



The wheel[®]



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The official publication of the San Francisco Region of the Sports Car Club Of America



SFR Regional 1 & 2
p. 8

Fresno Chapter
p. 22

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Above #7 Wilson Powell won the Sunday group 5 race

Cover #18 Gustavo Greco throws his BMW 3 through the turn 3 complex.

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CALENDAR

2022 FRESNO CHAPTER SOLO SCHEDULE

Event 4 - **April 23**

Event 5 - **April 24**

Event 6 - **June 6**

Event 7 - **June 7**

Event 8 - **June 25**

Event 9 - **Aug 20**

Event 10 - **Sept 10**

Event 11 - **Sept 11**

Event 12 - **Nov 12**

Event 13 - **Nov 13**

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

All events held at Fresno Fairgrounds except
February

**Famoso Raceway

SAN FRANCISCO REGION'S 2022 SOLO II CHAMPIONSHIP SCHEDULE

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

SCCA ProSolo - **April 23**

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

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

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

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

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

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

RENO REGION SCCA SCHEDULE

March 26

June 11

Aug 5*

Sept 10

Oct 15

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

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

SCCA SACRAMENTO AUTOCROSS SCHEDULE

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

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

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

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

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

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

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

Enduro Practice - **October 8**

Enduro - **October 9**

Events held at Thunderhill Raceway Park

2022

2022 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

APRIL 21-24**

TRANSAM/SVRA - WEATHERTECH
RACEWAY LAGUNA SECA

APRIL 29-MAY 1*

IMSA - WEATHERTECH RACEWAY LAGUNA
SECA

MAY 13-15

REGIONAL 5&6 - WEATHERTECH RACEWAY
LAGUNA SECA

JUNE 17

TEST DAY (RUN BY THUNDERHILL) –
THUNDERHILL RACEWAY

JUNE 18-19

REGIONAL 7&8 -THUNDERHILL RACEWAY

JULY 1-3

REGIONAL 9&10 - WEATHERTECH
RACEWAY LAGUNA SECA

JULY 22-24

REGIONAL 11&12 - WEATHERTECH
RACEWAY LAGUNA SECA

AUGUST 13-14*

PRE REUNION - WEATHERTECH RACEWAY
LAGUNA SECA

AUGUST 17-20*

REUNION - WEATHERTECH RACEWAY
LAGUNA SECA

SEPTEMBER 2

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

SEPTEMBER 3-4

REGIONAL 13&14 - SONOMA RACEWAY

SEPTEMBER 9-11*

INDY CAR - WEATHERTECH RACEWAY
LAGUNA SECA

OCTOBER 13-16*

VELOCITY INVITATIONAL - WEATHERTECH
RACEWAY LAGUNA SECA

OCTOBER 28-30

REGIONAL 15,16,17 - THUNDERHILL
RACEWAY

* *Pro Race Support for Volunteers*

** *Pro Support-E Crew only*

*** *Double points*

**** *Subject to change*

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Confessions of a Cone Slayer

By Rob Krider



Fat or Fast?

I've had, what I consider, the misfortune of being on television a number of times. The reason I say misfortune is because I've never seen my own image on TV and said, "Damn, that dude looks good!" Instead, I've seen myself on television and thought I'll never, ever, ever, eat again. Yes, I know

they say that TV adds 10 pounds, but adding 10 pounds to an already 20-pound overweight person doesn't do anybody any favors. Besides adding TV screen pounds, television also just shows you what your actual size is, in high definition, and from every ugly angle possible. Without TV's assistance, I only look at myself in the mirror head-on while sucking in my gut. I'd never look at myself from a side profile where my beer belly hangs in full shameful glory. My belly profile indicates that I'm truly a gluttonous lover of fine craft beer, but unfortunately it also hints that I might be in my third trimester of pregnancy. Obviously, I'm not actually pregnant. I had a vasectomy years ago.

These unfortunate TV appearances where I look fat have all revolved around racing cars in some fashion (and, admittedly, sometimes crashing those cars). I love competing in motorsports, and I enjoy seeing myself on TV hiding behind a race helmet driving like a lunatic around a race track. What I don't like is the part of the show where I climb my big butt out of the car and start talking to the camera with my two chins. I say stimulating things like "um" and "wow." I eventually stammer on and talk about the race. I mention my sponsors, like Tactical Ops Brewing (hence the beer belly) and Cadet Blues the novel, but I never tell the viewers at home what they really want to know: Is the baby going to be a boy or a girl?

A recent belly revealing television debacle came at the hands of the Optima Search for the Ultimate Street Car show on MAVTV. Yes, I know—and my wife, whom I love, is quick to point out—the show is on a channel most people don't get. My 15 minutes of fame are actually 15 minutes of cable fame, and only in limited select markets. Regardless of how many people did or didn't watch the episode I was in, I eventually saw the footage and I wanted to crawl in a hole for six months and starve myself. Either that or wish for a parasite like a tapeworm to live in my intestines. Those were my only two imaginable options: starvation or tapeworm. Sadly, a third option, exercise, never even crossed my mind.

The interesting part is that my friends, who are supposed to have my best interest at heart, couldn't be bothered to tell me to put down the extra-large milkshake, the double-double cheeseburger, and the fries covered in cheese with a side of cheese. Nobody bothered to tell me I got super fat. They just treated me as if everything was normal and let me leave the house and go on television to race cars. How could things be normal? I either gained 20 pounds in a year or, more reasonably, in three months I was going to be the first male in the history of the world to deliver a baby. I had no self-awareness and was completely delusional about my own body type. I honestly just couldn't see it for myself. Well, until I saw it on my 65-inch flat screen, which in one particular ugly frame was 65 inches of my race-winning, beer belly/baby tummy. Not flattering.

After the shock of seeing myself visibly pregnant on television I decided something drastic needed to happen. And it needed to happen quickly. The television program was inviting me to go to Las Vegas for the SEMA show. They wanted to do press during the show and then have me race in the championship event at Las Vegas Motor Speedway for the final episode of the season. I'd be on TV again, well, cable TV anyway. The

question all the viewers wanted to know was could I win the race while driving nine months pregnant? Or would I have the baby before the big race in November and be noticeably thinner? Would I keep the child or put it up for adoption?

I knew I needed to lose weight. After searching "tapeworm" on Google Images, I decided maybe I should just diet instead. For my extreme diet I went caveman style. The Paleo Diet was going to be my savior. It was going to cure me of my male pregnancy. The Paleo Diet is very simple: If the caveman didn't have it, then I don't get to have it. Snickers candy bars? Nope, those hadn't been imagined yet. Bread? Nope, they didn't know about wheat. Cheese? Forget it. Ice cream? They hadn't even invented the freezer, don't ask stupid questions. No dairy, no sugar, no grains, no soda, no beers, no fun. Paleo equals starvation, and that's how it works.

I told my son I was on the caveman diet to try to lose weight. He asked me, "Does that mean you're going to chase after your food during a hunt to burn calories?"

"No, son. It just means I eat a lot of meat. I'm going to drive to the grocery store in my Corvette and buy dead chicken carcasses to barbecue, just like the cavemen did." The first week of the diet, living without Pepsi, bread, beer, cheese, and candy bars, I thought I might die. I had a massive headache, and I dreamed every night about pizza. My only sustenance was vegetables, fruit, and meat. I drank nothing but water. No Double Nickel Nine IPA for me. It was miserable. I was so hungry I was beginning to get a little crazy. At one point I thought if I see a man walk through my backyard holding a piece of cheesy bread, I will murder him with my own hands to get that bread. Luckily for me, and my criminal record, nobody walked through my backyard holding cheesy bread.

Even though I was very hangry, in just four weeks I did lose 22 pounds. Losing that much weight would not only ensure that nobody thought I was a guy having a baby, but it certainly would also make the race car lighter, which makes it faster. Win, win. When I arrived in Vegas for SEMA and the finale I was nice and svelte. Svelte and insanely hungry. I did look good for the cameras, but oddly I drove terribly and lost the championship. I don't know why, but it turns out...I drive better when I'm fat.

"Waitress! I'm gonna need all the cheeseburgers you have in this restaurant!"

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





Hi All,

It's March already. We are preparing for our next Road Race, a Majors and also Regional 3 & 4. We added a "Regional only" race so our Novices from Driving School can enter for their Comp license. We have 19 entries so far!

After this race, we won't be at a Road Racing Event until May. We have IMSA and SVRA in April that we are staffing. We will only be

proving E Crew services for SVRA.

