



The wheel[®]



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Stories from the Runoff's
p. 10

SFR 2021 Banquet
p. 20

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Cover: RJ Gordy, Premiere Award of Merit

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CALENDAR 2022

2022 FRESNO CHAPTER SOLO SCHEDULE

Autocross School - **Jan 22**

Event 1 - **Jan 23**

Event 2 - **Feb 5****

Event 3 - **Feb 6****

Event 4 - **April 23**

Event 5 - **April 24**

Event 6 - **June 6**

Event 7 - **June 7**

Event 8 - **June 25**

Event 9 - **Aug 20**

Event 10 - **Sept 10**

Event 11 - **Sept 11**

Event 12 - **Nov 12**

Event 13 - **Nov 13**

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

All events held at Fresno Fairgrounds except February

**Famoso Raceway

SAN FRANCISCO REGION'S 2022 SOLO II CHAMPIONSHIP SCHEDULE

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

New schedule coming

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 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

FEBRUARY 11-13

DRIVERS SCHOOL – THUNDERHILL RACEWAY PARK

FEBRUARY 25

TEST DAY (RUN BY HOD) – SONOMA RACEWAY

FEBRUARY 26-27

REGIONAL 1&2 - SONOMA RACEWAY

MARCH 18-20

MAJOR/RESTRICTED REGIONAL 3&4 – THUNDERHILL

APRIL 21-24*

TRANSAM/SVRA - WEATHERTECH LAGUNA

APRIL 29-MAY 1*

IMSA - WEATHERTECH LAGUNA

MAY 13-15

REGIONAL 5&6 - WEATHERTECH LAGUNA

JUNE 17

TEST DAY (RUN BY HOD) – SONOMA RACEWAY

JUNE 18-19

REGIONAL 7&8 -SONOMA

JULY 1-3

REGIONAL 9&10 - WEATHERTECH LAGUNA

JULY 22-24

REGIONAL 11&12 - WEATHERTECH LAGUNA

AUGUST 13-14*

PRE REUNION - WEATHERTECH LAGUNA

AUGUST 17-20*

REUNION - WEATHERTECH LAGUNA

SEPTEMBER 3-4

REGIONAL 13&14 - THUNDERHILL

SEPTEMBER 9-11*

INDY CAR - WEATHERTECH LAGUNA

OCTOBER 13-16*

VELOCITY INVITATIONAL

OCTOBER 28-30**

REGIONAL 15,16,17 - THUNDERHILL

***Pro Race Support for Volunteers**

****Double points**

***** Subject to change**

Attention All Racers

By Blake Tatum

San Francisco Region of the SCCA is offering an open Test Day at WeatherTech Raceway Laguna Seca on January 31, 2022.

This is a 103db sound day and we are limited in to 70 slots. This means there will be 35 closed-wheel slots and 35 open-wheeled slots. Race cars only - no street cars.

This is available to San Francisco Region members only, and you must have a current acceptable racing license.

The cost is \$300 for the whole day with the track going green at 9:00 A.M. (weather permitting). Entry into the track will be the day of the event only. Sign Up through MotorsportReg.



Confessions of a Cone Slayer

By Rob Krider



Wait! Don't race without me!

This is one of those stories that requires a specific disclaimer that it happened before the Internet or cell phones. This disclaimer is incredibly important because if this story hadn't happened before the widespread use of the Internet and cellular technology, then why I duct taped

a note on the hitch of an autocross trailer that I randomly found in a neighborhood would make absolutely no sense at all. If I did that in 2022 somebody would probably call the police. Trust me, give it time, this will all make sense.

In 1994, I attended California Polytechnic University San Luis Obispo, known as Cal Poly. Don't get excited, I'm not that smart of a dude. Engineering and architecture folks who went to Cal Poly were extremely intelligent. I snuck into Cal Poly on a journalism major (which admittedly required much lower GPA and SAT scores). I grew up reading *Car and Driver*, *Road & Track* and *AutoWeek*, and I loved writers like P.J. O'Rourke and Brock Yates, who mixed humor with new car road tests. I figured I would go to college, learn about journalism and then get a job testing Italian supercars and writing sarcastic quips like, "Ferrari makes a great automobile, but the center console is way too obtrusive to interact with the particular type of female passenger that owning a Ferrari attracts. The engineers in Maranello need to install the bench seat from a Ford F-150 to make this thing the rolling love machine a red Ferrari projects itself to be."

I never did get that job at *Car and Driver*, but I do get to write for *The Wheel*, where I am still waiting to test some Italian hot rods (won't happen). Okay, back to life in the mid-nineties on the California Central Coast. One of the reasons I chose to go to Cal Poly is because they had an autocross club. I was already racing a Honda Civic with the San Francisco Region at the Oakland Coliseum and wanted to keep playing with cars while I was away at college. When I landed my Honda Civic in the dorm parking lot I was looking for any sort of clues of car culture at Cal Poly. Was anybody rolling on Yokohama A008s? Did anyone have a Bob Bondurant Racing School window decal? Anything?

Unfortunately, for the first few months while I was at Cal Poly, I couldn't find any information on the autocross club. I looked on cork boards in the student union for an informational flyer. I found lots of ads for used guitar amps but nothing about racing. I went to "club day" and found tables and displays for the rock climbing wall club, the water ski club and the chess club. But nobody had a VW GTI with lowering springs and some magnetic numbers on the doors representing the Cal Poly autocross club. Autocrossing in San Luis Obispo wasn't coming together.

Since racing wasn't available I took on other hobbies like surfing and girls. My Honda Civic (with its ridiculously loud exhaust) now sported a surfboard rack on the roof and a Cal Poly sticker in the rear window. There was no evidence (other than the noisy muffler) that it was a racecar. My hobby of chasing girls (plural) turned into just making one girl happy (who is still my wife to this day). She and I decided we wanted to go camping on a Friday night. We packed up all our gear, tossed it into the hatchback of the Civic and began to leave town. As I rounded a right hand turn I saw a beat up white enclosed trailer with a faded sticker on the side that said, "Cal Poly Sports Car Club." The trailer was just sitting in the street with no tow vehicle attached to it. I had found them! I swerved over and made an impromptu stop. My girlfriend asked, "What are you doing?"

"That's the Cal Poly Sports Car Club trailer! I've been looking for these guys for months!"

"So, I thought we were going camping."

"No Baby, we're going racing!"

I knocked on the door of the house the trailer was in front of. No answer. I looked at the trailer. No phone number. I did the only thing I could do. I grabbed some duct tape from my car and wrapped it around the tow hitch so many times there was no way the club could hook the trailer up to a truck hitch. Then I wrote a note, "Hello, my name is Rob, I race with the SCCA in the Bay Area and attend Cal Poly. Before you guys leave to go autocross PLEASE CALL THIS NUMBER! I will join you." The phone number I gave them was the landline to my dorm room. That was the only way a person could get a hold of me in 1994.

My girlfriend was not happy. She wanted to go camping. She didn't understand the importance to me that I connect with the Cal Poly Sports Car Club. She didn't know at the time (she does now) how completely insane I can get when it comes to racing. To compromise I still took her camping. We enjoyed a night under the stars. I didn't sleep a wink. I just kept thinking I needed to get back to my dorm and check my answering machine. At around 5 a.m. Saturday morning, I decided for the both of us that we had camped enough. I folded up the tent, put an unhappy girlfriend into the front seat of the Civic and raced down the mountain back to my dorm room.

When we arrived I had a blinking light on my answering machine. I told my girlfriend, "This is it! We're going racing today!" The message said, "Hi, Rob. We got your note. I guess you really want to race. We have an event tomorrow, Sunday, at the Santa Maria Airport, 8 a.m. Look forward to seeing you there."

My girlfriend immediately picked up on the fact that the race was the following day and we actually didn't need to leave our camping spot before the sun came up. To make it up to her I took her to our favorite breakfast place in San Luis Obispo, Hobe's, and we shared their delicious signature coffee cake. She asked me, "Aren't you tired? Don't you want to go back to the dorms and go back to sleep?"

"Oh no. Tomorrow is race day. I have to wash my car, change the oil, swap the tires, shine my helmet, and pack my tools. I've got a lot to do."

This was the first clue to her she should get out of the relationship, but she didn't heed the red flags. The next day I drug her to an autocross in the middle of nowhere at an airport. I didn't bring her a chair, I didn't bring her any food, I didn't even warn her that the bathroom was going to be a Port-A-Potty. She didn't have a book to read or even any sunscreen. The only creature comfort I gave her was the spare tire from the Civic to sit on in the paddock. And then I left her in that paddock, went racing and had the time of my life. Why she is still with me today putting up with the same totally insane racing passion is a complete wonder. Either way it all worked out, I got to race with the Cal Poly Sports Car Club and she and I have been married for twenty-five years. Race on!

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



Hello Everyone,

I hope everyone had a great Holiday season! Welcome to 2022. Wow, time flies and we are a month away from our 2022 Driving School in February.

We had a busy off season. We were able to finalize the schedule for the year, with a last-minute swap of the June and September dates with Sonoma and Thunderhill. We also had an

extra day we just added at Laguna. It is a test day on Jan 31. (You may not get this edition before that) It is limited to 70 cars. Two groups of 35 each, open and closed wheel.

We also have a very packed schedule, both with our regional races and our Pro Support. We will have our events on MSR opened early this year, so folks can plan their weekends in advance.

Thanks to everyone who came out to our Awards Banquet. It seemed everyone had a great time doing the Karts, and we had a nice banquet at the hotel in Pleasanton. It was nice to have a banquet in person this year!

Our Supplemental Regulations will be out by the end of January. One item that I want to let you know will be added is a surcharge we will be adding on race entries. This will affect the drivers. We will be having an added surcharge of \$25 per race. So, a double regional where you race two races will be \$50. Rather than raise our entry fees, we elected to add a surcharge. This money will go to our equipment fund. There is a lot of equipment that we have and need to make a race weekend happen. This includes trucks, safety equipment, extracting tools, etc. We currently use 4 trucks at our races. We also have a Pace car. We have upgraded our extraction equipment over the last year, and now we are looking at a minimum of having to replace two of our trucks. Keep in mind its not just a truck off the lot (if you can find one), but also all the custom equipment and build out so they meet our standards for either a tow or rescue vehicle. Each replacement truck will likely cost about \$80-90k. Having to replace two of them is a hefty price tag. We will then be looking at the other two soon as well. We will have this fund exclusively for equipment replacement. I wanted to make sure everyone knows about this in advance as well as explain why we are adding that. We are not raising entry fees this year. Sonoma has increased rental rates significantly; however, we are not passing that along. I know our fees are higher than other tracks, but keep in mind that the market for track time at Laguna and Sonoma is very tight. Both tracks are expensive to run at. All three tracks we run at are consistently rated in the top ten in the nation. In that regard, we are very lucky. On the flip side, we live in an expensive area, which contributes to the price of racing. I hope everyone understands that.

