greet between students and instructors. After a brief 45-minute classroom session, the students got the opportunity to practice at five different stations and received over five hours of seat time. During lunch, they also got to see trophies awarded to the 2021 class winners. After a day of learning and practicing, the student's newfound skills were put on display the following day at the first event of the year.

On a cool January 23rd Sunday morning, racecars slowly made their way into the parking lot of the Big Fresno Fairgrounds. With no clouds in sight and the sun shining, the 78 eager drivers were ready to start the season. Fresno Chapter Club President and event chair, Mikey Bringetto, designed a course that flowed smoothly, yet challenging. Some elements from the driving school were incorporated into the course design. With a blistering time of 36.342,

Michael Schneider in his AMOD 2022 Rush SR took TTOD. Monty Pack in his 2018 Porsche GT3 was second with a 38.470 followed by Tyler Bandy in his 2020 Tesla Model 3 performance. Fourth was Andrew Padua in his 2017 Honda Civic Si, fifth went to Phil Castro in his 2015 Mitsubishi EVO X. Brandon Griggs, Jonathan Cadiente, Rufus Connell, Jason Trantham and Jorge Diaz rounded out the top ten.

A seasoned autocross veteran and no stranger to the motorsports world, Mr. Rob Krider was one of the instructors for the driving school who shared his knowledge. On race day, he took TTOD in PAX. Monty Pack, another instructors from the driving school took second. We're starting to see a

pattern here. Third was Andrew Padua, fourth was Brandon Griggs, fifth was Tyler Bandy followed by the Cadiente brothers Jonathan and Josh. John Linbarger, Kyle Matsumura and Dan Correll rounded out the top ten.

Three drivers in A Stock battled for top honors, with Matt Britter coming out on top. His 2015 Porsche Cayman S bested Al Andersen and Jay Srivatsan. Dave Warner in his 2016 BMW M2 took the win over Larry Kirlin and Adam Claes in B Stock. C Stock was a two drivers battle. Richard Cadiente in his 2020 Mazda MX5 found a cone on his last run, but was still able to edge out Francisco Delagarza in his 2005 Honda S2000 by two-tenths of a second. Brad Dawson in his 2015 Subaru WRX took the win over Gary Emehiser and Patty Jeschien in D Stock. Craig Boyle led a group of NA Miatas followed by Steve Carlson and Gary Lieb in E Stock. Spencer Bagga took the win in F Stock in his 2008 BMW 135i over Gary Fazekas and Corky Schroeder. Kyle Matsumura in his 2018 Honda Civic Si bested Shawn McDuffee in G Stock. Rob Krider took the win in HS over co-driver John Linbarger and Samuel Galindo. In SS, Monty Pack in his 2018 Porsche GT3 took the win over Jason Trantham in his 2021 Chevy Corvette.

In Street Touring action, Stephen Sifuentes in the 2007 Subaru Impreza Wagon bested Travis Miranda in STH. Josh Pinckney in his 1994 Mazda



Shawn Butler's 2019 Civic Type R taking the win in Novice

Miata over Adam Haro in STS. Alex Neufeld in his 2015 BMW M235i took the win over Christopher Sochan in the 1997 BMW M3 in STU. In STX, Dan Correll in his 2004 BMW 330Ci led William Marlow and David Ruby.

Three Scion FR-S drivers came to play in SSC, Eric Martin took the win over Ricardo Quinonez and Eric's co-driver Bill Martin. Chris Donnelly (DSP), Lance Kampfhenkel (FP), James Franks (HCS), Andrew Friesen (SSP) and George Diaz (EVX) all ran unopposed.



Andrew Friesen in his 2008 Lamborghini Gallardo.



Jason Trantham pushing his C8 Corvette on course.

In CAM Class competition, Richard Schmidt in his 2018 Ford Mustang GT350R led CAMC over Michael Gardner's 2016 Ford Mustang GT350 followed by Leon Weinroth's 2014 Ford Mustang V6, Greg Back's 2014 Ford Mustang GT and Nicholas Rivera in his 2019 Mustang. Roger Oaks in his 2010 Chevy Corvette took the win over Gary McDaniel in CAMS. Greg Gesterling in his 1986 Ford Mustang GT led CAMT over Tyler Oaks, Rick Napier and Devin Lay.

Sandra Hermans 2004 BMW 330Ci took the win in the Ladies Class over Pamela Schroeder, Rebecca West and Julie Gesterling.