After May we will be racing every month until our October finales. Remember this a triple Regional.... We will do the 5 mile this year, subject to track conditions.

We have also looked at the VIP points versus Draft cards. We have already decided VIP points are being tracked online. To keep everything smother, we will also track Draft cards this way after July 1. To get you draft cards registered, contact Trish or Courtney at the office. Hard card Draft cards will not be accepted after that. We are trying to make sure all our account payable are accounted for. This way we know what we owe folks, and can account for it.

We are also pursuing new E Crew trucks as well as a Pace Car. We are looking at getting one each year over the next four years. As most Drivers know, We have added an equipment fund for this. Please remember, we are a multi million dollar club. We have to run it as

one. We are also the sole owner of a debt free racetrack. We are the only Region in the country that has this advantage. This is due to all of our members and the extra fees they paid during the 90's to make this happen. Many newer folks don't know this. We also have 3 of the best tracks in America!

We also long for new volunteers. We have made some inroads. We need younger people. My son is now on grid. He loves it. He has three other kids with him. Does your son or daughter have an interest? Bring them out!

As always, I am at all the races. Just look for car 58. Please search me out with you ideas and suggestions (I have the bright red race suit).

We are also looking for a 2023 West Coast shoot out. Since National won't have a Runoffs on the West Coast, we need to do this. We will do this!

I look to meeting everyone! Let's have fun, and let's go racing!

Tim



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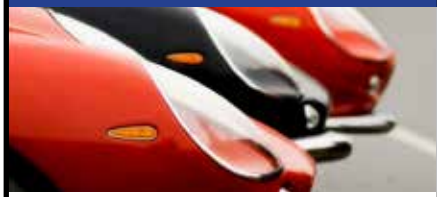




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SFR REGIONAL 1 & 2 RACE REPORT

The first regional race of the season was also the first of two at Sonoma Raceway. The weekend weather forecast was for dry but chilly weather. And chilly it was. Friday and Saturday were bone-chilling cold and grayish all day, especially the mornings where it was below freezing. Sunday warmed up and by afternoon, it was short shirt-sleeve sunny weather. Friday was a private (Hooked-On Driving) test day and it was sold out with a Waiting List.

The cold mornings were problematic for the early groups. Many drivers complained that they could not get their oil or water temperature in the proper range causing performance issues. Plus as evidenced by the number of early morning spins getting heat into the tires was not as cut and dry as is normally the case.

There was a nice turnout of drivers, with a sprinkling of Novices fresh out of Competition Licensing School in the mix. However, a couple of groups would have been more interesting with additional entries to fill out the lean (single digit) grids. Group 1 had a half-half mix of SFR and out of region drivers, thanks to Telo Stewart who is bringing the World Speed Formula Car Championship to the SFR races. This group possibly has the largest number of young drivers, more than a few who are teens.

And making the puzzle complete was an adequate turnout of volunteer Workers including some returning faces, and some young and eager new Workers. We welcomed back Grid Chief Karen Lamm, congratulated Trish James who became the new Chief for Timing and Scoring, and thanked Stephanie Helberg who officially became Tech Chief after filling the role last season. The Flagging & Communications Crew welcomed new Assistant Chief, Greg Martin, who went through SFR's School last month on the RDC Worker Scholarship.

Another perk for some of the newbies was a Pace Car ride with Bill Blake. Part of the bonus for some was staying out while the Pace Car became the Safety Car for one or more cautions.

What was evidenced throughout the weekend, noted and noticed by the participants, was the welcoming, helpful atmosphere as well as how well managed was the event.

The Group 7 drivers had a mandatory meeting Saturday and among other things they discussed were tires for the group. They will run both Maxxis and Toyos, with each offering financial contingencies. At the meeting there was a drawing for Toyo money and \$400 was awarded.

The winners were announced for Saturday's Bobby Carter Memorial Race. This race was for Group 7 cars and was non-points, but had prizes. The winners of each class received \$100, runner-ups got \$75 and third places received \$50. The recipients were: SMT: Will Schrader; Jason

Starr; and Gregory Smoot. SSM: Steve Borlick; Matt Wyatt; and Aaron Garfinkel. SM: John Anderson.

Saturday night everyone was invited to dinner at Social in the garages. The track did a nice job of catering a beef brisket menu, with spicy green beans, tasty country mashed potatoes and lots of delicious cookies and lemon bars. The crowd was a nice mixture of Workers and Officials, Drivers and Crews.

Sunday - what an apt descriptive name for the day, when the weather turned from Saturday's bone-chilling temperatures to a bright, warm and sunny day with blue skies which emphasized the green hillsides. It was so warm Sunday afternoon that there had to be some scrambling to redistribute water to all the Worker crews so they could stay hydrated.

The day started with 15-minute qualifying sessions, followed by half-hour races. The morning was busy, with a variety of situations including an Alert and a Red Flag during the Spec Racer's session. No one was hurt, but the E Crew and Course Marshals were kept busy.

FA3 driver, Joe Briggs again donated to the workers, with 15 receiving a \$20 bill. Those names drawn Saturday were Ron Branam-F&C; Bruce Brunner-Starter; Omar Esparza-Tech; Michael Guess-Starter; Joyce Hilton-Starter; Don Landers-F&C&C; and Dan Wise-Steward. The Sunday recipients were Bob Connors-Grid; David Kyllonen-Grid; Mike Neff-F&C; Nick Peterson-Grid; Darlyn Linka-Pittanati-Grid; Dean Stocker-Steward; Dick Stubendorf-Tech; and Bill Wells-Steward. Again, our thanks to you, Joe.

There were other expressions of appreciation for the Workers. Two young F4 Ligier drivers in Group 1, Jake Nelson #1 and Oliver Westling #2, dropped by the Worker lunch Sunday to thank them for being there and to thank the region for providing meals to the marshals. And Sunday morning Oregon Region driver Dave Dunning #31 SMT Miata in Group 7 came to the Sunday F&C morning meeting to thank the crew for all of their hard work, and to say how welcome he always felt when he came to SFR.

Over the weekend several track records were broken. Sunday, there were two New Track Records: Nick Persing, who broke his Saturday track record in FA2 at 1:31.417; and Jim Devenport in P1 at 1:28.488. Saturday's track records were set by: Bryson Morris in FX at 1:38.070; Joe Briggs in FA3 at 1:35.636 and Nick Persing in FA2 at 1:31.782. In SRF3, Umberto Milletti set a new record of 1:46.479.

SFR returns to Sonoma the first weekend in September for Regional Races 13 & 14.

Group 1 (FA FM FX F4 FA2 FA3)

Race 1

The Group 1 Race had 27 drivers, with half of them coming from out of region. The race had a full grid. Three New Track Records were set in this race. Nick Persing from Cal Club won overall and in FA2 and set fastest race lap, which was also a new track record for FA2.

The race had a caution mid-race and then another when Cooper Becklin and Joe Briggs had contact in Turn 6. Briggs continued and went on to win FA3 and set a new FA3 track record. Becklin stalled and hit the wall. After the caution Persing was able to get by his competition, Ryan Yardley, take the lead and in his words 'walk away a bit before the end.' This was in spite of not having a great qualifying session at 9am, in freezing temperatures, when he struggled to get the tires warm.

Ryan Shehan of Lone Star Region won FX, with Bryson Morris from Tennessee coming in second and setting a new FX track record. Bill Weaver won FM.

Cal Club driver, Randy Sturgeon finished fifth in FM, surviving being 'dive bombed' by a couple of F3 drivers in Turn 10, who hadn't gotten the memo about Turn 10 not being a passing zone. He said he was lucky to keep it off the wall. Sturgeon said the low temperatures affected the grip and the early morning qualifying session was treacherous. On his first qualifying lap, Sturgeon passed five cars who had spun out before Turn 6.

Jake Nelson from Arizona finished way back in his Ligier F4, but he said the weekend was amazing and super fun! That's what we like to hear.



#8 Alex Kirby kicks up some rocks at the very fast exit of turn 10.

RESULTS

FA2

- 1. Nick Persing
- 2. Ryan Yardley
- 3. Alex Kirby

FA3

- 1. Joe Briggs
- 2. Edd Ozard

FM

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

FX

- 1. Ryan Shehan
- 2. Bryson Morris
- 3. Tao Takaoka

Race 2

Now that the Formula Car Challenge Presented by Goodyear is part of the San Francisco Regional schedule, we can expect full fields of the formula car group. For the season opener, we had 26 entries, with 25 of those entries starting the Sunday race.