World of Speed will be running with us all year this year. These are the FA and Formula cars in Group 1. We are adding two regional subclasses for them as well. These changes will be in the Supps when they come out. Telo Stewart and his drivers have been a large dynamic force in Group 1 and they also bring young, enthusiastic young drivers to the region. I look forward to seeing them with us and seeing the Classes they bring thrive with SFR SCCA.

We are always looking for new Volunteers as well. Last year we had the San Jose State SAE students come out and Volunteer, and it looks like they will be back with us. We are looking for folks to assist in all areas to get our numbers up. We are really looking at timing and scoring


and already have a couple of new folks that will be working with us. In this area, we are looking at streamlining and making Timing more efficient and easier to run. This is a critical specialty. We don't work with stopwatches anymore, so folks need a little bit of tech and program knowledge. If this interests you come on down, Remember, you are also the first to see who wins! (Pretty good seats there as well!!)

I look forward to seeing everyone at Driving School, as well as our Season opener at Sonoma. We have over 40 new students this year! We may crack 50 by the time it starts!

Until next month..... See you at the track!

Tim

FANTASY JUNCTION



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

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Two Dreams and a Car



Pebble Beach 1956

Ted Standers in his MG Special enters Turn 1 at Pebble Beach in 1956. He finished 14th in under-1500cc class

In 1954, Ted Standers left the Navy as a certified mechanic and moved to Oakland, California, with his brand-new bride. In Oakland, he took a job with British Motors and promptly fell in love with MGs. Some of his MG customers were racing their cars at Pebble Beach and Golden Gate Park, and Ted soon followed.

He bought himself a used TD, painted the number 209 on both doors and raced at various Northern California tracks, usually finishing mid-pack. Toward the end of the 1954 season, Ted hit what the Brits call "a shunt" or, in Yank terms, crashed. The story might have ended there, but Ted had other ideas.

During the winter of 1955, he stripped the crumpled body off his MG, tossed out the chassis and started to engineer a new car. He had honed his welding skills in the Navy, so he began by engineering and creating a tube chassis. He next

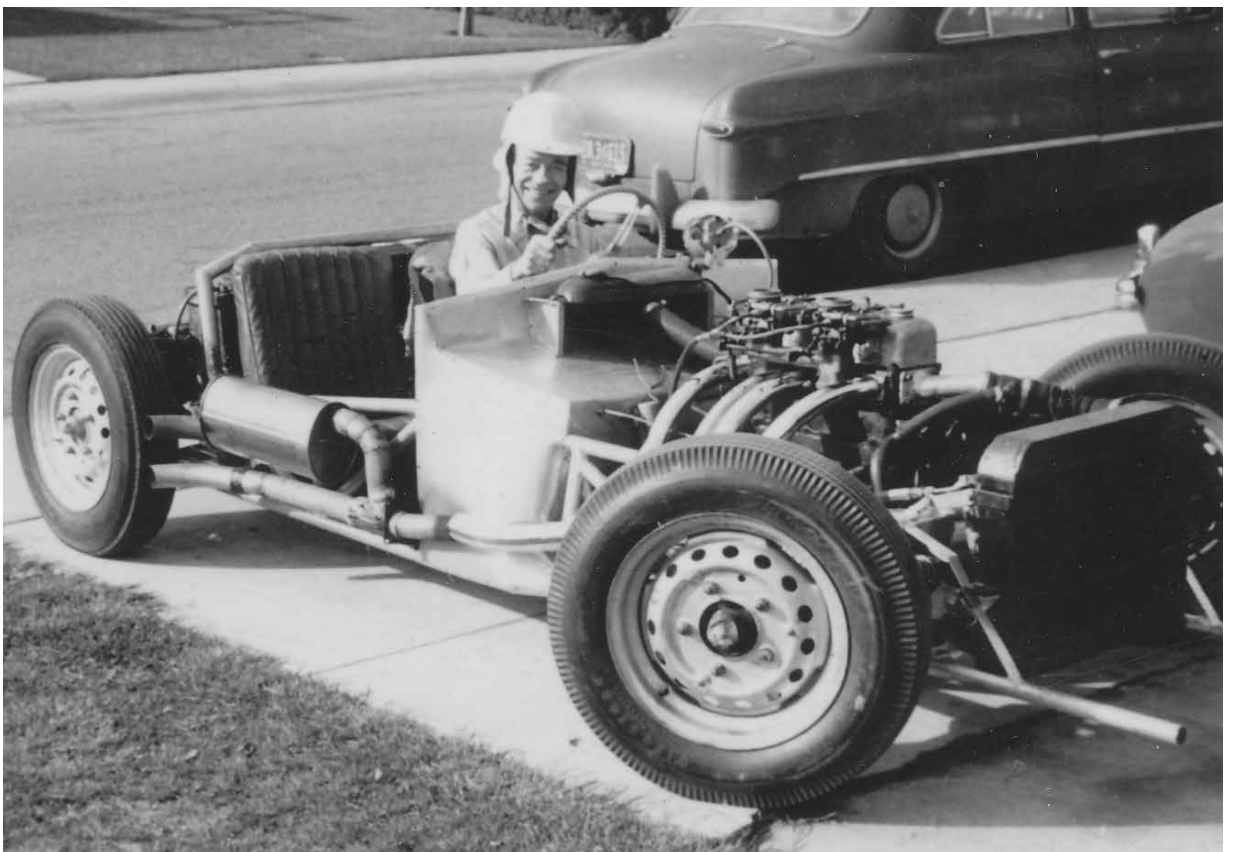
made a plywood buck and fabricated a fiberglass body. Then, using the original TD engine, transmission, steering and brakes, Ted ended up in the spring of 1956 with a solid, working race car.

Ted kept the car licensed and roadworthy and drove it to the various tracks. He raced under 1500cc Modified class rules, and as his finishes improved, so did the competition. He was up against Porsche 550 Spyders, OSCAs, Lotuses and Coopers, so his finishes were not spectacular. But he hung in, finished all that season's events, and that part of his dream was coming true.

On the home front, Ted had a child on the way, so racing took a back seat. Even so, he got in a few goes in 1957 and 1958 and even participated in the first-ever Laguna Seca race in November 1957. After that, the car stood in Ted's father's garage for over a decade before being sold to a new owner in 1970.

That new owner just happened to live in my hometown, Stockton, California, and I assume he had plans to restore the MG Special to its former glory. That never happened, though, and the car sat for 48 years until the second owner passed away. The estate agents asked me to identify and evaluate the car, which I did, and by then I got interested myself. Fortunately I was able to negotiate an acceptable price with the estate, but there was still no known history.

So I began sharing pictures of the body, chassis and mechanical bits with people I know in the automotive fraternity. To my amazement, Tim Suddard, editor/publisher of *Classic Motorsports* magazine, sent me



An artist at welding, Standers built an all-new chassis but carried over his MG TD engine, transmission and brakes

a photo from a 1956 documentary about the Pebble Beach road races, with a note asking, "Isn't this your car?" It was just the way we found it—red with the number 209 on the nose and sides. A look at Art Eastman's book, Pebble Beach Remembered, and yes, there it was... Car 209 under 1500cc Modified, Ted Standers driving, 14th place against such legendary entrants as Ken Miles, Richie Ginther and Pete Lovely!

I scoured the internet and, with a little digging, found a Ted Standers Jr. living about 60 miles from Stockton. One phone call



Desperately needing a haircut, the Special's current owner, Dick McClure, carefully restored the car to its former glory



The 1953 MG TD instrument panel provides the first clue to the car's origin. Windshield offers nominal protection

produced some unbelievable results. Yes, his father built the car. Ted Jr. had photos and even some 8mm film with his dad behind the wheel.

From that point on, it became a fairly simple, straightforward restoration. Most missing parts were still available, the body was sound and needed just a touch of refurbishing. I put on a lot of primer and three coats of single-stage red paint. And yes, I hand-painted the numbers back on. The rest of it showed me what a good job Ted Standers had done—everything fit perfectly despite his modifications.

So I'm now enjoying a running, driving car

that slept for nearly half a century. It might not be the fastest, angriest car at the track, but the fact that one man's dream came true and he competed in some of the most prestigious races of its era is testament to how lucky I now consider myself. My dream has been fulfilled, too, but not totally. I now look forward to using and driving the car as it was originally intended, sharing its story at car shows, rally venues and historic track events. Sometimes the dream....



Ted designed and fabricated the fiberglass body, using his wife's Pyrex baking dish to mold the carburetor air scoop

STORIES FROM THE RUNOFFS

Back in October I sent out an email to all the San Francisco Region drivers whom attended the Runoffs at Indianapolis Motor Speedway. I wanted to get comments for the Runoffs recap story we were doing. But the individual stories from everyone that responded were amazing. Instead of gleaming a few comments from each of the drivers i thought I would share their stories with you.

The common theme was no one trip went off without a little adversity. In spite of all the good intentions car troubles were certainly bound to happen. Most of the drivers that responded drove the 5,000 mile

trip them selves so getting there and getting back was an adventure in itself. Despite the hiccups, bumps in the road, and overall disasters they were all glad they went.

Take a moment and read their adventures, we all can relate to their heartache and set backs as through our racing adventures we have all been there. In the same vane we can also relate to their personal achievements. You dont have to win the race to get satisfaction. You just have to show improvement over the last time to keep you coming back.

Don Van Nortwick/Clark Nunes T1

Its September and finally headed for Indy, so much history there. Leaving from my new home in Las Vegas (1800) and my good friend and class competitor, Clark Nunes, is coming a day behind me from San Jose (2500 mi.) Vehicles all serviced and tires checked on trailer and truck, good to go!! Trip pretty good until Kansas. My DEF seemed to be having an issue and put truck into limp mode, not cool, hauling a trailer for another 600 miles to Indy at 10 mph on interstate highway berm. Later learned that air filter wasn't put on correctly and allowed MAF sensor to get contaminated, putting into limp mode. We get to Indy on Friday to run practice Sunday and Monday days before the runoffs qualifying starts on Tuesday , short registration line only about 4 hours, yes that is not a typo. Clark gets there about 2 on Saturday, no line at registration, lucky him. We now are all paddocked

across from each other and are welcomed by showers. All is good, all but one of our qualifying sessions was totally dry, so no excuses. I qualified 22 and Clark was 19. Night before Sunday morning T1 race...RAIN, lots of it...so before going back to hotel, we decide to put rains on as the forecast is for more rain during our planned race time. We get to track early and seems the rain my just pass us by...quick get out race scrubs...Off we go on schedule, a good race although we couldn't bring a real threat to the leaders, Clark gained 9 positions to win the Sonoco Hard Charger award, no small accomplishment and I gained 6 positions. Toured the museum there of all the greats that have won Indy and their cars, many from the 60s that I can recall their wins. That topped off a fun event for us both.