Shawn Butler took advantage of the driving school and took his 2019 Civic Type R into the winner circle in the Novice Class. Albee Sanchez, Max Janisch, Bert Schneider, Roderidt Rodriguez, Moua Her and Bryttaine Caldwell rounded out the rest of the field.

In Index Class, Andrew Padua in his 2017 Honda Civic took the

Last season, Street Mod was where all the action took place. Phil Castro joined the SM party this year in his 2015 Mitsubishi EVO X and took the win over Rufus Connell, Christian Mesina, Amy Armes, Mikey Bringetto and Brandon Xiong. SMF was a classic battle between an 80's Honda and 90's Nissan. Yang Moua in his 1989 Honda Civic took the win over Mas Vang in his 1994 Nissan Sentra SE-R.



Monty Pack in his 2018 Porsche GT3



Matt Britter taking the win in AS with his 2015 Porsche Cayman S

win followed by Brandon Griggs, Tyler Bandy, Jonathan Cadiente, Josh Cadiente, Jimmy Au-Yeung and Michael Schneider.

What a great start to the 2022 season. Looking forward to seeing everyone at Famoso Raceway for events 2 & 3.

SFR MEMBERS RECEIVE NATIONAL AWARDS

By Lynne Huntting

This year the SCCA National Convention was again held virtually in January, with the first night being the Awards Presentations. Two SFR members received a prestigious National Award.

PRESIDENT'S CUP: Troy Ermish

The President's Cup was presented to Troy Ermish by Mike Cobb, SCCA President/CEO, who also showed video highlights of Troy's Runoffs race at Indy. Here is his speech.

The SCCA President's Cup is presented annually after the National Championship Runoffs to the driver demonstrating ability, competitiveness and success at the National Championship Runoffs. The winner is selected by the Stewards of the Meet, the Runoffs Race Director, the head of Road Racing and the president of SCCA. The inaugural presentation of the President's Cup in 1954 was performed by US President Dwight D. Eisenhower.

Past recipients include Hall of Famers like Roger Penske, Skip Barber, Bobby Rahal, Paul Newman, Dave Weitzenhof and Cat Kizer, with a modern group of legends, including John Heinricy, Andrew Aquilante, Jim Drago and last year's recipient, Preston Pardus.

As the video revealed, our 2021 President's Cup recipient is Troy Ermish, of the San Francisco Region.

As part of the award Troy will receive a letter signed by the living presidents of the SCCA. That letter reads:

Dear Troy:

Congratulations for winning the 2021 Sports Car Club of America President's Cup - the highest honor for an SCCA Runoffs driver.

When looking at the official GT-3 results from the 2021 SCCA National Championship Runoffs, one would see that you started from the pole position and led all but the first lap en route to a seven-second victory over Michael Lewis at Indianapolis Motor Speedway.

But that doesn't tell the whole story.

On Sunday preceding the beginning of qualifying, in the second test session, you found yourself tumbling in the grass between turns five and six. The car was battered, the frame damaged. But when an average individual would have gone home, you went to work. And by the time your first qualifying session hit the track less than 48 hours later, your car was not only on the grid, but on the provisional pole.

The next day, you went faster, narrowly missing the track record, and posting a time that would prove untouchable for the week. After falling behind briefly at the start of Sunday's race, you re-took the lead and drove on to your second SCCA National Championship.

Every name on the President's Cup tells a story of tremendous achievement. The list of names is legendary, within the SCCA and into the broader motorsports world. Your name is now on that list.

Congratulations again on your accomplishment.

Mechanic of the Year: Chris Garcia

Chris Garcia's award was presented by Eric Prill, SCCA Vice President of Road Racing. Here is his speech.

The SCCA Mechanic of the Year is chosen by the Club Racing Board and SCCA tech staff based on submissions received from the community. The recipient must demonstrate a strong commitment to their craft and to the drivers they support.

Words used to describe our 2021 Mechanic of the Year are: dedicated, honest, hardworking, a leader, and a master at his craft. He is a world-class problem solver. He is what SCCA is all about.

Here are some testimonials from the submissions about this year's recipient:

"He is an expert in his field and a true professional. He takes care of multiple types of race cars - from temperamental to straight forward and takes personal pride in ensuring each is meticulous in preparation and race-ready."

"He gives me complete confidence that I am in a car that is capable of winning the race. I often joke that it's his car and I just drive it. He's instrumental in his information and coaching on the radio during the races and provides top-shelf customer service. And further, he did all this while coping with the loss of his wife. As a single father to his young son now, he always maintains full professionalism. Very difficult and very impressive."

"His driver's success is a testament to his hard work, dedication, commitment, and mechanical abilities. He works so hard and is such a safety-conscious mechanic that maintains a great attitude ALL of the time. He is simply the best."