New for this year is the FA class which has been broken down to accurately reflect the participation. In years past, if the SCCA did not have a specific class for your formula car you were just lumped into FA. This is not a bad thing when a race weekend has only two or three FA cars. But in our region, we have the proper FA cars like Graham Rankin's FA Swift racing against a Pro Mazda, which is an entirely different car.

So... for this year, we have the FA2 cars, which are all the Liger Formula 3 cars. We have FA3, which is all the Pro Mazda race cars. Lastly, we have FA, which are the cars that were built specifically to FA rules like the Swifts and Reynards from the FA heydays.

With the history lesson over, let's talk about the Sunday race. The plot twisted for this race even before the pace lap. One of the front row starters, Nick Persing somehow got blocked in his garage stall, and by the time he was able to make it to grid, it was too late to slot into his second place starting position, so to the back of the 25-car field he went. Persing got a good start and made it up to fifth place by the end of the first lap. After a couple more laps, he was up to third and was giving Ryan Yardley a hard time. After one lap of stalking Yardley, Persing made it around and set his sights on Cooper Becklin, who was the pole sitter and was enjoying a decent lead at this point.

These F3 cars require a lot of skill to drive because of the turbo-charged 300 hp engine and the relatively narrow tires. Anyway, as Persing was hunting down Becklin, Becklin's car went around on him, allowing Persing and Yardley to get around him.

Persing spent the next ten laps in the lead, stretching out his lead to 22.5 second at the end. Yardley and Becklin ran nose to tail the rest of the distance with Yardley holding onto second.

FA3 had only two competitors - Joe Briggs and Edd Ozard. Briggs led the class start to finish, but that is not to say his race was uneventful. Briggs was right at the tail end of the FA2 battle, and was working real

hard to get around the FA2 car of John Purcell. Ozard was languishing back in 13th overall, six places behind Briggs, but flipped on the switch from the 10th lap on and finished right behind Briggs.

FM had a split start from the rest of the group. Pole sitter in FM was Bill Weaver, with Steve Martin qualifying almost two seconds slower. The start of the FM race saw Weaver jump into the lead with Martin following in his exhaust fumes. As the race progressed, Weaver and Martin started to catch up with some of the cars in the first group, which caused a large gap between them. Third place in FM was Brad Drew, who also had to work his way through the group ahead of him. At the end, the top three FM cars had no other classes between them. It would have been interesting to see how the race would have panned out if they were the only class running.

FX was a great race! The car to have in FX is the FS2.0 made by World Speed. Last year Tao Takaoka had his way in the class and had his way with the other drivers who had a FS 2.0 car. It looks like things are changing in the class. Doran Dreksler looks like he is getting comfortable in his FS 2.0, and had the race under control for the first 17 laps. But Takaoka kept his head down and chased after Dreksler. As the race was winding down, so was Dreksler's lead. With three laps to go, Takaoka had closed the gap to less than a car length and was looking for a way around Dreksler. Then, with two laps to go, Takaoka got a good run out of Turn 11 and engaged in a drag race up the hill to Turn 2. Takaoka came out on top and just held off the feisty Dreksler. If this is any indication to how the season is going to play out, I can't wait for the next event.

Also part of this weekend was the F4 series run by Exclusive Racing. There were seven cars in this group running as FX.

RESULTS

FA2

- 1. Nick Persing
- 2. Ryan Yardley
- 3. Cooper Becklin

FA3

- 1. Joe Briggs
- 2. Edd Ozard

FM

- 1. Bill Weaver
- 2. Steve Martin
- 3. Randy Sturgeon

FX

- 1. Tao Takaoka
- 2. Doran Dreksler
- 3. Bryson Morris



#49 Chris Vian cresting turn 2

Another small group of open wheel cars was Group 2, with nine starters and eight finishers spread among five classes. Everyone trophied. Joe Viso had the pole in his P1 Elan, with Jim Devenport on the front row beside him driving his P1 Norma. He'd been chasing electrical gremlins and missed out on Friday's test as it was sold out. Devenport lasted three laps and retired. The rest of the race was rather processional and uneventful. Viso turned the fastest lap and his Margin of Victory was 1.35.025.

Eddy Chan won P2 driving his bright and shiny Radical. He thought the race was great, he learned a lot and definitely became the happiest man on his block for the weekend. His car is definitely a California creature with its Hayabusa engine, which does not take to cold weather. It was difficult on Friday and Saturday morning to keep up the oil and water temps in the car.



#61 Troy Tinsley in his 1979 Lola T192

RESULTS

P1

1. Joe Viso
2. John Shine
3. Chris Vian

FE2

1. Jerry Kroll

ASR

1. Cristiano Sacchi

P2

1. Eddy Chan

S2

1. Steve Gomas
2. Troy Tinsley



#23 Jim Devenport sets another track record, this time at Sonoma

The prototype group had only eight cars in the race. To be fair, this group of racers have a hard time running if there is any threat of rain or when the conditions are on the cold side. It was expected that we would have a small turnout for this run group. With five different classes represented, and only eight cars, there was not a lot of wheel-to-wheel racing.

That does not mean the race wasn't without some drama and intrigue. First off, we got to see Troy Tinsley debut his 1979 Lola T492. This car runs as a Sports 2000 car, and I am sure Tinsley has designs at running it mostly at vintage racing events. Steve Gomas was also out in a 1986 Swift DB2. The DB stands for David Bruns and the 2 designates it as the second car he designed. Gomas and Tinsley were the only close battle for position, which ended up ultimately being decided in Tinsley favor.

Jim Devenport spent the weekend chasing some bugs in the wiring and by the time the Sunday race rolled around, apparently everything had been corrected. He ended up lapping the entire field and in the process set a new P1 track record at Sonoma Raceway.

Eddie Chan made his San Francisco region debut in his shiny red 2010 Radical. He was experiencing low oil temperature problems which meant he had to make a couple of extra stops to investigate the problem. His pit stops were unique in that his car is like a computer - it has to be rebooted after it stops. But, as the lone P2 entry, he won his class.

Jerry Kroll made his way down from Vancouver, British Columbia and finished third overall. It's too bad we did not have a few FE2 cars in the field to make his trip more memorable.



#16 John Shine exits turn 2

RESULTS

P1

1. Jim Devenport
2. John Shine
3. Chris Vain

FE2

1. Jerry Kroll

ASR

1. Cristiano Sacchi

P2

1. Eddy Chan

S2

1. Troy Tinsley
2. Steve Gomes

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#162 Adam Achepohl, #81 Behram Soonawala, and #68 Lenny Celiberti fighting for position at turn 2.

Group 3 had 20 entries, 19 starters, and 15 finishers, all on the lead lap. This was another race where no one went home empty-handed. This race had a bit more drama than the preceding race. Three cars didn't make it past Turn 4 on the opening lap, when they had body contact. It was early retirement for Robert Roumimper ITE Datsun, Adam Achepohl EP Porsche and Jeff Sutton AS Mustang. Another early casualty was Skip Rebozzi GT2 Corvette, who had an accident in Turn 6A, causing an Alert. He was OK, but it was insult to injury as he'd been leading at the time. Small consolation was his fastest lap of the race. Timothy Lynn GT2 Mustang regained the lead and held to the finish. It was close racing with runner-up Andy Kwitowski GT2 Chevrolet TA2, and the Margin of Victory was only a 0.168.

Darrell Anderson was DNS for the race, as he had his qualifying times disallowed for sound. He may have set a new record - 112.7 on the db meter!

Clark Nunes's Camaro won T1; Gustavo Greco had a great time and won in the family BMW M3 ITE, his first SCCA win since he started competing last year; Joe Montana's Chevrolet Monte Carlo won GT1; Dan Kowaleski's Chevrolet Monte Carlo won SP; Dan Cullinane's Mustang won AS and Thomas Mak's Porsche won T3.

RESULTS

GT2

1. Timothy Lynn
2. Andy Kwitowski
3. Bryan MacMillan

T1

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

ITE

1. Gustavo Greco
2. Lenny Celiberti
3. Behram Soonawala

SP

1. Dan Kowalski

AS

1. Dan Cullinane
2. Anthony Bonino

T3

1. Thomas Mak



#48 Darrell Anderson qualified third on Sunday but only lasted three laps



#8 Don Van Nortwick crests turn 3

The last time Andy Kwitowski raced with us in our region, he was driving a BMW M3; and he finished second to Michael Fine, who at that time was driving a GT1 Monte Carlo. They both showed up in very nice-looking TA2 cars. Timothy Lynn, who won this race last year was also present, but he was driving a TA2 Mustang.