Don Van Nortwick T1



Clark Nunes T1

Ritchie Hollingsworth FX 9

SCCA Runoffs INDY 2021

Since I was 8 years old, I dreamed of driving at INDY. Many years later, OK decades later, my first opportunity to race at INDY came in 2017 with the SCCA runoffs. When registration for the 2017 INDY Runoffs opened, I was one of the first to register. Unfortunately, as the runoffs date got closer it became clear I did not have the time nor treasury to follow through, so the entry was withdrawn. Little did I know at that time there would be no racing for me in 2019 and 2020. Returning to racing after a 2-year hiatus has proved to be a significant challenge. At the season opening Button Willows Majors race a suspension failure resulted in hard contact with one of the few walls the track has to offer! Subsequent races found me short on pace and mechanical DQ's left me questioning if I would even qualify for the INDY Runoff's. Rather than register early as I did for the runoffs in 2017, I put off signing up until the end of August just hours before entry fees increased. This proved to be a significant error. If you are seriously considering going to the runoffs, register early.

When my name showed up on the runoffs qualification list, I knew I had to go. While concerned with my pace and not wanting to embarrass myself, this was INDY. And since this may well be my last opportunity to race with SCCA at INDY I had to go. My preparation list included the usual car stuff plus 3 sets of tires including rains, a tow vehicle up to the task, trailer maintenance and lots of sim time to learn the course. One of the things that kept me from 2017 INDY was a reliable tow vehicle. While the 2006 Sequoia with 160K miles is adequate for California races, there are many mountain passes between Colusa and Indianapolis. The tow vehicle issue was solved with the purchase of a low mileage 2016 RAM 3500 Cummins Turbo Diesel Dually. The thing shreds mountain passes! Also, on the advice of Bob Brenton, a tire pressure monitor system for the trailer was added along with an additional spare tire. Cheap insurance.

The Formula Mazda, trailer and tow vehicle were ready to go on

schedule. However, the driver never got around to spending any serious time running the INDY road course on the sim. Watching in-car videos from the 2017 INDY Runoffs on YouTube helped but no substitute for quality sim time. At o'dark thirty on Wednesday, September 22, 2021 I was on the road to Indy.

Three days later, after two overnight stops and 36 hours on the road listening to "Undaunted Courage" on Audible I arrived (Friday) at INDY. Following a few laps around Main Street in Speedway Indiana registration and staging was located. WAZE apparently did not receive the map update showing the new structure blocking the street. Standing in line for 90 minutes did not seem too bad after so many hours on the road. That said, registration was the first sign that things were not right. "Hum, you do not seem to have a pit assignment....." . I had signed up for the MAZDA paddock not realizing I missed the deadline by a couple of months! So, first they sent me to the MAZDA paddock to confirm they had no spot available and then outside the track to the back 40's in the grass. Dropped the trailer, laid out traps to keep area from soaking up too much of the incoming rain and headed to my hotel for dinner and a beer(s). Pondering the situation over beer number 2, I decided that pitting outside the track, in the grass, a mile from grid and track support businesses was not going to work.

The next morning (Saturday) found me back at registration to plead my case. SCCA's Claudine Stueve listened intently to my story, responding that I had registered fairly late, but she would see if any pit space inside the track was available. Claudine called later that day saying that with 900 entries, no pit space was available inside the track, however, due to cancelations 2 garages were available in Gasoline Alley and do I want one. INDY... the GASOLINE ALLEY, how cool is that? Sign me up! A swipe of the card and I was in. What was looking like an intolerable situation just turned the corner toward an incredible INDY experience.

Ritchie Hollingsworth FX 9 continued

Sunday practice, first session. A note on practice days, sign up early. By the time I registered, all test slots for the group that included FX cars were taken. Sitara, the person that keeps Texas Autosports running, recommended I get on the cancelation list. This proved to be excellent advice, soon I had options for Sunday and Monday test days. Testing. I could not tell you the number of times I was lapped by Jim Devenport in his P1 but it was a many. Watching the mirrors while trying to learn a track is, to put it mildly, difficult. The second session went better as I paid more attention to the track ahead than my mirrors. Well, I should add better for me. During a black flag event for an FC that tested the safer barrier I received a visit from the Chief Steward with a message: "all of the flag stations are reporting that you are ignoring their blue flags". My response was "I see the flags but this is my second time on the track and I am not going to crash trying stay out of the way of cars that can easily go around me". Third session was better, as I became familiar with visual cues and closer to pace.

Late afternoon on Tuesday was the first Qualifying session for FX and FC. Out on sticker tires with some level of confidence but quickly realized I was not able to stay with any of the other FM's. Oh well, has been this way all season why change now. Everyone keeps telling me the turns are faster than they appear, nice to know but not able to find the limit in the short 15-minute qualifying sessions. Wednesday qualifying finds me sliding down the grid to last place. Somehow, overnight, the car turned into an understeering monster. It would not turn except under heavy braking. Turns 13 and 14, where I previously kept the throttle flat as I ran up through the gears, required feathering the throttle to keep from pushing up the banking. I was distraught. Word in the Gasoline Alley was the track rubbered up and cars sensitive to understeer such as FM (relatively small front tires) suffer more as the large rear tires drive the car. Arriving at my Gasoline Alley garage Thursday morning I went about adjusting the setup to better balance the car for the changing conditions. In addition to the setup changes I had the option of mounting a new set of slicks for the final qualifying session but thought it better to go out on the 2 session tires to have a more accurate reference. Thursday, third and final qualifying session. The car was markedly better, not perfect but improved. While my pace around the course was improving, numerous local yellows for drivers pushing the envelope just a little too much foiled some of my better laps. Well, that's my story.

Qualifying was complete, I was the slowest car in FX and by the time the track closed on Thursday the FX race grid was not posted. With FX being a mix of open wheel formula classes, FM's were the slowest cars in the group. A new worry. Did I fall victim to the 115% rule? I would

not know until the grid was posted the next day. If I failed to make the show, was still the option to petition the stewards be allowed to race. Arrived at the track Friday morning to find FX race grid was still not posted and to add a bit of drama, by my calculations I was on the 115% bubble! Later that day, the FX grid was finally posted, car #9 qualified 15 of 15! I will be racing at INDY!

The FX race was Sunday afternoon, the very last race of the 2021 Runoff's. Remember how the rubber build up on the track and caused handling issues? Well, Sunday morning it rained buckets cleansing the track. For a race day morning distraction, I visited the IMS museum. Definitely a must-see attraction. As noon approached it was time for race day nerves to kick in, after all this is INDY! While the skies had cleared, the hourly forecast indicated rain about halfway through the FX race. Decision was made to stay with the qualifying setup, thrown on new slicks and see what happens. As race time approached, so did those ominous cumulus nimbus clouds. Prior to strapping in and driving to grid, radar showed the rain slowly approaching IMS. All FX cars were on dry weather tires and those with crews had carts full of rain tires ready in the pit lane. With rain tires in the garage and no crew my race was going to be on spec Goodyear slicks.

Finally race time. I must say after hundreds of starts in SCCA and short oval dirt tracks, once on the track, I am relaxed and ready for whatever comes. Start was clean, cars spread out as we approached breaking zone for T1, noticing a lot of cars funneling inside for an early apex, I stayed wide through T1 passing a couple of cars as I held the inside line for T2....Gosh I love being a race car driver! T3 is a bend more than a turn and cars jockeyed for track position. Approaching T4, I move way inside, hard on the brakes and rotate the car, worked, clear track ahead. All the while an FX is big in my mirrors. T6, 180 degree sweeper is OK, I blow the exit of T6a by being in the wrong gear. A car passes me on drivers left, T7 and now the esses, T8, I see the FX (FM) on my left rear (really close), find myself too high on the curbing and the car snaps! Off I go backwards through the grass toward the wall.... please stop, please stop... stopping just short of the wall and pointing toward the track, I resume the chase. I focus for the remaining 18 ¼ laps, hoping for a full course yellow that never comes while making lots of room for competitors battling for the FX crown. Seeing the waiving checkered flag ahead, I make sure to take in the running order pylon and grand stands...This is INDY! Finished 14 of 15. Exiting the track, the rain comes. First a few drops, followed by a torrential down pour. As we load FX #9 in the trailer, the most beautiful double rainbow appears that seems to form a halo over the track. I pause, allowing the image to sink in.... this is INDY!



Ritchie Hollingsworth FX

John Faull HP

The Runoffs turned out to be a truly amazing experience!! Indianapolis Motor Speedway is huge; TV just doesn't give one a sense of how large the facility really is. We had a garage on Gasoline Alley, so we were centrally located, but going to Turn 1 was quite a long walk, which is why so many people like Dave Arken use golf carts, bikes, etc. The entire facility is very clean because there are trash receptacles everywhere, and the restrooms were also very clean at all times.

My race, H Production, was the second race Friday morning so we were driving into bright sunshine (unlike the gray rainy mornings on Saturday and Sunday). On the third lap, a horrible accident brought

out the pace car, waving black and yellow flags around the course, and a trip behind the pace car into pit lane. When we got back on track, the race completed 23 miles or nine laps in 41 minutes or an average speed of 33.6 mph!! Yes, that was all.

It was great to see so many folks from San Francisco Region in the Driver Information Room, Technical Inspection, and on the track. Some became National Champions!! I even met Bill Booth from Cupertino at baggage claim Sunday night back at the San Jose Airport. Thanks to Joe Carr for transportation, Val DiPrinzio for mechanical work, Bob Wirth for engine dyno, and my wife Kristin for everything else!!



John Faull HP

Kurt Friezsche EP

Luckily for me, this year's runoffs did not generate any drama like that of fellow SFR racers Troy Ermish Taz Harvey or Joe Carr. No flips, hits, motor or axle swaps.

Prep for the 2021 runoffs in my EP #40 RX7 was hampered by front end damage experienced at the qualifying Majors race at Pacific Raceway on Memorial Day weekend. Instead of test & tune days, most summer weekends were spent doing body repair, fabricating a new fiberglass hood and replacing the engine & tranny. As usual, work for my company and sponsor, Pacific Access Elevator, seemed to interrupt my early efforts of preparation. It was down to the wire again but thanks to Mike Haag at Haag Performance, we were able to install his fresh built engine and tranny just in time. After some frustrating ignition woes, we just barely were able squeeze in a Dyno session with Shad at Driving Ambitions to at least break in the new motor and get a base line tune, only days before we were scheduled to hit the road.

Tow out was 2350 long but uneventful miles over 3-1/2 days. Arrived on Saturday afternoon to stage then squeeze into the tight paddock space, reminiscent of the 2018 Runoffs at Sonoma. By registering with the Mazda group, the cost of my paved paddock space was generously covered by Mazda Motorsport. IMS is huge! It is also meticulously maintained and the track surface is amazing. I had been there 20 years ago for the F1 race but did not remember it as nice as it is today. The track walk with the obligatory pictures at the Yard of Bricks was the highlight of the second day, with insight from Joe Carr, Joe Huffaker, and Rusty Carl on track corner approach and exit, shift

and braking points and where the best grip was.