"He is the core of the team. Without him, many race wins and several national championships with drivers like Tim Day Jr and Jim Devenport would likely not have been realized."



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Fantasy Junction Donates Car for Driver's School Students

BY Blake Tatum

The San Francisco Region of the SCCA is blessed with a very generous membership base. One of those members is Bruce Trener.

Bruce is the owner of Fantasy Junction, and along with his son, Spencer, have raced with the SCCA for over 53 years. When Spencer started racing in 1995, Spencer's mother Carolyn was there to cheer him on at almost every event. Unfortunately Carolyn passed away this past summer. Bruce and Spencer wanted to do something special in honor of her memory for a SCCA volunteer. Bruce related that a lot of their fond memories of Carolyn were made at the race track. For the 2022 San Francisco Region Competition Driving School, Bruce and Spencer sponsored the car for this year's two female Scholarship recipients. The car and all the crew work was handled by Ward Rose

and the two Scholarship recipients were Sierra Lacey and Marguerite Williams.

Bruce and Spencer, you both continue to be class acts. Carolyn, the entire SCCA family will always have a special place in their heart for you, R.I.P.



Carolyn Trener



Sierra Lacey at the wheel of the Fantasy Junction sponsored Miata, photo by Charlie Berndt

As I recollect

By Frank Schultheis

And here is a bit of history that of which "newbies" may not be aware:

SEDAN CLASSES did not exist prior to 1963 (There was the PCS (Production Car Specifications,) the GCR had the rules and specs for F-Vee, and "Modifieds" (Sports Racers.) Formula Fords came along in early 1967 - via a Tech Newsletter, after the GCR had already been distributed.

To demonstrate their viability as a Class, one Larry Albedi took a SIMCA ARONDA around the Stockton Airport Warehouse track during 'lunch break' for a few hot laps. Now the SFR's R.E. and the NORPAC Area Governor took notice. Lap times were comparable to Mid-H Prod. numbers. And I recall that a petition was circulated, urging the Board of Governors to implement a Class/Category for both small and big-bore SEDANs. Well... it came to fruition about '64 or '65.

The BOG's sent the Car Classification Committee, a long ago defunct group, a mandate to set up some rules for all sizes of SEDANs with engine size and performance potentials as a determining factor for 'Classing'. This worked OK until the European Sedans began to appear. So, as the TRANS-AM Series really got started, there was a 5 litre (305

cid) maximum Class, and an under 2.5 litre Class. All of these cars were mandated by both the TA Rules, as well as the GCR, to possess 'Homologation Papers' from the manufacturer showing all of the car's specifications and photo from several views!!! Have you ever tried to read Italian? Such were soon provided in English for we Scrutineers who didn't take Latin in High School! These Documents were to be kept with the Racecar/Entrant at ALL times. No Homologation Papers! No race!!!

Alfas, Datsun 1800's and 2 litres, some BMW's. and British 'Saloons' were competing in the under 2.5 Series. While Fords, Camaros, Chargers, AMCs, and T/A Pontiacs were the big thunder cars that drew the spectator.

In some future remembrances, I'll relate some fun Trans-Am tails. Like the Chrysler Imp that had a track width 4" toooo wide. The two Tech Stickers for three Penske Camaros, The supposedly aluminum roof hidden by a vinyl top on the Donohue Camaro, and the Press Core 'helper' while pre-race weighing of the entries took place.

As I recall - Frank Schultheis - fwsonfm2710@gmail.com

NOTES from the ARCHIVE -

COOPER MONACO



The Bev Spencer Monaco only appeared a few times in 1964

In the early 1950's and into the 1960's, one of the dominant race car manufacturers was the Cooper Car Company Ltd. of England. They built and developed several trendsetting race cars including the Formula 500, the Cooper Bristol, the Cooper Formula Jr., Formula II and Formula I models, all of which were very successful. Cooper was one of the first companies to recognize the advantage of a mid-engine design which resulted in winning several World Championships and revolutionized the Indianapolis 500.

Cooper was not solely focused on Formula Cars since there was a growing interest in sports cars in England, Europe and the U.S. Recognizing the need for such a car, the factory began design and development of a model with a mid-engine, two-seats and wrapped in a full aluminum body. The car was named the "Monaco" in honor of Cooper's Maurice Trintignant's victory at the Monaco Grand Prix in 1958.