The TA2 cars are basically a spec car that limits the amount of money you can spend on things like shocks. The motors cost about half as much as a regular GT1 or TA car. The cars are very well built and are pretty fast. In other words, they are a lot of bang for the buck.

In the Sunday race Kwitowski took control of the race right from the start and held the lead the entire distance. It was not like he drove away from second place finisher Michael Fine; but the two never really had any door handle to door handle racing going on. Timothy Lynn on the other hand, had to work his way through the field after not establishing a qualifying time. Lynn was the Hard Charger of the race, making up 11 positions and setting the fastest time in the process.

Another racer that ran into some issues was third place qualifier Darrell Anderson. He too had to work his way through the field after losing his qualifying times due to sound; but in his case, the charge only lasted three laps before he retired.

Three out of the top four cars were Camaros. The only one that really looks like a Camaro you would find on the street is Clark Nunes in his T1 2010 Camaro. Nunes cruised to first in T1. But don't be fooled

by the appearance of Nunes' ride. His car is only five seconds a lap slower than the purpose-built TA2 cars.

Gustavo Greco won ITE in his 2004 BMW M3. The last time this car was out, Gustavo shared the ride with his son Jon. They also were sporting new sponsorship from Armor All and had car wrapped to show off the cool sponsorship.

Jeff Francis, who is best known for driving the Blue #98 Ford Mustang in AS and SMG, was trying his hand in a GT3 prepared Audi RS3. Francis started at the back of the pack, and made up seven positions by the time the 17-lap race was over.

The AS (A Sedan) race was a battle between Dan Cullinane in the DIG Motorsports Mustang against the 2003 Ford Mustang of Anthony Bonino. Cullinane led the class the entire race distance; but Bonino was within .5 seconds of Cullinane's best time.

RESULTS

AS

1. Dan Cullinane
2. Anthony Bonino

GT1

1. Joe Montana

GT2

1. Andy Kwitowski
2. Michael Fine
3. Timothy Lynn

GT3

1. Jeff Francis

ITE

1. Gustavo Greco
2. Lenny Celiberti

T1

1. Clark Nunes
2. Don Van Nortwick

T3

1. Thomas Mak



#17 Timothy Lynn started from the back on Sunday and worked up to 3rd place. He was the hard charger of the race and set the fastest lap.



#11 Denny Renfrow and #99 Steven Grafton were this close the entire race



Alan Dezzani after the cool down lap

Group 4 was the first race after lunch Saturday, and had the smallest field, with seven drivers. Everyone went home with a trophy, which was a nice glass mug good for quaffing beer, or what would have seemed more appropriate Saturday - nice hot Irish coffee. The weather had warmed up but not significantly, so it was still quite cold - cold track, cold tires, cold temps.

Hunter Tatman from Colorado started fourth but took the lead immediately and led every lap to take the victory, turning the fastest race lap in the process. Pole sitter Steven Grafton from Cal Club was passed at the start by FC driver, Paul Rodler and then by FF driver, Denny Renfrow. Rodler kept the runner-up position for all 16 laps. Renfrow ran third for eight laps before being passed by Grafton. The two swapped positions again, and then maintained to the finish, with Renfrow winning FF, despite his aerobatic off and on in Turn 11. Some consolation for Renfrow having to try so hard after he was too loud in qualifying and lost his times. Grafton came in second after a spin in Turn 7. Dave Jalen fell in behind the two to run and finished third in FF. Jalen said his race was uneventful and his main concern had been how difficult it was to warm his engine and get to Grid for his 8:15am qualifying run when engines couldn't be run before 8am in the 30

degree temperature.

In CF, Alan Dezzani spun on the first lap in Turn 7, but otherwise ran a steady race, leading CF every lap. He prevailed over Novice Michael Malone, fresh out of Driver's School. Malone had started last as he had no recorded qualifying times due to a disconnected transponder wire. He has long been crewing for Jalen, Michael Bernstein and Tom Duncan. Malone followed all their counsel and practiced what he'd learned in school - driving the racing line, hitting his marks and being cognizant of his car placement. He set a personal goal of getting under two minutes and by the finish, he had turned a 1:54.2. Oh Joy! He and his wife Margo Malone, who also crews for the FF drivers, were so proud of his trophy.

RESULTS

FC

1. Hunter Tatman
2. Paul Rodler

FF

1. Denny Renfrow
2. Steven Grafton
3. David Jalen

CF

1. Michael Malone
2. Alan Dezzani

Races early in the year are tough for the small bore formula car group. First off, for various reason, all the classes in the group are going through some growing pains (or lack of growth) and second off, with the unpredictable weather early in the year most of these racers prefer to stay home.

One guy who is not afraid of the weather is Hunter Tatman. Hunter hails from Windsor, Colorado, where the high temperature on Sunday was a mere 26 Fahrenheit. I did not get a chance to talk to Hunter; but it seems this race was the first shakedown in the FC car for him, as his previous results were in a FF. Lack of experience in the car did not play a role in his performance this weekend. His time of 1:36.025 compared well to the overall track record of 1:34.053; especially since track conditions early in the year are not as quick as they are in the fall. Tatman had the pace over the only other FC car in the field - Paul Rodler, with his Margin of Victory being roughly 97 seconds.

FF had three competitors, Denny Renfrow, Dave Jalen, and Steven Grafton. Michael Bernstein had entered the weekend, but crashed in Friday's testing and withdrew. Renfrow and Grafton drove away from Jalen, who had a lonely race. Renfrow and Grafton had quite the opposite experience. These two fought nose to gearbox the entire race. During the Saturday race Renfrow got the best of Grafton, so Grafton returned the favor on Sunday. Grafton led most of the laps, but Renfrow was able to get by under braking into Turn 11. The lead was very brief, as Renfrow went wide into Turn 7 on the very next lap, and Grafton seized the opportunity. Grafton held off Renfrow the rest of the way. At the end of the race, Renfrow told me the kid was fast

and drove hard, he did everything he could to beat him; but it was not meant to be this race.

The CF race featured Michael Malone making his racing debut after being the super crew member to his friends Dave Jalen, Michael Bernstein, and Tom Duncan. Malone has finally been able to live his dream of getting behind the wheel of his own race car. The other competitor in CF was Alan Dezzani, who has raced with us for several years and is a veteran of the Crossflow Cup races. He likes running at Sonoma, so for the past two years he has fit this race into his schedule.

The race between the two CF was also very close. Dezzani started with the lead only two lose it to Malone on the fourth lap. Malone then was holding off Dezzani. Once he was passed, Dezzani did not fall back. Instead, he stayed glued to Malone's bright orange rookie placard until there was an opening. On Lap 10, Malone made a mistake in the Carousel and lost about thirty seconds. Dezzani motored on by never to be threatened again.

RESULTS

FC

1. Hunter Tatman
2. Paul Rodler

FF

1. Steven Grafton
2. Denny Renfrow
3. Dave Jalen

CF

1. Alan Dezzani
2. Michael Malone



Paul Rodler chasing down Hunter Tateman



Hunter Tateman trying a different line in turn 11.



#32 Fabrice Gallez kicks up some debris on the exit of turn 2.

Group 5 had 34 drivers spread among seven of the 17 classes, and only one out of region driver. This group is mainly Miatas, a couple of other Mazdas and five larger cars. Jeff Sutton's SMG Mustang had the pole, led every lap, and turned the fastest lap. The top six drivers all ran and finished in their starting positions.

The ITA class is the largest in the group, with 18 drivers. The top three ran in place - Wa Huong, Christopher LaBouff and Ross Lindell. Rob Fuller ran his ITA Miata to fourth in class, said he had a blast, and that it was great to be back. Eric Fulkerson didn't qualify so started at the back and charged through the field to finish tenth overall, sixth in ITA, behind Jayceton Lapid. Fulkerson redefined the definition of Hard Charger.

Young David Covin led ITX, winning his first of two races this weekend. Last year he went through SFR's School, going straight to his Competition License as a 15-year old; and this year he was an Instructor in the SFR School. Matthew Wyatt ran second in ITX, earning the first of four trophies for the weekend. He also races in SSM. Aaron Garfinkel was third.