Unfortunately, after rolling off the trailer and firing up the car, I immediately had problems with my new Weber carburetor. I had not fired up the engine since our successful Dyno session with Mike Haag so I was surprised to run into problems that soon. I am useless on Weber tuning and could not get the car to rev much beyond idle. I was registered for the Monday practice sessions where you get one session in the morning and one in the afternoon. I ended up missing the morning group but attempted the afternoon session just so I can start learning the track. Unfortunately, the car just sputtered at rev's over 5k, not good on a rotary. I had hoped it may clear itself on the track but no luck. I decided to get out of everyone's way after four laps of watching my mirrors and really did not learn much of this new track. So, my only practice day was a wash.

The Runoffs is such a cool event. You paddock mainly around strangers, racers from other parts of the country yet the drivers and crews are incredibly nice and helpful. I was there as driver and crew so Mike Haag had suggested I look up Luis Rivera if I needed help at the track. Turns out Luis, from the Texas area, was pitted almost directly across from me. During one of my earliest engine firings, and before I had a chance to introduce myself, he jumped out of his car and hustled over from his paddock with concerns of my sick sounding car. It is with his generous time and help, I was able to make it out for the first qualifying session on Tuesday. This help came despite demands for his own car plus two customer cars. Truly amazing. We

Kurt Friezsche EP Continued

made some more minor improvements so that my times were heading towards mid pack. Luis' time was quite limited so he introduced me to his son, Tony Rivera, who is apparently well known as a rotary builder and exceptional driver. Tony was working the Runoff's as crew for Eric Prill and driver coach for a group of racers. Tony tuned and adjusted my old carb in the paddock in the morning before my last Qualifying session and then later on the Dyno. With his help and fresh rubber, I was able to qualify 14th out of 31. I was still learning the track and felt there was plenty of room for driver improvement but felt so relieved and excited to rev the Haag motor to 9k down the straight.

The race for E Production was on Sunday morning. On Friday I was finally able to start normal race weekend prep. Thanks to the the Portland area team of Darren Dilley with CheapFastRacing for help with corner weighting and other general help. Always enjoy hanging with those guys! Weather report for the weekend wasn't looking so good. Rain and lightning were forecast late Saturday and Sunday. Sure enough, rain came on Sat as scheduled and I now spent all my time prepping for rain. I had a set of rains but they were mounted on rims I had never used. Turns out I had offset issues and needed spacers. Luckily my lovely wife was able to head to town and source wheel spacers and wiper blades. I had thrown a wiper motor assembly in the trailer for last year's Runoffs but had never installed it. Most of the day was spent installing the sketchy wiper assembly plus wiring from scratch. Rain set-up was next with softer springs and shock/ sway bar adjustments. I could not source a blower for defrost so I resorted to dish soap on the inside of the Lexan windshield.

Remarkably, it was not raining on Sunday morning when we arose. After checking every weather site, it seemed like the rain would hold

off. EP was the third race of the day and the track was drying fast during the GT3 race. Back to dry set up and tires. This was something I was relieved to do as it has been a decade since I raced in the rain.

For the race, I was most concerned about Lap 1 Turn 1. In qualifying I had three cars spin or overcook the corner right in front of me in Turn 1. The T4 race was a crash fest there. At mid pack, I was really concerned about being taken out by someone going for it lured by the exceptionally wide straight. Turns out we had our first incident on the straight just after the starter stand. Two cars rubbed going side-by-side and I believe both had punctures and were out. Two more cars took themselves out between turn 10-12 and out came the yellows after one green lap. The full course caution seemed to go on forever. I discovered that I could not get the heat in my Goodyear bias ply as quickly as it seemed the Hoosier guys did as I lost time at each green. I kept my nose clean, drove pretty conservatively but picked up the pace towards the end. Unfortunately, we had two cars in separate incidents bury themselves in the sand, more full course caution and ultimately finished early under yellow. I was pretty bummed during the race about all the yellow flag laps. I usually race faster than I qualify and was hoping to pick up pace and position. In the end I could see on the screens that I was P9 so I was quite pleased with a top 10 finish.

Thanks again to Luis and Tony Rivera for getting me on the track, Rusty for constantly checking in on me, and CheapFastRacing for pit support and paddock fun. Last I have to specially thank my wife Kirsten, to not only letting check off these bucket list events, but to also happily accompany me through it all despite all the time, stress and expense to attend these events.



Kurt Friezsche EP

Casey McLoed AS/T2

This was my first trip to the Runoffs and first trip to Indy. Every time I came up through the Turn 2 tunnel into the infield, it gave me goosebumps seeing the museum, the Pagoda tower, the front stretch grandstands, all of it. Watching Indy my entire life, I couldn't believe I was there and actually getting to race on that historic track. The place was huge. I expected it to be pretty big, but it was so much larger and more spread out than I anticipated. I entered my Spec Mustang in both AS and T2. I knew the car wouldn't be competitive in T2 at a track like this, but wanted every opportunity to be out there that I could get. I honestly didn't know if I would be competitive in AS or not either, this was my first year in the car and only second year in SCCA. My flight was delayed getting into LAX and I missed my connection to Indianapolis. So I ended up on a red eye through Atlanta and finally ended up in Indy around 11:00am Saturday, missing the first two practice sessions of the day. When I finally made it on track, it was pretty incredible driving over those bricks for the first time. The front straight is way narrower than you'd expect, I don't know how Indycars go through there 3-4 wide. Unfortunately, that first time on track only lasted 3 laps because of a black flag all. The last session of the day only lasted 4 laps for the same reason. So with no sleep (I can't sleep on a plane), what should have been four 20 minute practice sessions, I left that first day with only 7 laps under my belt and pretty slow lap times. The three qualifying days were similar, with 5 of my 6 sessions (two classes) being cut short. Friday finally brought the T2 race, where

I qualified 25th out of 26 entries. Good news was, I finally got to run a full session without yellows or black flags. Bad news was I had my first spin (all on my own) and got lapped. Ended up finishing in 18th due to attrition, I only stayed ahead of the one car I out qualified on the track. Then Saturday came around and it went so much better than I could've imagined. Going in, I was hopeful to start in the top 20, I ended up qualifying 14th in AS. After a car stalled on grid, I ended up starting the race in 13th. A bad start put me back in 16th by the time we reached turn 1, but stayed aggressive and picked several spots back up over the first two laps. From there I settled into a good rhythm and slowly picked up place after place, doing my best to keep the tires under me while the others burned them up. When it was all said and done, not only did I end up with a top 10, I finished in 6th place! I was on cloud nine, couldn't have imagined finishing this high up the order. It was an incredible experience that I'll never forget. But this trip would not have been possible without the support of my family, my wife Katherine and my kids Carson and Kinzlie, who all sacrificed a lot this year to help make this dream a reality for me. As well as DIG Motorsports. Jeremy Cuthbertson rebuilt this car after I burned it down the first time out in it, replaced two motors this year and probably spent a lot more time on it than he wanted to, lol. Same for the rest of the guys at DIG, Karl Rodgers, Dave and Andrew Pittenger, and Kevin Patten. The car still probably wouldn't be running if it weren't for them.



Casey McLoed T2

Larry Bacon FV

So, my Runoffs experience started with a RV problem requiring quick purchase of a Toy Hauler, (more to come), and creating a power system to load / unload the Vee. That done and with HOURS of prep, new parts, a fresh engine, off my wife Robin and I went on a 5000+ mile trip! Great weather most of the way to Indy, no issues with Tow Rig, just lots of endless miles. The trip included driving through new states, crossing the continental Divide, and the Mississippi River. A stop in Iowa for fuel found me across the street from Iowa Speedway, cool! We arrived at the staging area for the event Fri mid morning and spent 3 plus hours in line to register!! The good part was meeting several of the other Vee drivers which made the wait tolerable. Once registered, we entered the Speedway thru the 16th street tunnel and were escorted to our paddock/camp site by speedway employees.

My on track experience started with the Sunday test day, "started", well sort of. First session was 2 black flags, then red and a total of 5 laps, 2 of which were under yellow! Next session appx 6 laps or so and yep, red flag! Last session was a blur, but again few laps. Monday was an off day, so I went to the Museum, did prep work on car and went to the dinner Monday evening. I met more people and we had a nice time.

Qualifying was Tuesday, Wednesday, and Thursday, 18 minutes each!! I used Tuesday as a track learning day. Wednesday a pushrod broke just as I was getting a little rhythm !!! Thursday was more learning the track and trying a new shock setting to hook up the rear end. Needless to say that at that point I was wondering about the wisdom of this "bucket list" adventure. Guys I run with were 4-6 seconds faster, and my ego was a little bruised.

Race day was orderly and within a couple of laps I had passed 10 or 11 cars who had qualified quicker! But I had been dealing with a transmission problem all week. I thought the adjustment I made in the linkage would fix the problem. WRONG!, right off the bat the troublesome downshift was back and now the shift from third to fourth required a slow deliberate pull that took at least a second to accomplish. All the early success was now gone but at least I proved to myself that I have not lost all ability to go fast. At this point my goal was to finish and I just concentrated on getting the car home in one piece. As the laps ticked by the shifting problem became worse until the transmission would not shift anymore. At least I accomplished the goal of finishing in one piece even albeit with the last few laps stuck in third gear. The record book will show that I finished on the lead lap which is quite amazing considering how wounded my car was.

That was the race, and the experience. Worth it? Yes. First and foremost, my wife Robin made the trip with me. We really had a good time. She decided to come along knowing how much down time there was going to be and knowing how cranky I can get, well lets just say, I am a blessed man! We left Sat morning for Northern Michigan to visit my sister for a few says, and on the way back 30 miles east of Cheyenne WY the turbo on our F350 Diesel blew!! We managed to find a shop in Cheyenne who procured a new turbo, and got the job done the next day !!! Huge shout out to Jim Haller and the crew at Haller's RV in Cheyenne! 5250 miles later, back home and gearing up for next year! Worth it, mostly. Do it again? Yep. Best way to find out where you are on the speedm ladder.....



Lawrence Bacon FV

Tao Takaoka FX



Tao Takaoka FX

The hardest thing about the Runoffs was the long three day transport to get there.

But it was well worth it. The SCCA staff, workers and volunteers worked like a well oiled machine. The Indy track workers were great directing traffic and keeping cars flowing smoothly to grid and out of impound.

The facility was hugh and jammed pack of SCCA Runoff hopefuls. The energy in the paddock all week was positive and supportive. We were so glad we had the RV and stayed at the track to absorb the total experience. Which included a great live band rocking the Pagoda Plaza. They even had ME dancing.

The thing I am most grateful about is I was able to maximize my track time on this iconic track. I felt honored to drive/race this track with so much history and prestige behind it. Pretty much every session of practice and qualifying had at least one if not more Black Flags. Fortunately I still felt I got enough laps in to learned the track well enough to race it come race day.

My FX class was the last race on the last day which allowed me to watch and cheer on all of our California and especially San Francisco

Region racers. It was very cool to see so many familiar faces of the SFR racers and worker/volunteers there.