The Monaco prototype was introduced to the press at the Cooper factory in November 1958 and was well received as another positive step in Coopers lineup of winning race cars. The Monaco incorporated a new space frame chassis but used a number of proven components from their formula cars including a traverse leaf spring rear suspension with wishbones up front.

The engine bay was designed to accept a variety of engines, including the Bristol engines which had been used in Cooper's open-wheeled Formula racing cars. A Citroen-ERSA four-speed transaxle was mated to the 1.5- or 2.0-liter Climax FPF engines. A 12-gallon fuel tank was mounted outboard on the left side of the frame rails with the driver and battery located on the right-hand side. Of the eight Monaco Mk 1 models built in 1959, four went to drivers in the U.S. including Hap Sharp, later of Chaparral fame. The Cooper Monaco's immediately dominated the racing circuit and eventually became one of the most successful mid-engined sports racing cars ever constructed.

The Cooper Monaco MKII Type 57 was raced during the 1960 season and was nearly identical to the MKI, except for a longer nose. Only two MKII models were built but they provided many podium

finishes for their drivers.

In 1961, Cooper introduced the Monaco MKIII Type 61. These versions had straight tubes in the frame, replacing the curves and angle previously used; a wide radiator intake; improved suspension using coil springs and wishbones at the rear; a more aerodynamic body and to appeal to the American market, the new body was given tail fins. There were three Monaco Mark III's built, one went to Roger Penske, another went to Texan Hap Sharp, and the third was sold to British privateer Peter Berry.

George Grinzewitsch was a local Sacramento area mechanic with a growing reputation around the local racing community. He and a partner,

Carl Meyer, began a side business tuning customers race cars. In late 1958, Grinzewitsch left Oxford Motors and opened his own auto parts and repair shop with Meyer under the name of Von Housen. Meyer was also a Porsche racer so when he suddenly passed away, Grinzewitsch took over as driver and entered several SCCA events beginning in 1959.

His racing really took off when he purchased a Cooper Monaco in 1961 with which he competed in E Modified Class for the next three years at Reno, Cotati, Vaca Valley, Stockton, Laguna Seca and Oakland Jet Airport. In 1962, he purchased a new Mk IV Monaco from Cooper and with it finished the year as class champion.

After a very successful period racing Porsches, SFR racer Sam Weiss purchased Jack Brabham's Cooper Monaco in early 1960. He won his first race in the car at Cotati; finished second overall in a national race at Vaca Valley and headed towards Laguna Seca as one of the race favorites. However during practice he collided with a slower car and succumbed to his injuries.

In 1961, Bruce McLaren raced a Mk III at both the Los Angeles Times (River-side) and Pacific Grand Prix events (Laguna Seca). The car was then sold to the Briggs Cunningham Team that swapped the original Climax FPF engine for a more powerful and lighter Buick V-8. This car was very successfully raced by Walt Hansgen in 1962 and 1963 before being purchased by San Francisco Buick Dealer, Bev Spencer.

The Spencer Monaco was only raced a few times in 1964 by drivers Bill Sherwood and Frank Crane before being sold to a private party. Years



Sam Weiss moved up to a Monaco from his Porsche RSK

later and after a return trip to the UK where the car was restored and raced, it came back to the west coast and can now be seen on the track once again in vin-tage races.

Perhaps the most recognized Cooper Monacos were those raced by Carroll Shelby under the name of "King Cobra". Modified, prepared and raced by top drivers including Ritchie Ginther, Dave McDonald, Parnelli Jones, Bob Bondurant, Ronnie Bucknum, Ed Leslie and Bob Holbert, While these cars were not the most reliable, they did have some good success and were the pre-cursor to one of the most exciting series in American road racing, the Can Am.

Note - after 18 years and over 200 columns, I am moving on to other types of writing projects outside of The Wheel. This is my last Notes From the Archive Column. My replacement is Joe Stephan, a former SFR member and long-time writer of motorsports articles who will continue bringing you in-formative and entertaining historical articles. I will continue as the Region's Archivist and Historian. Thank you for your support and the opportunity to bring you some of the history of our clubs past.



Grinzewitsch won several races in his Monaco



George Grinzewitsch in his Monaco.

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THUNDERHILL REPORT

BY SHERRY GRANTZ

The sun is out and the 2022 SCCA driving school at the beautiful Thunderhill Park was a huge success. There were close to 70 students, which I hope bodes well for the Club Racing program. It may be that many of those folks who have been doing open track days in their street cars want more excitement and drama.

Everyone seemed to be having a great time. The food at Thunderhill was awesome especially the jambalaya on Friday and the spaghetti on Saturday night. The track also does the lunches for the volunteers, which have more variety than at other tracks.