RESULTS

SMG

- 1. Jeff Sutton
- 2. Dan Cullinane
- 3. Anthony Bonino

STU

- 1. Wilson Powell

ITA

- 1. Wa Huong
- 2. Christopher LaBouff
- 3. Ross Lindell

ITX

- 1. David Covin
- 2. Matthew Wyatt
- 3. Aaron Garfinkel

SSC5

- 1. Tim Sullivan

T4

- 1. Mauro Pellegrini

E30

- 1. Charles Dahoney



#33 Dan Cullinane finished second overall but first in SMG

I have never talked to Wilson Powell; but judging on his performance at Sonoma Raceway, I think he likes the place. The last two times he has been entered in the group at Sonoma, Wilson has taken the overall victory in his 1998 Silver BMW M3. Wilson led from the start and drove away from the Spec Mustang of Dan Cullinane. After the first lap, Wilson was never threatened for the lead. Saturday's main competition for Wilson, Jeff Sutton, was not entered in the Sunday race.

Second overall and first in SMG was Dan Cullinane. He had a lonely drive in second place, only having to worry about keeping his focus and making clean passes on the lapped cars.

Christopher LaBouff in his nicely-painted metallic blue Miata took third overall and first in the hotly contested ITA class. LaBouff had to get around the #2 car of Ross Lindell on the first lap; and then he was able to gap second and third. Lindell was not so lucky. He had his mirrors full with the #49 car of Rob Fuller. In typical ITA fashion, these two locked front fascia to rear fascia and engaged in a race of paint transfer. Lindell was able to step up to the challenge with Fuller having to settle for third place in ITA.

David Covin running as an ITX finished sixth overall and right in the middle of several very fast ITA cars. I still don't know the difference between ITA and ITX. Steve Borlick was the nearest competitor finishing three spots back.

Marguerite Williams, who was one of the Driver's School scholarship recipients, beat out fellow E30 competitor Charles Dehoney. Marguerite volunteers with the San Francisco Region of the SCCA, spending a fair share of time in Timing and Scoring. One of the things that makes T&S's job difficult is that numbers are often times hard to read. Marguerite, who was a last-minute Sunday entrant, had a hastily prepared #62 on the sides of her car, but they were certainly legible! Good job Marguerite!

Another rookie, Welder Santos, won T4 uncontested. Although, he did have a slight run in at Turn 7, for which he received a reprimand, he expressed how much fun he was having. He told me that ever since watching his fellow countryman, Ayrton Senna, driving a race car has always been his dream. Welder, who is aptly named for his occupation, owns a body shop, so fixing the left front fender should not be a big deal.



#34 SCCA Scholarship recipient Marguerite Williams in her first race.



#54 Robert Roumimper experienced problems and was not able to make the race on Sunday.

RESULTS

STU

1. Wilson Powell

SMG

1. Dan Cullinane
2. Anthony Bonino

ITA

1. Christopher LaBouff
2. Ross Lindell
3. Rob Fuller

ITX

1. David Covin
2. Steve Borlick
3. Matthew Wyatt

E30

1. Marguerite Williams
2. Charles Dehoney

T4

1. Welder Santos



#40 Haydn Fischer and #13 Nevin Spieker exit turn ten

This was the last race of the day. Thirty cars, mostly the SRF3 models, many with the new transmission. The race belonged to Umberto Milletti #34 SRF3. He was on pole, led every lap, turned the fastest lap and it was a New Track Record. Bill Booth #57 SRF3 tried his hardest to catch Milletti and they had a nice race, but Milletti prevailed, and the Margin of Victory was 8.291.

The start of the race had some drama in that front row starter Greg Hoff #14 SRF3 and Don Becklin #09 SRF3 took each other out right at the start. Further back, Robert Sachs #35 SRF3 was having a good battle with Haydn Fischer #40 SRF3, up the hill into Turn 2. Brandon Lewis #66 SRF3 joined the fun. Coming into Turn 11 Sachs missed a downshift and bogged down into third, was passed by Heydn and Lewis. Sachs soldiered on and charged back to finish third.

John Sollner #18 SRF3 started 16th and moved up to tenth, passing Jerry Aplash SRF3 #71. Then Sollner admits he got greedy and dive-bombed Paul Luca SRF3 #83 in Turn 11, passed him and then spun out in Turn 2. Aplash was behind Luca and he spun with Sollner. They both continued, but after a few laps Sollner's clutch started to slip and he had to slow down to finish, a disappointing 17th.

In SRF, Erich Woolley and Sean Saint raced

and finished where they started. Dave Potter was third SRF saw Bert Aramburu lead the class the entire race; his closet competitor was Erich Woolley who barely held off the advances of Matthew Belter. Woolley beat Belter by about 0.1 of a second.

RESULTS

SRF3

- 1. Umberto Milletti
- 2. Bill Booth
- 3. Robert Sachs

SRF

- 1. Erich Woolley
- 2. Sean Saint
- 3. Dave Potter



#34 Umberto Milletti checks his mirrors and sees he has a large lead early in the group 6 race.



#84 Novice driver Dave Potter was leading SRF until he spun in turn 2.

Umberto Milletti was destined to be a race car driver just because his name sounds so cool. However the name does not mean a thing once the green flag drops. But in Milletti's case, the actions back up the name. Milletti had the perfect weekend in the highly competitive Spec Racer group. Milletti qualified on the pole for both Saturday and Sunday races. He won the two races he entered, and he set the fastest lap of both races. Oh, I almost forgot - he also set a new SRF3 track record!

The last race of the day saw Milletti take control from the very beginning and literally drive off into the sunset - the race ended as the sun was setting over Cougar Mountain. Milletti's dominance did not mean it was a boring race. You just had to look at the battle for second place. Outside front row man Bill Booth had to deal with Don Becklin. These two ran inches apart for the entire 17 lap race. Booth held the lead for the first five laps; but Becklin seemed to be better on the brakes going into Turn 11. Becklin was able to use his braking advantage and overtake Booth on entry in Turn 11. But Booth did not back down; he stayed on Becklin's rear body section for the next six laps. Booth was much faster in the Carousel and tried several times to use his advantage there into the braking area of Turn 7. On the 14th lap, Booth finally made the pass stick and looked as though he was

going to be able to hold off Becklin for the final three laps. Becklin thought if it worked one time, it ought to work again; so he used the run into Turn 11 to out-brake Booth and reclaim second place. With only three laps to go, Booth ran out of time and was not able to reclaim second place.

Greg Hoff had a lonely run in Fourth place, and he was the top finisher not running the new sequential shift Sadev transmission. Rumor has it by the next race Hoff's car will be upgraded.

The race for first in SRF was also pretty exciting. Novice driver Dave Potter was holding off Erich Woolley and fellow novice driver Jim Ricketts (SRF3) when he lost the rear of his car just as he turned into Turn 2. Potter spun around and Woolley was able to avoid him; but Ricketts ran into the side of Potter's car. They both got going again, but had to retire before the race was over.

RESULTS

SRF3

1. Umberto Milletti
2. Don Becklin
3. Bill Booth

SRF

1. Erich Woolley
2. Dylan Arthaud
3. Andrew Moore



#35 Robert Sachs lost his qualifying times and had to start at the rear of the field. He recovered for a 5th place finish.



47 cars take the start of the group 7 race

Group 7 had the largest field, with 52 entries and 49 starters, with 40 of them being in the growing SMT class. Will Schrader and the Oregon boys always enjoy coming down and racing with the SFR folks. He took advantage of our hospitality and won the race and SMT after starting third. He was disappointed to qualify 1.5 seconds off the pole time of Wa Huong. Tim Barber started on the front row. Barber led for five laps. Schrader was surprised that he could easily keep up with them and by Lap 6 he was able to pass and take the lead and onto victory, turning the fastest lap in the process. This was Schrader's first win at Sonoma. Huong, who admits he's still learning the ropes, raced fender to fender, nose-to-tail with "two legendary drivers (Barber and Schrader) and had a great weekend with lots of exciting racing. And it's been captured on film that he went off-roading in Turn 10 when he hit oil.

At the other end of the field, Richard Bailey was having his first ever SCCA race in his SMT and his first time ever at Sonoma. And what a character-building experience it was. He experienced mechanical problems of a somewhat unknown nature Friday and Saturday, tried to diagnose and then he and his paddock mates were unsuccessful in locating a part anywhere in the county. Being an electrical engineer,

Bailey did a MacGyver and got the car running. He made it to Grid and the race. Bailey gained two positions from qualifying, finished on the lead lap and made new friends along the way.