The FX class is a new class of open wheel cars with Formula Mazdas, F2000's, The new F4's and my car the Formula Speed 2.0 all eligible to enter. I love mixed marque racing but the f2000 proved to be the chassis to have that weekend. The front three qualifiers had them three plus seconds a lap over everyone else.

I qualified fourth but got a fantastic start to take the lead down the front straight only to lose it by braking a tad too early. The first three were back in front of me. This of coarse was a good thing since they were quite a bit quicker than the rest of us. After that it was a pretty lonely race. the front three were way ahead and I had no challenges from behind. I finished fourth. The coveted prize of 19 laps (31 minutes) with no yellow flags to impede enjoying this iconic track was my reward. And I relished every minute of it.

Big thanks to Reyes Racing, Haag Performance RedLine oil, Krause Tires and all the SCCA workers and volunteers at home and around the country.

Lyn Greenhill FX



Lyn Greenhill FC

Indy was quite an experience. The track is huge, you just don't get a feel for the place by seeing it on TV. The actual oval is pretty narrow, when you stand on the front straight, by the bricks, it is probably no wider than 2 lanes of a freeway. The pit lane is even narrower. The road course is pretty narrow as well, except for the back straight (Hulman straight), and very smooth, in much better shape than our tracks in SFR. Grip is good, sort of like Thunderhill, definitely better than Laguna or Sonoma. All the corners are low speed, first or second gear for me, with a lot of exit push, and except for T1 and T12 you can drive across the apex curbs. The biggest problem with the track is references, only a few corners have any sort of markers to use for a braking zone. Two of the corners, T1 and T12, have threshold braking entries right next to the oval wall, which I really don't like, so my approach was to keep the car about one width off the walls at beginning of braking, then as I slowed down and eased off brake pressure, move the car very slowly closer to the wall for turn-in. The last corner before getting onto the main straight (T13) is crucial, you need to be at full throttle on the apex, since I spent 40% of my lap from T13 to T1. Going down the main straight is pretty cool, even though I would only hit around 135 before the brake zone into T1.

We didn't do the first day of testing, because my class was grouped in with the faster winged cars and some of those guys just really expect you to get out of their way. I did the second and third day, where we were running with FF, FX, and FV. The FF and FX cars were fine, but the FVs were substantially slower and would run in packs, making passing difficult. The second day of testing had only 2 sessions and

in the first session after 3 laps one of the FVs blew up going into T7 and oiled the track pretty good, so they black-flagged the session to clean it up, and then checkered us sitting in the pits. So after that waste of time (and money), some of the drivers went to the Stewards and asked for the FVs to be moved out of our group, which they did by splitting the second (and last) session into two 20 minute periods, rather than one 30 minute.

Qualifying was hit or miss. Since you only got about 9 or 10 laps in each session, everyone was going for broke, and there would be an inevitable spin on some corner and they would throw a yellow flag, meaning that lap was history. This would happen several times each session. They were very strict about slowing down for the yellows, I heard of some people being brought in for a "chat" after a session for blowing through a yellow flag zone. I was still trying to learn the track, and I managed to improve my time in each of the sessions despite all the yellow flags. We continually took out both front and rear wing to trim up the car, since we didn't need the downforce for the corners. We tried to improve the exit push by changing shock settings, and in the last session I went full soft on the front roll bar which definitely helped, although the tires didn't care for it. I could have used another week to really learn the track and get the car dialed in, which definitely put me at a disadvantage with some of the other guys who drive there regularly.

The days leading up to the race day were warm and sunny, but race day was forecast to be rainy. Sure enough, on race day it started to rain about 11 am, and my race was at 5:20 pm, so we thought it would

be wet. Then around 3 pm it stopped raining and the race that went out shortly after was won by someone who started on slicks and skated around until the track dried. The next race, for P2, everyone started on slicks and it didn't rain at all. Looking at the radar, it seemed like we would get more rain around 5:30, so the big question was to go out with a dry or wet setup. After debating back and forth, we decided to go wet, so put on the rain tires, softened the car, cranked up the wing angles, and prayed for rain. On pre-grid, I was one of four cars who showed up with a wet setup, the other 29 were dry. One of the grid workers told me I made a smart choice, because he was sure it would rain in a few minutes. On the pace lap, it started drizzling, and I thought I had nailed it. Well, that was it, the entire race was dry, so I went backwards from my starting position. Rain tires don't like being driven on a dry track, I was 10+ seconds slower than what I could run with slicks, and at the end of the race the front tires had very little tread left. Oh well, at least I finished and got to drive around the IMS road course one last time. An interesting side note was there was some debris on the track slightly off-line in T2. It sort of looked like a muffler, later Armington said he thought it was a starter. How the heck could someone loose a starter? It seemed to move more off-line during the race, so obviously someone hit it at least once. That would leave a dent in the front wing for sure.

The big issue in my class was the ECU map. The fellow that finished second in the race was DQ'd for the wrong map. He also got DQ'd in

one of the qual sessions for the same thing. Peter West was initially DQ'd for the same thing, and then they figured out that he used a newer version of the software to load his map, and when they got that version, everything was fine. Armington and I took no chances, we had tech come over to our paddock and check our prime and spare ECUs.

Overall, Indy was great. I went for the experience and certainly it was definitely worth taking it all in. My wife enjoyed the trip and on Friday we took the afternoon off to go visit a shop that was owned by one of the home rehab personalities on HGTV. Well, darn if we didn't spot one of the two stars of the show walking across a parking lot, and my wife got a picture with the celebrity, who was very nice to us.

Of course, I want to thank my sponsor, DynaTech Engineering, who I could literally not do any racing without backing from that company. Of course, I own the firm, so it's not tough to get the support. I also want to thank my crew person, Eric Sakowicz, from Red Dot Racing, who maintains the car at the track. And of course, I need to thank my wife, Mary Gish, for putting up with this racing addiction. We got married on September 3rd (this year), so Indy was our "honeymoon". As one of my friends said, any wife who goes to Indy for their honeymoon is a keeper!

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SFR 2021 BANQUET

SFR held an in-person Awards Banquet for 2021, at the Pleasanton Hilton, after a year's hiatus from a more formalized setting and format. Wheel Editor and BoD Member, Blake Tatum, organized a slide show utilizing photographs from SFR's photographic corps. RE Tim Sullivan was MC, with BoD Member Linda Rogaski the Trophy Queen.

The format interspersed Region and Worker Awards with the Driver Championship Trophies.



Kathie Reisinger recipient of a Board Award

The SFR Board Awards were first. Linda Rogaski presented to **Kathie Reisinger**, celebrating her many years of service to the region. She's been a NorPac Divisional Administrator, NorPac points keeper for the NorPac division drivers, and the region's Points keeper for the VIP points for the volunteer workers. Additionally, she was the Silent Announcer, keeping all all the data straight for previous announcers. She's an unsung hero who needs to be celebrated.



Jeff Olininger recipient of a Board Award

Tim Sullivan presented to **Jeff Olininger** on behalf of Seth Reid. Jeff stepped up and helped the E Crew, to continue to build and deliver the professional service they have consistently provided, giving them a national reputation as one of the best volunteer teams in the club. They worked every SFR event as well as some extras. He also managed all the safety vehicles and was the Radio Ranger.



Bruce Brunner recipient of a Board Award

Bill Booth presented to **Bruce Brunner**. As a Starter, nothing happens, for anyone, until he says so. And no one ever remembers a time when something went haywire in the starter stand. Bruce's on-track work went far beyond that. He provided help, support and leadership at Pro events, including IMSA, INDYCAR, F1 and Formula E. He also was instrumental in creating the Regional Hall of Fame and service on the SCCA National Hall of Fame leadership group.



Rusty Carl, Board Award

Tim Sullivan presented **Rusty Carl** with a Board Award. Tim related that Rusty was like a crescent wrench. He was the right tool for the job no matter what the job was. Tim pointed out how Rusty was at every event, ready to help out with what ever was needed. He helped with the crucial paddock set up more times than Tim could count. Tim knew that if he asked, Rusty would be more than willing to lend a helping hand. It probably helped that Rusty was good at everything Tim asked him to do; and once given a task, Tim knew Rusty would accomplish it without a hitch. For these reasons, Rusty was awarded with the Board Award for 2021.



Race Admin

RJ Gordy presented to **Race Admin**, the crew with whom everyone has to interface each weekend, always with a smile and so helpful. They worked early, they worked late, they worked before the weekend started so drivers could get a head start. They were the first to arrive and the last to leave. They had a small but experienced crew and dealt with large race entries and newbies, visitors and all the SAE students new to SCCA's bureaucracies. They were Information Central. And with our Digital Results policy, they were forever advising folks how to get their results, how to get their log books signed off, and how to find a Steward when needed. And if all that wasn't enough, they were also the Trophy Queens, unpacking and setting up for display two sets of Regional driver's awards each weekend, handing them out-sometimes with fanfare ... and then packing up those which weren't picked up. So thank you so much, ladies!

Lynne Huntting presented Blake Tatum's Board Award to **San Jose State Formula SAE, received by Administrators Alyssa Froelich and Aaron Hylton**. They headed up a group of more than 25 students, who joined SFR SCCA and worked with our various Worker Crews, including Announce and Photographer, at several club and pro races, where they were eagerly welcomed. They camped, socialized, and brought their race cars for display as well as lunchtime exhibition laps around the course. And they will be back for the new season, where their return is enthusiastically anticipated by several Chiefs.



Mark Means, SM

Tim Sullivan presented to Board Awards to **Mark Means and Doug Alvis**. SM Driver Mark has always been there to lend a hand when needed, especially before the regional races helping to set up the paddock, volunteering with the E Crew, and providing generator backup at a crucial time during a regional race when we suffered a county-wide PG&E power failure.

Tim selected Doug because of his never-ending dedication to getting the job done. Most people show up to the racetrack and see that everything is in place and ready to go. What they do not see is the amount of work put in before the first car enters the paddock. The paddock is a large expanse of land that needs to be laid out, so 150 or more racers could park in an organized

manner. The problem is that this is not done by the track. The renter of the track does it, which is us. This is not a job for one person. It takes a small army. Doug has been there helping Tim and the Paddock Marshal with the setup. In addition Doug took up flagging when he was not racing. According to Tim, Doug is the type of guy who does not hesitate to roll up his sleeves and get the job done. He is a results type of person, who volunteered because he saw the need. And he's good at the BarBQ. He is the type of person that is worthy of a Board Award!



Marcy Crawford recipient of a Board Award

Tim Sullivan presented to **Marcy Crawford** on behalf of Ben French, in recognition and thanks for all her service to the club over the years. She's stepping down as Timing & Scoring Chief, but hopefully we'll see her in between her planned travels. If you say the name Marcy Crawford, a person in the know would say, oh yes Marcy Crawford, she volunteers in Timing and Scoring. I say this

because ever since I have known Marcy Crawford she has worked in Timing and Scoring. And at the Majors and Runoffs, she not only works T&S, she also crews for Lynne Griffiths and tows her race car.