Mike Smith and David Vodden present a check for \$50,000 to RE Tim Sullivan

Saturday morning track Chairman of the Board, Michael Smith presented a check for \$50,000 to Regional Executive, Tim Sullivan in a ceremony held on the Thunderhill victory podium. The sponsorship support each year is based on the success of the track and its ability to provide

funding to the Club. Everyone at Thunderhill takes a great deal of pride in being able to help the Club!

The SCCA school was held on the 1.9-mile course which was the original track when the facility opened in October of 1993. If you ran on that track on that weekend, you are a veteran of SCCA road racing. As one might expect, there were some bumps in the road back then, and some learning experiences that, when added to all the other leaning experiences over thirty years, have made the track team and the facility very good at what they do.

It was good to see Gary Meeker, Linda Rogaski, Bruce Richardson, Joe Briggs, Jeff Lederman, Michael Smith, Tim Sullivan, and a host of others who are getting ready for a historic year for the Club and the track. With one more club race at Thunderhill in 2022, the track and the Club, especially the members who have been asking for more races at the track, should be happy.

The next SFR SCCA race here is not that far off as this is being written. It is a MAJORS event that qualifies drivers for the annual SCCA Runoffs set for Virginia International Raceway [VIR] this fall. With the Runoffs so far away and not being at Indianapolis, attendance for these events may be down on the west coast. Time will tell.

For Thunderhill, the challenge of booking and executing over 1,000 event days in 2022 looms large. At 995 event days last year, one would imagine that five more rental days should be easy. Not so. If what we do here was easy, then every track would do it. Just make it look easy at Thunderhill Park.



Newly completed Hagerty bridge

Do not forget the OPEN TEST day on the Thursday before the Majors event March 17th. To help with paddock parking, the Club has asked us to not let anyone in the paddock on that Thursday who has not signed up for testing. This will keep those who just come to hold a paddock space from being able to do so, and better level the playing



Semi Truck testing the turn 5 bypass

field for all who come after the Thursday test day. Remember, this was suggested by the Club, so please direct your opinions to the Club, not the track.

There has been no increase in open testing fees in 2022 over 2021.

Many in attendance at the SCCA school got to meet Rod Powell, the new General Manager of the track. Rod got good ratings from everyone. His outgoing and friendly personality was well received by all. It all started when Rod Powell raced with track CEO David Vodden in a NASA 25-Hour race many years ago. Throughout the weekend, the subject of building a racetrack was a frequent subject of conversation. Powell, an entrepreneur by nature, took that dialog and Vodden's statements that he could build a racetrack, and created a track known as "The Ridge" in Shelton, Washington. It took some time, and Vodden helped along the way, but Rod's



New fence at the track entrance

dream became a reality in much the same manner as Thunderhill became a reality for Tom McCarthy and others who truly believed that this Club could build its own racetrack. Rod left The Ridge after a while, and when he was approached by Vodden with the idea of becoming General Manager at Thunderhill, his desire to help a friend and be at a racetrack again, took over. Welcome Rod Powell here the next time you are at Thunderhill and make him feel welcome.



Toyota Research

International video: [link here](https://www.youtube.com/watch?v=MfU5_gzqPaM) and on Thunderhill.com home page: https://www.youtube.com/watch?v=MfU5_gzqPaM

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Spec Racer Ford Gen 3. Chassis #76. Three owner car, raced SF Region as #20 for past 12 seasons, all logbooks since new. Continuously maintained by Ric Heer at CSR Performance, low hour motor (approx. 35 hours-just broken in), gen 3 chassis conversion approximately 6 hours, fresh paint and graphics, solid honest car, 12 rims, AIM Solo data, Butler (small), Momo wheel, transponder (duh!) etc. Car is up at Ric Heer's shop, to a good home for \$30,000. Contact Anthony Tabacco at tony@atarchitects.com.



Royale RP 18A Formula Supervee, 1972. Former Robert Bosch Gold Cup car 1972-74. Eligible CSRG, VARA, HMSA etc. Tub monocoque/rear drivetrain tubing frame. Wing set up not mounted has sports car configuration. New bottom end rebuild, line bore, less than 30 minutes, new Avons, spare Avon roll around/practice days, new belts. Some spares, extensive history file/pictures, three log books. Extremely clean! Run with twin cams for VW pushrod money! Hewland geared for Laguna, one additional gear set. \$14000 obo. Call 831-917-5952

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ATTENTION

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

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

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Dedicated to Saving Young Lives

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

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

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

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Tupper Hull at:
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