The Hard Charger was Joseph Carl in SMT, who qualified 33rd and finished fifteenth, twelfth in class.

In the smaller but no less competitive SSM class, Steve Borlik won the class, with Matthew Wyatt coming in second, earning that second glass mug; and Taz Oka third. And if that name sounds familiar, it should. Second generation racer that kid.

John Anderson was the lone driver for SM, a now dying class.

The group as a whole has a vigorous style and there was a lot of testing track limits, especially in Turn 4.

RESULTS

SM

1. John Anderson

SMT

1. Will Schrader

2. Jason Starr

3. Gregory Smooth

SSM

1. Steve Borlik

2. Matthew Wyatt

3. Aaron Garfinkel

You can run any car you want in Group Seven, as long as it is a Miata. The group is made up of three classes. But as the group has evolved, it seems the class of choice is the SMT class. There is nothing cheap about racing; but at least in SMT, the tires seem to be a better deal than the tires in SM; and as a result, we only had one SM entrant this weekend.

The lone SM entrant was John Anderson; and since he was the only participant, he won the class finishing in 40th overall.

SMT had thirty-seven drivers take the green flag. The weather was very nice and the roads were clear, so we were lucky to be visited by some of the gang from Oregon, namely Will Schrader, Eric Jones, and Jason Starr.

It took me a few laps to identify the new car of Wa Huong. Last year Huong was driving a dark Green 2001 Miata; and this year he has a Purple and Silver 1990 Miata. I don't know enough about the class to cite why a particular model year has an advantage but I am sure Huong had a very good reason for switching cars.



#76 Nuno Goncalves, #68 Darrell Edwards, and #80 Andrew Wozencroft had a great race on Sunday afternoon.

The opening few laps saw the #169 car of Huong, the #87 car of Schrader, and the #157 car of Tim Barber break away from the rest of the field.

The next group several car lengths back had Eric Jones, Eric Fulkerson, and Jason Starr flogging their cars in an effort to chase down the leaders.

When the leaders came by me on the second lap, the order was Huong, Schrader, and Barber. By the time they crossed the timing strip Barber took the lead and held it for four laps. Huong took over second and was able to get the lead back from Barber on the fourth lap. The lead was short lived, and Barber retook the point on the following lap. He never relinquished it the rest of the way, despite intense pressure from Huong and then from Schrader.

Schrader was watching the two drivers ahead of him fight it out; and I am sure he learned something from them. Because, as soon as Barber got by Huong, Schrader also got by him and spent the remaining nine laps looking at the urethane bumper of Barber's car.

Behind the three front runners, Eric Jones was able to break away from those following, and had a lonely drive to fourth. Further back, Joseph Carl, Mike LaBouff and Brian Cross had a great race with a lot of side-by-side racing. They finished in the order they were mentioned.

SSM had eight cars entered. Steve Borlik was never really challenged for the class lead, as second place finisher Aaron Garfinkel started too far back from Borlik.

RESULTS

SM

1. John Anderson

SMT

1. Tim Barber
2. Will Schrader
3. Wa Huong

SSM

1. Steve Borlik
2. Aaron Garfinkel
3. Matthew Wyatt

Bobby Carter Memorial Race

This was a non-points one-off race for Miatas, to honor the late Bobby Carter. His family posted prize money for each of the three classes - \$100 for first, \$75 for second and \$50 for third. The race, the first competition of the weekend, was right before lunch. There were 41 entries, which included three from Oregon and one from Hawaii. All but seven finished on the lead lap. The field was largely SMT's, with eight in the SSM class, and one SM. Will Schrader from Oregon was on pole, led every lap, turned the fastest lap, winning overall and the SMT class. The group was frisky, with a few testing track limits on nearly every corner of the track, but there was no major drama.

RESULTS

SM

1. John Anderson

SMT

1. Will Schrader
2. Jason Starr
3. Gregory Smoot

SSM

1. Steve Borlik
2. Matthew Wyatt
3. Aaron Garfinkel

With the end of the first two Regionals of the year under our belt as a region we can call it a success. The entry levels were not record setting but as this race continues to be part of our regular schedule it has picked up momentum. Even though it was cold on Saturday, Sunday turned out to be a gorgeous day.

Our next event is the only Majors event we have all year and it will be at Thunderhill Raceway Park. Two things factor into the success of

this event. One is obviously the weather and two is how appealing the Runoffs Venue is for 2022. Since the Runoffs are at VIR I would not consider the venue very appealing. I do not see very few many competitors from the West Coast towing across the country for this Venue. Let's hope this California drought lasts at least one more weekend so the Majors Racers from places like Oregon, Washington, Canada, and Reno will have a safe tow into California and make it an exciting event.

Fresno Chapter Autocross at Famoso Raceway



Bird's eye view of course at Famoso Raceway. Drone photo by Josh Cadiente

The smell of burning rubber from a huge burnout, the ground slightly shaking from the exhaust note of a big block supercharge V8 in the distance. Wait a minute, that's not the sight and sounds of an autocross event ... or was it? On Saturday February 5th, the Fresno Chapter held Event 2 at Famoso Raceway. Famoso Raceway is home to the local drag strip in the Bakersfield area. The sounds from a private test and tune drag event happening next door did not distract the 77 autocross drivers who were ready to go fast. With a huge parking lot at the venue, it was a great location for autocrossing. The smooth repaved parking



Travis Miranda's 2013 Ford Focus in tripod mode

lot gave drivers that extra confidence. Event chairs Ric Quinonez and Jonathan Cadiente took advantage of the extra real estate and designed a smooth, fast flowing course.

On Saturday, TTOD went to Paul Newton in his 2005 Lotus Elise with a time of 47.058. Second went to Bill Martin in his 1978 Lola Ford T580 with a 47.082, third was Brandon Griggs in his 2020 Mazda Miata with a 47.354, followed by Tyler Bandy in his 2020 Tesla Model 3 performance and Jonathan Cadiente in the 2020 Mazda Miata. Kurt Wong, Andrew Padua, Michael Gardner, Rufus Connell and Anthony Topalian rounded out the top ten.

"Miata is always the answer" still holds true on this day. The top two podium positions in PAX were Mazda Miata's. Brandon Griggs took TTOD in PAX with his 2020 Mazda Miata and Jonathan Cadiente followed in another 2020 Mazda Miata. Third went to Paul Newton followed by Andrew Padua, Rob Krider, Kurt Wong, Tyler Bandy, Michael Gardner, Josh Cadiente and Eric Martin rounded out the top ten.

A Stock was a battle between five Corvette drivers. The 2010 Corvette of Anthony Topalian would claim victory on this day followed by Keith Bullock, Chris Rodriguez, Jay Srivatsan and Mike Graf. C Stock was a two-drivers battle. Richard Cadiente in his 2020 Mazda MX5 took the win over Francisco Delagarza in C Stock. Brad Dawson in his 2015 Subaru WRX edged out Ed Runnion in D Stock. Craig Boyle took the win in E Stock over Dennis Feasel. Gary Fazekas led F Stock over Jonathan Merriman, Quinn Ringgold and Corky Schroeder. Al Andersen took the win in G Stock on his last run over Kyle Matsumura and Shawn McDuffee. Rob Krider ran H Stock unopposed.

Dan Correll in his 2004 BMW 330Ci led William Marlow and Eric Rubio in STX. Travis Miranda (STH), Josh Pinckney (STS) and Alvaro Guitron (STU) all ran unopposed.



Event #2 TTOD - Paul Newton in his 2005 Lotus Elise

Eric Martin took the win over Dennis Quilantang in SSC. Sam Johns (BSP), Chris Donnelly (DSP), Lance Kampfhenkel (FP) and Justin Tang (FSP), Bill Martin (BM) all ran unopposed.

In Street Mod, Rufus Connell in his 2001 Subaru Impreza 2.5 RS led the class followed by Christian Mesina, Phil Castro, Michael Bringetto, Amy Armes and Luis Perez. Yang Moua in his 1989 Honda Civic took the win over Mas Vang in SMF.

Michael Gardner led CAMC in his 2016 Mustang gt350 followed by five other Mustangs and two Camaros. Troy Jennings, Carl Sing, Leon Weinroth,

Nicholas Rivera, Greg Back, Ryder Sweaney and Ruben Rivas rounded out the field. Roger Oaks in his 2010 Chevy Corvette took the win over



Michael Gardner taking the win in CAMC



Ed Runnion in his new 2022 Subaru BRZ

Gary McDaniel in CAMS. James West (CAMT) ran unopposed.