I say this with admiration. Timing and Scoring is probably the most thankless job in SCCA, but at the same time the most important. The responsibility to get the job done and get the job done correctly is enough to make a person need a drink. But Marcy Crawford has been there, weathering the storm and making sure the San Francisco Region has been able to hold events. Marcy has volunteered so long in Timing and Scoring, that we do not know what to do without her. Board member Ben French selected Marcy for a Board Award because he understands the commitment Marcy has made to the club and the selfless hours she has put in to make sure our events go off without a hitch.

Our region is no different from every other Region. We have a hard time getting people to volunteer for the Timing and Scoring assignment. No matter the obstacles, Marcy has somehow pulled the staffing together and overcome the technical glitches to produce a result that withstands the scrutiny of protest and within the GCR guidelines.

Marcy, the entire Board agrees with Ben and feels you are more than worthy of this Board Award.



RJ Gordy

Tim made a nice speech thanking **RJ Gordy**, who was stepping down from the Board of Directors after years on the SFR board and as RE, and presented him with a commemorative award.



Race Chairman's award recipients Marcia Ulise and Kevin Cullen

Lynne Huntting presented the Race Chairman's Award to **Marcia Ulise and Kevin Cullen**. When the role of Race Chair expanded in 2021 to include Social, I immediately received two unsolicited, unconditional offers of help, with

specific tasks as well as anything else which needed to be done - much of which has to be done prior to each event. Two people who made me look good. Marcia offered to help with meal counts and all that goes with organizing the complexities and food ordering for the care and feeding of the troops. Kevin offered to help with the logistics and setups of meals, including the organizing and delivering of lunches at the Pro Races, all the heavy lifting - literally and figuratively, and the ever-popular cleaning and packing up. They also volunteered to do the shopping for Pro Races. And it's not as though they have no other race jobs. Marcia is SFR's Chief Starter and Kevin is Deputy Executive Steward, and moonlights as Worker Trans and works on the E Crew.

At the Pro Races, when the Workers have to remain on station and wait for their lunches, Kevin planned and setup the assembly-line to organize and deliver the lunches, which he then did in his pickup, in the ten-minute window allowed by the promoter - with time to spare.

In his spare time while working the Social Crew, Kevin re-arranged the contents of the aging Laguna Social Shed and rebuilt parts of it so it can still be used.

Congratulations to Marcia Ulise and Kevin Cullen for a job well done! They had a prior commitment, and their award was received by Race Chairman Assistant and Social Crew member, Charlie Berndt.

Rookie of the Year



Chris Poncin Rookie of the year

Chris Poncin

The title Rookie of the Year implies that you have to have no race experience in order to earn the award. In years past, the Rookie of the Year has been someone that might have had race experience either in karts or another organization, but no experience with us. This year's Rookie of the Year was truly a rookie in the purest definition of the word.

Chris Poncin bought a car and showed up to Driver's School. He did not have a friend or a fellow racer to show him the ropes. He just dove in with both feet. Chris has always had an ambition to race cars, but circumstances seemed to always get in the way. Last year he found a car he could afford and signed up for Driver's School.

They say ignorance is bliss, and this is true in Chris' case. He showed up to the track solo, not knowing all the perils that confront a person at Driver's School. It is a rapid succession of track sessions. Any car

issue needs to be handled by a crew member, because the driver spends most of his or her time in debrief sessions with the instructors. Fueling the car up between sessions often times is all the maintenance that you can do, so Chris was very fortunate to have a trouble-free run and successfully complete Driver's School.

From there, Chris entered every race of the year, learning the ins and out of driving with multiple classes on the track. He continued to field the car on his own and had a 100% finishing rate. In addition to finishing every race, Chris went on to win the FV regional championship, where his name will be posted alongside the greats in FV like Slim Pepperdene, Ron Wake, and Rick Schick.

When Chris was not racing he volunteered with the club. He worked as a pit Marshal at the IndyCar weekend and as a photographer for The WHEEL.

All in all, Chris was the definition of a rookie and definition of an all-around San Francisco club member.

Chris plans on following up his rookie campaign with another all-out assault on the FV title, so if you happened to pass by the red, white, and blue #32 FV, stop in and congratulate Chris and cheer him on in his sophomore year.

Driver of the Year (Runoffs performance)

Troy Ermish

Almost every SCCA driver eventually has dreams of winning the Runoffs. The reason for this is because it means you are the best in your class in the entire country. The Runoffs are the only race of the year that brings out the best drivers and the best cars for a winner take all race. There are no excuses, no mulligans, no dropping of points. It is a mano a mano event, where you bring your best and your competitors bring their best and see who is better.

This year SFR's Troy Ermish showed up to the Indianapolis Motor Speedway with a fine-tuned Nissan 350z GT3 machine. Troy was ready to take on competitors from all over the country. Unfortunately, racing has a habit of literally throwing a wrench in dreams of well-made plans. Troy had a mishap in one of the testing sessions that ended with his Nissan 350z on its roof.

Upside down in any car screws up a lot of things, and if this were any other race, Troy and crew would have packed up and gone home. But Troy and crew did not drive 2242 miles from Tracy, California to let a mishap ruin their chances at the National Championship. So once the car was unhitched from the wrecker, the crew went to work. The list of repairs was long and laborious. But one by one, Reiner Wolff and Patrick Emge crossed items off until the car was sea worthy. Going into the first qualifying session was full of unknowns for Troy, especially since the last time he was on the track, his helmet was within inches of the Indianapolis soil. With only 15 minutes to establish a time, Troy shook off the trepidations and went for it. He ended up fastest in the session and had a feeling that his luck was turning the corner.

With a pole position secured after the three qualifying sessions, Troy set out to accomplish the mission of winning the race. Like I said, the Runoffs have the best cars and drivers from across the country; and none of them cared about Troy's long journey or cared about his mishap. They wanted to win the race just as badly as did Troy.

Once the race got underway, last year's GT3 Champion, Michael Lewis from Poway, CA, sought to spoil the fairy tale ending for Troy. But after a few laps of following Michael, Troy was able to slip by under braking and went on to take the win uncontested.

Troy Ermish not only won the San Francisco Region Driver of the Year, the SCCA National Organization recognized his accomplishment and awarded him the President's Cup!

Troy proved that the racer's mentality of never giving up can pay off and reward those with the will and the ability to see past the hardship. Great job not only to Troy, but to his crew, Reiner & Patrick, for overcoming all the obstacles and achieving the goal they set out to accomplish.



Troy Ermish's car after the accident

Driver of the Year (Regional Performance)



Greg Hoff

SCCA racing offers over fifty classes of cars in which to race. These classes run from exotic prototypes to slightly modified streetcars. All drivers have their reason for racing the class they do. It could be because of the costs, it could be because they like a particular type of car, it could be their expertise is with that type of car or a particular make of cars. Whatever the reason, whatever floats your boat, the SCCA has a class for you.

This year's SFR Regional Driver of the Year decided to take on the biggest challenge of them all, and that was to win Regional Championships in the two most competitive classes in the SCCA. He took on SMT and SRF3.

Greg Hoff, SRF3 SMT is Spec Miata with a controlled tire.

This class has at least 25 competitors at every event. The lap times are separated by hundreds of a second. The racing is door-handle to door-handle. The racers are not afraid to use every conceivable inch of the track in order to maintain or gain an advantage. Needless to say the racing is intense and success is

certainly earned.

SRF3 is the exact same thing as SMT as far as competition is concerned, but in a purpose built race car. The cars themselves are tightly controlled as far as modifications go. Each car is inspected for compliance and literally no deviations from the SCCA approved package are allowed. These cars are fast, but money does not buy you speed. Driver ability and preparation separate the front guys from the others.

As far as driving styles go, you could not find another combination of classes that call on two completely different skill sets in order to be competitive. Greg Hoff took on both of these classes and nearly pulled off the regional championship in both. He won four races in SFR3 and finished fourth in the points in SMT.

The physical drain on the body one of these races takes on you is something you just do not understand until you have done it. Racing a double weekend in one of these classes makes it so you are looking forward to going to work Monday morning to recuperate. But racing both of these classes over a double weekend means you are exposing yourself to four races of intense mental and physical exertion, which is enough for most people throw in the towel. But Greg was there over the entire 17 race regional schedule. His body and mind held out, he was able to win the SRF3 championship; and he was able to win the admiration and respect of his fellow racers, which is the biggest prize of all. Congratulations Greg, great job!

PIRF Award



Lynne Huntting

The PIRF award was initiated by Mike Smith when he was the Regional Executive. At that time the San Francisco Region was enjoying great success with its regional events; however we had a reputation of being strict and uncaring. Whether or not the reputation was earned or a stereotype, we had that reputation. Mike wanted to change the culture of the club, to make sure we all had a good time with our racing endeavors. He wanted everyone to go home feeling good about their experience with the club. Mike came up with the cultural

philosophy on how we should conduct ourselves. He thought that first of all, we needed to be professional in all of our dealings. Whether it was in answering the phone, greeting the customer, or talking to someone when there was a violation of the rules. He felt that no matter what the circumstance, being professional would garner the region a positive reputation. Next, he thought the people within the Region should display Integrity: The integrity to do the right thing when no one was looking. The integrity to be honest and not begrudge anybody. Next on his list was Respect. Everyone needs to be treated with respect, no matter what are your personal biases. Mike thought that no matter the situation, if the person was treated with respect, then the likelihood that he or she would continue being a member would greatly increase. Last but not least, Mike thought that being friendly would go along way towards dispelling our reputation. His thought was that even bad news is easier to swallow if it is served with some honey. Out of these ideals came the PIRF award. It is given to the person who best exemplifies these traits for the year.

This Year the PIRF award went to Lynne Huntting. Lynne eats, breathes and sleeps SCCA. Her job as the Race Chairman fills an already busy schedule. She is the person who makes sure we have sufficient staffing to conduct an event. With 17 races on the slate and a full pro Calendar, that is no easy task. Gone are the days when it was a privilege to be a volunteer at a race event. She has to work hard to make sure we have enough people to staff the turns, enough people in the

Timing and Scoring room, enough people to Grid and Tech the cars. She is the person who makes it all happen. With an aging volunteer work force and a full schedule, getting the staffing to conduct events takes a lot of phone calls, emails, and text messages. Then, once Lynne is at the event, she makes sure that all of the volunteers are fed and hydrated during the lunch break, and at the end of the day. Lynne is often spotted filling ice chests with drinks and ice. She can be found making sure everyone gets a lunch. At the end of the day, she makes sure that every volunteer is taken care of. But that is not all. Besides being the Race Chairman and being in charge of Social, she writes the race reports in The WHEEL. Lynne does not just list who won the race; she goes in depth to find out the story behind the story for every class winner.

With this over flowing plate, she still has a smile on her face. She treats everyone with respect. She is professional in all of her interactions with the members, and there is no one with more integrity. As you can see, she goes above and beyond for the club and is the poster child for the PIRF award. Congratulation goes out to Lynne Huntting for earning the PIRF award!

Regional Executive's Award

Joe Briggs

This award is given out by the Regional Executive to the person he feels made the biggest difference in the club. This year the winner was Joe Briggs.

Joe was picked for the award because he is not only a very active racer, but is also very active in his support of the volunteer workforce. Joe saw the plight of the volunteer worker, and how they pay out of their pocket to be at the racetrack. They pay, so the drivers could race. He saw that the volunteers' day goes from sun-up to sundown. He saw that they could be required to spend a lot of time standing on their feet. Joe felt that he could do more than just be a racer. When he was not racing, Joe volunteered as a flagger. At the Sonoma Runoffs

he flagged and worked in Worker Transportation. Joe made sure he contributed in whatever way he could. But Joe did not just donate his time. Joe's biggest contribution came in the form of money. Joe felt that easing the burden on the volunteers was a great way to say thank you. Throughout the season Joe and his Healdsburg Distilleries donated over \$5000 in cash and gift cards to the volunteer work force. He was low key in his generosity, and for the most part, many of his fellow racers had no idea how big a difference he was making.

When the entire body of work was considered, you could see why the our Regional Executive, Tim Sullivan, felt that Joe Briggs was more than worthy of the RE Award.

Premier Award of Merit



RJ Gordy, Premiere Award of Merit

RJ Gordy

Like the name suggests, this is the highest award given to San Francisco Region Members. It dates back to 1969. This award goes to people who have given to the club more than time. They have given to the club a passion for the cause, a dedication to the tradition, a sacrifice that is unexplainable. They have made a such a significant contribution that

will leave an ever-lasting legacy. In short, this is a person that has dedicated a lifetime to the club.

This year the Premiere Award of Merit was presented to a surprised, unsuspecting RJ Gordy. He has a long resume of service to the club, as well as to National. He's been a Steward since 1996. RJ spent 14 years on the Board of Directors, serving twice - 1999-2005 and 2016 to 2021. He served as RE from 2001-2005. RJ was our SCCA Area Director from 2006-2001, serving as Chairman of the BoD in 2010. He's been on the SFR Properties Board since 2004, and has handled SFR merchandise since 2005. RJ has been on the SFR Hall of Fame Committee since its inception.

RJ attended every event. He spent the majority of that time as a Steward, serving in every capacity. He was a nationally recognized Steward, which meant he could serve in any capacity of the Stewards program at any SCCA event. In his spare time, RJ was the Western Conference Steward for the Super Tour events on the West Coast. He attended the Runoffs seven times, and served as a Steward overseeing race events. RJ wore every hat that the club had to offer. He never backed down from a challenge, and he never wavered in his commitment to the club.

RJ raced SRF for several years. In honor of his previous profession - law enforcement, RJ raced under the Gold Star Racing Banner. RJ's cars were always ready to pass inspection, as he kept them high and tight. When RJ decided that it was time to hang up the helmet, he turned to making the club the best it could be. He could be found

helping out what ever crew that needed help. He was not opposed to serving at Social. He did not hesitate to climb on the back of one of the emergency trucks. The Pace Car never had a better driver. He was not opposed to putting in the work. None of this would surprise any of his former colleagues, because RJ was known for his tenacious investigative style.

Throughout RJ's life, he carried himself with honor and dignity. He always led by example, always represented the club as a true ambassador. We are proud as a region to call him one of our own. RJ, we love you and will miss you!



The Awards Banquet was a welcome finale to the region's challenging year, and folks stayed around for a long while socializing. Last year the Banquet was held at the Social during the last race of the year. It was nice to get the banquet back to a proper facility and honor those who contributed to the club so unselfishly. See Ya next year!

Thunderhill's Free Test Day for SCCA

BY SHERRY GRANTZ

The annual FREE test day provided to San Francisco Region racers, was rather good, a bit cold and dry. Thirty-nine racers took advantage of the day on the three-mile course staffed entirely by Thunderhill. The long tow goes to veteran racer Lee Fleming from Orange County. The French family was on the scene with Lucas and Ben. Another long-haul group came from Santa Cruz. The rest were from here and there, including Petaluma, Hollister, Danville, Cameron Park, San Francisco, Grass Valley, Livermore, and Pleasanton. Of the thirty-nine entrants, there were eighteen Mazda's making up almost half of those who drove to Thunderhill Park. One driver joined the SFR/SCCA by going on-line to do so in order to take advantage

of the fee offer. Cars ran until 4:30 Sunday afternoon, with about half of the testers staying to the end. This FREE day is an annual affair designed as an added value for racing with the Club and being a member of the SFR/SCCA. All of the team at Thunderhill is happy to see the smiling faces that come sign up in the Gift Shop and throughout the day as another year comes to an end.

Don't forget Thunderhill Park offers the lowest rates in the north state for testing, so plan on joining us to get ready for the 2022 Championship competition and dialing in your car. Go to www.thunderhill.com to learn more about how you can get on track!

As I recollect

By Frank Schultheis

Joe Stephana's two articles were really GREAT!... Here are some of my recollections of Vaca Valley Raceway that could provide even more insight to this infamous SFR racing facility... So here goes:

I went through a Racing Drivers Club, "RDC Driving School" held there in 1958 in our MG-TF-1250. I became qualified to then race in SCCA events. The point here though is that this venue existed (was constructed) in, or prior to 1958. The diagram shown in Joe's October article does not do justice to a most unusual feature of that oval portion of the layout!. The South and North banking was "stepped" - It had three "grooves" or steps: The inner radius was about 12/13 degrees - Then the next radius flattened to about 4 to 5 degrees - And then came the upper/largest radius which was also about 12/14 degrees. (?) What was the designer/builder thinking when coming-up with such weird plan? There was never a guard rail around the upper/largest radius of the banking... One thought was that not enough soil could be taken from a "borrow pit" which was located West of Turns 6 and 7. If you attempted to use the center "step" to either pass or give-way, one had its hands full if carrying too much speed into the transition!

As the pavement aged, the mcdam was not formulated very well, and small pebbles (almost sand-like) developed. And even if a sweeper was used to move the loose grit up and over the top of Turn 1 and 2 - the "stuff" ablated up out of the "black top" as the day's racing progressed, which made a difference as to how well your tires stuck between your practice, qualifying and your race.

Also: The front straight must not have had a substantial base course laid down, for by the time I raced there again in 1964, the dips and "rain water collectors" gave your race car's suspension quite a workout. And there was no good path which was smooth.

We watched a National Points Race there in 1958, with drivers of fame like Lance Reventlow (Barbara Hutton's son, and heir to Revlon) and Roger Penske. (He was young, skinny and had lots of hair!) Reventlow was driving his creation- a Scarab and Penske a Lola. (T-70, but not for sure it may have been "front engined")

I watched some great drag racing there early on - Chris (The Greek) Carramacedes bought a beautiful front-engined long wheelbase Fuel Dragster out and really put on a show. There was perhaps 10,000 in attendance that weekend. The track could be rented for \$10 a day for tune and testing - many of us did so.

Having lived in Sacramento in the 50's and 60's, and then in the South Bay Area, (with in-laws still in Sacto.) we passed by the property many times with a sigh, and then finally saw it had succumbed to the developers. Much like Cotati did. Sad.



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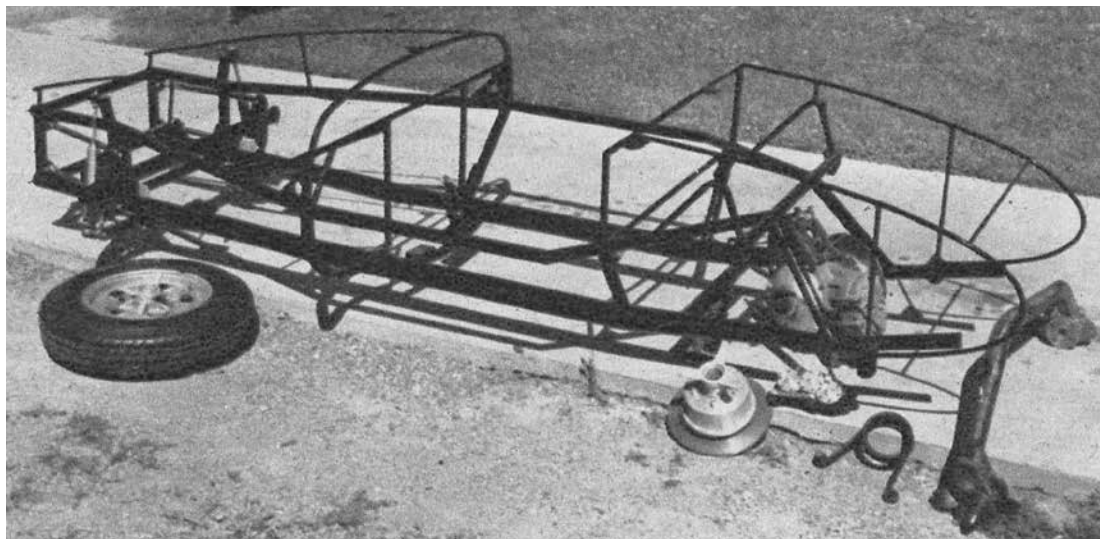
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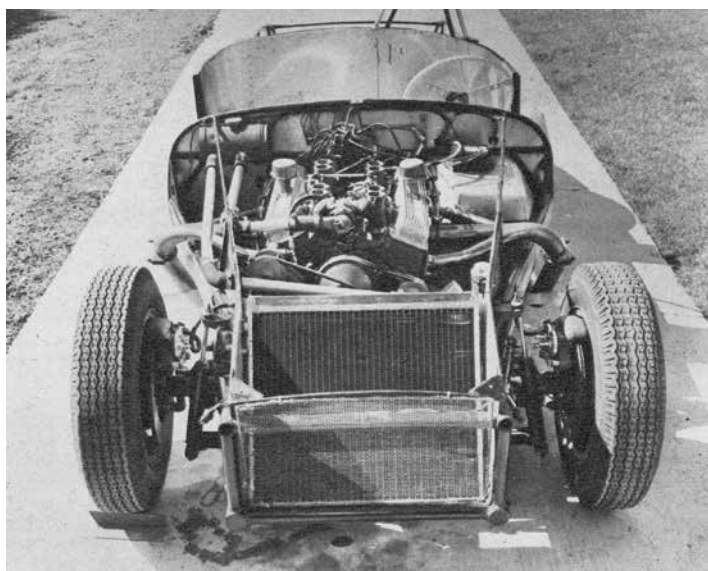
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NOTES from the ARCHIVE - FROSTY'S HOT RIDE



Huffaker designed and built tubular frame

By the mid-1950s, sports car racing was showing great signs of progress with larger grids at races, more drivers entering the sport and a wider variety of car types on the track. Production car classes continued to thrive as the world's car manufacturers designed and built higher performance sports cars with the hope of capturing a share of the large and growing U.S. market. The specialty car builders, particularly those in the U.K. and Europe, were exporting a number of new models intended primarily for racing. As a result the Modified Classes were becoming more competitive with faster and better handling models.