Four drivers battled it out in the Ladies Class with Kelsey Stoltenberg taking the win over Sandra Hermans, Pamela Schroeder and Rebecca West.

Dexter Jones in his 2020 Subaru WRX led the Novice Class. Trevor Fechner, Bert Schneider, Steve Berry, Xou Vang, Kevin Slater and Howell Ferrer rounded out the rest of the field.

Brandon Griggs took the win in the Index Class over nine drivers. Jonathan Cadiente, Paul Newton, Andrew Padua, Kurt Wong, Tyler Bandy, Josh Cadiente, Jimmy Au-Yeung and Audrey Tan rounded out the field.

Sunday February 6th marked Event 3 for the Fresno Chapter, and was held at the same location. The course was run backwards with a few



Christian Mesina's 2003 Mitsubishi Lancer lifting a rear wheel

modifications. Sunday's TTOD went to Tyler Bandy in his 2020 Tesla Model 3 performance with a time of 37.407, Paul Newton in the 2016 Mazda MX-5 took second with a 37.838, third was Jonathan Cadiente in the 2020 Mazda Miata with a 38.089. Brandon Griggs, Rob Krider, Justin Tang, William Marlow, Dan Correll, Rufus Connell and Bill Martin rounded out the top ten.

TTOD in PAX went to Rob Krider followed by Paul Newton, Jonathan Cadiente, Josh Cadiente, Brandon Griggs, Tyler Bandy, Ed Runnion, William Marlow, Dan Correll and Justin Tang.

In Street action, Keith Bullock in his 2002 Corvette took the win over Jay Srivatsan and David Jackson. Francisco Delagarza's fifth run was his quickest run, but was one-tenth of a second slower than Richard Cadiente in C Stock. Cadiente took the win. Ed Runnion led Brad Dawson in D Stock. Craig Boyle took the win in E Stock over Gary Lieb and Dennis Feasel. Gary Fazekas in his 2019 Mustang took the win in F Stock over Quinn Ringgold and Corky Schroeder. Kyle Matsumura led G Stock over Al Andersen and Shawn McDuffee. Rob Krider over

Franchiseur Shelton in H Stock. Dave Warner in B Stock ran unopposed.

In Street Touring competition, Brandon Terry bested Travis Miranda in STH. William Marlow edged out Dan Correll in STX. Kevin Pena (STR) and Josh Pinckney (STS) ran unopposed.

Eric Martin (SSC), Lance Kampfenkel (FP), Justin Tang (FSP) and Bill Martin (BM) all ran unopposed.

In Street Mod, Rufus Connell in his 2001 Subaru Impreza 2.5



Bill Martin in his 1978 Lola Ford T580

RS took the win again followed by Christian Mesina, Michael Bringetto and Amy Armes. In SMF, Mas Vang held onto the win after Yang Moua had some mechanical issues on his third run and was done for the day.

In CAMC action, Michael Gardner once again took the win over Leon Weinroth, Nicholas Rivera and Greg Back. Gary McDaniel had the quicker Corvette in CAMS over Roger Oaks. James West led Cash Johnston in CAMT.

In the Ladies Class competition, Sandra Hermans took the win over Kelsey Stoltenberg and Pamela Schroeder.

Novice Class was led by Trevor Fechner followed by Moua Her, Bert Schneider and Antonio Cisneros.

Paul Newton took the win in the Index Class followed by brothers Jonathan and Josh Cadiente, Brandon Griggs, Tyler Bandy, Andrew Padua and Audrey Tan.

Big thanks to Famoso Raceway for allowing the Fresno Chapter to play with cones on their huge parking lot. With Events 2 and 3 now in the books, looking forward to the rest of the season. Hope to see everyone in April for Events 4 and 5.



Cash Johnston in his 1965 Chevy Nova

FROM BEHIND THE LENS TO BEHIND THE WHEEL

By Sierra Lacey



Sierra Lacey behind the lens at the 2022 Season Opener.

Normally I'm quite literally the one behind the scenes capturing all of the action; but this time I was a part of it. I went from being behind the lens at Behind The K Wall, to being behind the wheel. No pun intended, I also thought it would be a great idea to document my experience from a driver's perspective for The Wheel, and get a chance to thank some very special people who made it all possible. So a big shout out and thank you to SFR for my scholarship, to each and every one of you for volunteering, and making this club feel like one big family. Thank you Bruce and Spencer Trenery of Fantasy Junction for choosing a female driver to sponsor in honor of Carolyn Trenery, and enlisting the help of Ward Rose and his car. Thanks to my amazing instructor, Peter Phung, for his time coaching me and providing all of my race gear, buckling me in, bringing me breakfast, and providing me with such tremendous support and encouragement, as well as the entire Slant I team.

Not going to lie, I was a little bit nervous to get on grid, just freshly learning manual, thanks to Eduardo Li. But something happens that's pretty amazing. Once you are sitting on grid, everything around you kind of just melts away, and somehow it's now just you and the car. In these moments you become one, or as some might say, you get in "the zone." I learned that this would be one of the most important places to arrive early on, so you can get a good spot and get mentally ready to hit the track. Due to some seating hiccups, I unfortunately ended up in the back, which I don't recommend, especially if you are driving a Miata. Maybe it wouldn't matter as much in a Muscle Car; but nonetheless, never underestimate the importance of this placement.

Upon arrival to Driver's School, you meet with your instructor, and get ready to go on laps to learn the line, and to engrain the track into your subconscious. I had the honor of already knowing my instructor, Peter Phung of the Slant I Motorsports team, as well as meeting two of his students - Matt Kozachek, and John - who, like myself, were just as eager to learn; which made the whole entire experience that much more fun. Once we were confident we knew the track well enough, it was time to get suited up and ready to drive down to that happy place

I mentioned before ... the grid. Here I would sit collecting my thoughts and thinking about flags until that hand signal came up, releasing us out into the field.

We practiced our rolling starts, warmed up our tires, and finally got to put all of our hard work and preparation into motion. After the practice sessions, you go out for your first qualifying. You do so many laps it feels daunting, I can only imagine what it feels like to be in an endurance race. About halfway through, you find yourself considering going to the pits, (and from my understanding a lot of people did); but I knew I had to keep on going. Eventually the adrenaline kicks in and you never want to stop.

I think it was on Day 2 that I finally started gaining the confidence with the manual to start passing some cars. I got into a really good flow right up until the top of Turn 5, when I went too far right, throwing the car off balance, swaying back and forth, before I lost the battle of straddling the curb. I remember having to make a conscious split-second decision to spin in the dirt rather than the course where I might get pummeled. It felt like an eternity as I catapulted off the hill, and spun all the way to the bottom. I didn't even know where I landed until the dust settled. As soon as I could finally see, I had to position myself better to get back on track, but the vantage point I sat from was almost completely blind, except for a tiny pin hole through the window net, yet as soon as it was clear, I was back out there. I continued on with a huge grin, and a newfound understanding of what happens when you spin out. This was an aha moment. I'm finally in the action. These are the moments I live to photograph, and now I'm living to race. Spinning out btw, it's not so bad. it's actually kind of fun, and it's a learning experience. In the words of Suzanne Cobos, "It means you were really trying, which is a good thing!" So much of racing is a mindset, you have to be there to have fun. Once you learn to tune out those internal fears and just focus on what you've been coached to do, all you have to do is drive.

On Day 3 everything went so fast, it's a hard moment to grasp knowing that it's almost over. Just like that, before you know it, you're off to graduation, and what a great feeling it was to graduate beside so many awesome new drivers. Through and through, I highly recommend going to Drivers School if you have the chance. Just know that once it's over, you are going to be addicted! I look forward to seeing you all out on the track.

Sierra Lacey-SFR SCCA Official Photographer @behindthewall

NOTES from the ARCHIVE -

My Name is Joe

By Joe Stephan



Joe Stephan, Flagging at Laguna while trying to get everyone's attention that a Porsche 911 has just passed under my waving yellow.

Note from the editor: Gary Horstkorta has retired from the Notes From the Archive after more than 200 issues. Gary has set a standard of excellence that readers of the WHEEL have enjoyed over the years. We will miss you Gary, and we look forward to our new writer. Joe Stephan.