Front view of the special with Chevy V8

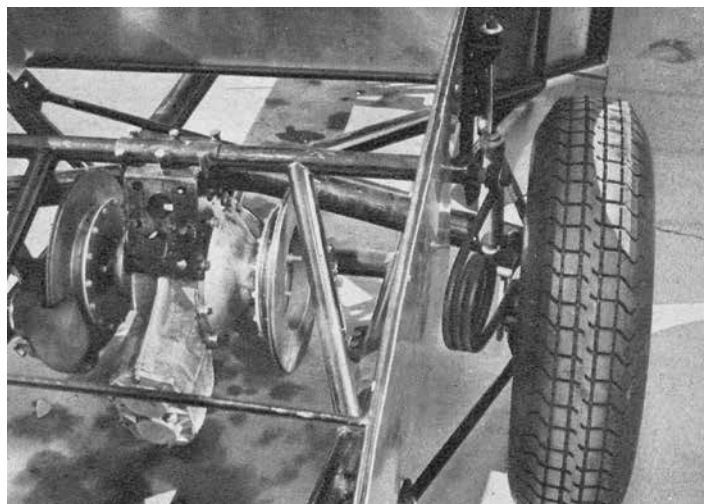
Like many relatively new amateur race drivers, Fred "Frosty" Knoop spent his early racing years in production sports cars, the Austin Healey among them. The desire to move to a bigger, faster car prompted Frosty to contact his close friend, Joe Huffaker Sr. whom he had met while frequenting Bill Breeze's Sports Car Center in Sausalito. Their relationship grew as they would meet at race events over a few years.

In their conversations, Knoop and Huffaker found they had similar ideas about cars and the possibility of building one that could take on the imported high performance sports cars. Their casual discussions developed into a plan and the two decided to design and build their own special. The timing was right with two key components becoming available on the market in 1956, the Chevrolet 283 ci V-8 and an appropriate size Devin Fiberglass Body. The project began in Huffaker's single-car garage and took about one year to finish with the two friends working in the evenings and on weekends.

Huffaker designed and fabricated a lightweight tubular frame which used torsion bar front suspension and a DeDion rear axle with Halibrand quick change rear end. The rear springs were designed and built by Huffaker with a unique "safety pin" coil type. The engine received several modifications to increase its performance including higher compression, enlarged and polished ports, Hilborn fuel injection and a dual point ignition system. To handle the anticipated power of the V-8, a modified Jaguar transmission with close ratio gears was mated to the engine. With an expected top speed of well over 100 mph, disc brakes were used on all four corners to reliably slow the car down to safely negotiate corners.

The Devin body also required modifying to accommodate the engine and large radiator so Huffaker split the body horizontally at the center line then added material to provide the necessary room. Halibrand knock off wheels were mounted giving the car a very nice overall appearance. When the project was completed the car's dry weight was just over 1700 pounds and with the V-8 power, the car was expected to be very quick.

The new Huffaker Knoop Special was debuted at the opening weekend of Laguna Seca Raceway in November 1957. The car was barely



DeDion rear end with unique "safety pin" rear springs



Knoop spins the Special at Minden August 1958

finished in time for the event which meant they were unable to test the car before the first practice. The Special's first drive was from Knoop's home in the Monterey area to the race track but the car ran smoothly with no hiccups. Knoop's first laps on the new road course confirmed his and Huffaker's expectations, the car accelerated like a rocket and was very fast. 0 - 60 mph was clocked at just over four seconds while the overall handling and braking was excellent. Knoop knew his new hot ride was going to be a contender against the other cars in the Modified Class.

Unfortunately, while the car ran very well in practice and qualifying, the race proved to be another story when the car suffered a mechanical problem that put it out of the race. Overall Huffaker and Knoop were happy with their creation since it ran up front with the other Modified cars and showed its potential so their hopes for the 1958 season were high.

The new racing season did not develop the way Huffaker and Knoop had hoped since the car suffered a string of mechanical problems. Each was diagnosed, repaired with the problem not occurring a second time but new problems would cause several DNFs. While the car did finish

about half the races entered in the top ten, it also did not finish the other half of its races. The car showed great acceleration and speed, in fact it was clocked at 144 mph at the first race of 1958 at Phoenix but reliability was another story.

Knoop and Huffaker grew weary of the string of problems and the time and money it took to sort the car. As a result and after finishing in fourth place at the season ending race at Laguna Seca, the car was sold to another SFR racer, Chuck Howard. Howard made a couple of changes, upgrading the engine to a 327 ci Chevy and adding wider tires for the 1959 season. He split his racing between the Special and his Porsche RSK and Maserati 200S but the string of mechanical problems with the Special continued resulting in DNFs including his first race in the car in 1960 which turned out to be his last race in the car. Howard did have one success of note, in 1959 he set a class lap record at Laguna Seca which remained in place until 1964. Another SFR racer, Bob Herta, took the car to Bonneville and was timed at 190 mph on one run leaving no doubt the car was very fast.

The story doesn't end there as the Huffaker Knoop Special found new owners over the years and is still with us today. In 1968, it was one of five sports cars that participated in a "track day" at Vaca Valley Raceway put on by the founders of what would become the Classic Sports Racing Group (CSRG).



The Knoop Huffaker Special at speed at Minden

An advertisement for World Speed Motorsports. The top left features the company logo: 'WORLD SPEED' in large, bold, red letters with a globe icon, and 'motorsports' in smaller, lowercase letters below it. Underneath the logo is the address: '29687 Arnold Drive Sonoma, CA 95476'. Below the address is a list of services: '- Formula and Sport Racer Specialists', '- Race Car rentals, and Arrive & Drive Programs', '- Race Car Prep, Sales, Parts, Service, & Transportation', '- Driver Coaching', and '- Learn more at www.worldspeedinc.com'. At the bottom left, a red-bordered box contains the text 'Call to schedule a visit: (707) 722-3628'. The background of the advertisement is a close-up photograph of a race car driver wearing a colorful helmet (yellow, blue, and red) and a racing suit, sitting in the cockpit of a dark-colored race car. The car has a red 'E' logo and the word 'STANDING' visible on the front.

THUNDERHILL REPORT

BY SHERRY GRANTZ

The 2022 weather at Thunderhill has been different from recent years with a 160% increase in the snowpack in the mountains to our east, and just over 10 inches of rain in an area where 14 to 19 inches is the yearly average. Despite this optimistic data, hydrologists here still advise caution as to water usage going forward. I take some of this as the "sky is falling" mentality. Some people just cannot get past worst-case scenario.

The wet weather makes Thunderhill Park green and beautiful up to the month of May depending on, you guessed it, the weather. The track has been green that long, but not all that often. When it starts to turn to California golden brown, it transitions in a matter of days depending on, you guessed it, the weather.



During the green time it has been my pleasure to secure the assistance of long-time SCCA racer Woody Yerxa of nearby Colusa. He flies me over the property in his helicopter so we can take aerial photos of the property, all surfaces, and sometimes the surrounding area. Many of you have seen these photos in the Thunderhill yearbooks that come out as often as the track turns green, once a year. These pictures have also appeared in The Wheel sometimes. Years from now, those running the track and those writing about its history will thank us for taking and storing copious numbers of photos of the growth and development of the track through the years. The yearbooks in themselves are an annual documentation of the evolution of the track, with photos and stories about what happened in the previous year. Most of you got a copy of this yearbook in the US Mail, courtesy of the track. We hope you enjoyed it, and that all we do here serves as a means of keeping you in the loop about what is happening at your track.

2021 will end in the black at Thunderhill when the books are completed and the reviews done. This will be the 28th year that Thunderhill has shown a profit, no small achievement given all the wild and crazy things we have had to deal with during the last few years. All of us here are proud to say that we kept all of our employees on the payroll during each of the pandemic periods in the nation. For this, we received PPPA funding and hope to receive Employee Retention credits someday. While we did the PPPA funding request in-house, we turned to Patrick, Buzarellos and Kendrick for help with the ERC funding application. You may recall the P, B & K CPAs are connected to long-time SCCA racer, Kevin Rogers. Kevin is looking at retirement from his position as a community college professor with plans to take his wife, our chief CPA, Twyla, on a long trip aboard their large ship which has replaced race cars in Kevin's world. We thank Kevin for

all his help over the years and Twyla Buzarellos for being that brilliant CPA that kept us ahead of the tax collector. The same thanks go to the Yerxa family, Woody, and Kathy, for also being there when we called for help.

When you return to Thunderhill Park, we invite you to cross the bridge that goes from the north paddock to the hill located in the center of Turns Nine, Ten, Eleven and Fourteen. It is mostly new, and the renovation was done in-house. Thanks to team members Lee Noll, Bob Maybell, Bryan Tharp, Sean Crandall, and Rod Powell for getting it all done. We considered contracting this job out, but the quotes for the job should have had the Golden Gate Bridge in the customer slot.

Laguna Seca is facing the same thing as they prepare to replace the bridge that crosses the track near Start-Finish. Other new items in place when you get here at Thunderhill will be the replacement of the damaged chain link fencing that surrounds the Turn 14 - 15 hill and along the entrance replacing the pole fence that has been there for years.

The final rental data for 2021, based on counting each of the five surfaces that we rent, and calling a day a day instead of an event, came out at 318 event days on the three mile, 261 on the two and 410 event days on the skid pads. Rallycross added six more days to the total which topped out at 995 event days in 2021.

2022 is starting a bit slower, but there is evidence that it will pick up and again exceed 900 event days. The three-mile remains the most popular surface to rent; but as you can see, the two mile is gaining ground. The pads are just a bonus, since there is not a lot of extra work involved in renting one or both pads simultaneously.

The Sacramento Autocross Chapter has already booked a full schedule on the big pad, after experiencing considerable growth in 2021, attracting car people from Redding, Chico and Reno. The Drift community has also found us. They say that we are the only venue that rents drifting facilities in the north state in the manner that we do. Sonoma does some drifting; but I am told that it is limited, and involves having another event on the drag strip. The drifters use the paddock area or that pavement above Turn Seven.

The new track at Buttonwillow continues to suffer delays. I was told by one of our core customers that they had dates booked for 2021 and 2022, only to get a call telling them that their dates were not going to happen, because the track was not ready. Kind of tough if you are building a twelve-month schedule and the dates you let get away at other tracks are no longer available when you find out that your date[s] have been cancelled.

The SFR SCCA will host one more race at Thunderhill this year, apparently by popular demand. It will be good to see you all more often in 2022, as we continue the process of making Thunderhill invincible. Remember, we have no debt to serve, and we have a good book of business and we run the place like every penny counts, which partially explains the results. All of us at Thunderhill will see you soon for the SFR/SCCA Drivers' School.

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ATTENTION

Attention FV Owners
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Attention Race Car Drivers
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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

WANTED

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Tupper Hull at:
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