They say some people like to live dangerously, but, in this case, it's SFR. When NorPac Archivist Gary Horstkorta first asked me to contribute to THE WHEEL, it was to be an occasional thing. However, with his becoming more involved in retirement and historical research programs, I have been asked to take over his monthly column and start by telling you about me. Sooooo, like that late, great comic genius Jackie Gleason would always say to start his weekly TV show, "And away we go!"

I was taken to my first car race when I was three. Don't remember much other than old coupes and sedans on a short oval -- what were then called "Jalopies". There were motorcycles racing that night also. I do remember a lot of sparks coming from their steel left shoes as they put them down in the corners. Add in their loud exhaust noise and I was so scared I cried uncontrollably. But something must have happened that night that would change my life forever.

A few months later my mother and the woman next door took me to a Fourth of July fire works display at a big horse racing track. For the large crowd that came early an open-wheel speedway car was rolled out. It proceeded to do hot laps on the one mile oval, entertaining the

crowd until the sun went down. This time I really enjoyed it, cheering with everyone each time the driver slid into the first turn in a "rooster tail" spray of dirt.

When I was five I went for my first ride on a motorcycle and loved it. When I was 10, my Air Force father, who knew a fellow pilot with a sports car, arranged for him to take me for a ride. It was an Austin-Healey 3000, and with his having done some SCCA racing, it turned into a day-long, top down, fast ride. We did that several times over the next couple of years. And if that weren't enough, I discovered a classmate's brother had a triple-carb, Corvette-engined, 1930 Model A Ford Hot Rod. He said "climb in!" and proceeded to teach me what the term "terrorizing the neighborhood" meant. Same thing happened every time I went over there.

By that time I was already a "motorhead". Because there was no racing on TV back then, I start-to-finish listened to my first radio broadcasts of the Indy 500 and, at the time on their only superspeedway NASCAR's Darlington 500. Both took much longer to run than today.

For someone who once hated reading I was now devouring anything racing in print I could get my hands on. The first-ever school book report I gave was on early SCCA star Dick Thompson's Corvette Performance Guide. When my father in the middle of this was for a couple of years transferred to a remote early warning air base in Canada, a subscription to National Speed Sport News became my life

NOTES from the ARCHIVE

blood. Since there wasn't much else to do, each weekly issue was read cover to cover. I quickly became a lover of any kind of racing and the specialized challenges of each. In later years I got to meet and even know some of the names I'd read about in those papers, like two-time NASCAR Champion Ned Jarrett, Bay Area Super Modified driver Johnny Brazil, and brewery magnate and SCCA Legend Augie Pabst.

When my father took me up on Pikes Peak to see my first pro race it was a "magic" experience. In those days there were three classes: Open-Wheel, Stock Car and Sports Car. I was fascinated with each. You quickly learned that, to go that fast facing those huge drop-offs, they were a special breed.

Until I became old enough to drive I was dragging my father off to all kinds of races. They included SCCA at the now gone Continental Divide Raceway near Denver. Still one of the most challenging courses I've ever seen, it was there I watched Carroll Shelby win his last race as a driver at the wheel of a Chevy-powered Scarab Sports Car. After winning that season's USAC Pro Sports Car Series Championship, he revealed he had driven that year taking nitroglycerin tablets for his heart and was retiring from racing.

I also saw several young drivers race there on their way up. They ranged from Roger Penske to Jim Hall who would tow all the way from Texas to race at every event there, even simple Regionals (he did same in showing up at SFR Races.) I don't think he ever drove the same kind of car twice. One race he won in a "Birdcage" Maserati, another he drove a Cooper Monaco, next one the Cooper was powered by a Maserati engine. At one Continental Divide meet his Birdcage was driven by Lloyd Ruby, the best Indy Car driver to never win the 500. Ruby was also a good road racer who won a couple of USAC Pro Sports Car Races -- including one at Laguna Seca. But the two biggest wins of his racing career came back to back in the Daytona 24 Hours. Both times he co-drove with Ken Miles to victory in a Shelby American-prepared Ford GT.

And when I could finally get a driver's license I was everywhere. It was like a needle full of racing fuel had come out of the sky and landed in my left arm. I ate, drank, breathed, slept and lived Racing. In addition to watching any race, anywhere, any time, I began competing myself. I began racing Drags with a 368 Lincoln Police-engined '55 Ford I called (like the song) my "Hot Rod Lincoln". By the time I'd reached higher education in Los Angeles, I was Drag Racing a brand new 289 Mustang. I was racing and spectating meets with famous drivers and cars I'd read about for many years. It was literally that old saying about being in "Hog Heaven".

And, after returning to Colorado, I was also driving in autocrosses, winter-time frozen lake races, and running dangerous, unsanctioned dirt derbies. Those were first in a VW Beetle, later in my Porsche Speedster. Both had modifications and preparation, particularly to their suspensions. And yet the biggest race I ever won was with the near stock Beetle at a Continental Divide Drag Race!

But how does all of this mad rambling turn into writing -- particularly when I got kicked out of English class four times in my Junior year of High School? By the time I was 21, thanks to schools, working for Volkswagen, health issues including potential knee surgery (which they ultimately decided against,) on again-off again military induction (which they finally declined because of my feet,) marriage, divorce, racing, pit crews, officiating; I'd already criss-crossed the country.

One day I decided the place I belonged was back in California. I already knew well of San Francisco Region. The many pages of published racing words and pictures I'd consumed became like a

guide book to me. After joining the Sacramento Chapter in 1971, I was asked to write their column for THE WHEEL. I also found myself writing their news releases, including for the Chapter's first auto-cross at Cal Expo. With Sacramento then having two daily papers I called on both. Bringing them some printed facts and a flyer, I made sure they understood we were a non-profit organization with this becoming our only annual fund raiser. Both gave us prominent space ahead of time and a write up with large pictures after. I was both stunned and thrilled. They both thanked me for giving them something to write about on a slow weekend.

By this time I had tired of working in a repair garage, throwing tools, and inventing new languages over what people did to their cars. I suddenly found a new direction with much better promise. In addition to writing for SFR and the Porsche Club - which had a number of SFR racers - I found myself U.S. correspondent for an Australian dirt track speedway magazine. With the seasons being opposite, in those days there was a heavy interchange between Northern California and "Down Under". That eventually spun off into my becoming U.S. Editor of a weekly Australian motorsports paper. I filled at least one page, usually more, every week for 25 years, come hell or high water!

In addition to several times being re-elected Chapter Publicity Officer and Columnist, I also got involved as a SFR Race Worker -Grid Control Chairman. The late Fred Myeron, who also owned a Porsche Speedster and belonged to the Porsche Club, became my first California friend. He had me help on their crew a couple of times at Vacaville. However, I became intrigued enough to become a Flag Marshal for both cars and motorcycles, for three adrenaline-filled years. That included my more than once trying out for the Olympic running team!

Eventually, I returned to Grid Control for a couple of more years. After the call went out for help at the first Laguna Seca NASCAR race, I worked a pit lane fire bottle. I also worked a Concourse on the Judging team and actually got to put my white-gloved hands on rolling masterpieces. Talk about a head trip!

But my writing assignments continued to grow. Between American and international publications I was usually "feeding" 10 or 12 at the same time. The editors and publishers were saying they liked that I wrote what I saw and felt, not what a text book told me too. Yes, that will humble you.

I finally reached the point where I no longer had any spare time for SFR fun. I sadly had to move on, bought a VW camper, and soon found myself on the road once again. Life became another race track, drive thru and laundromat down the road somewhere.

There was a time when I knew some of the world's greatest racers on a first name basis. Many are now in Halls of Fame. There are some funny stories that can be told, others that can't. And in the end I look back on those who paid the price of racing along the way and fondly remember them. Some of them were just so magic at speed.

There were seasons I did over 100 races. By driving the wheels off my "vee dub" I often did more than one race per weekend. One time I did seven different kind of races over the three-day Labor Day weekend. I went back and forth between two that were three hours apart. To name a few, I've been to the Indy 500 twice, both races now called greatest ever. Daytona, both 500 and 24 Hours four times. I was up all 24 Hours for the one they will always call greatest-ever. Due to a team's shortage of personnel I was "volunteered" to work a signal pit from which I trackside watched that wild battle for the lead and win first hand.

When I was young I was glued to the radio for every half-hour's live Sebring updates. They were given first-hand by legendary broadcaster



Writing & Worker Awards & Trinkets. One in lower left is from the USAC Formula 2000 Series. I was named Writer Extraordinaire and then they appropriately misspelled my name!

Walter Cronkite who was also competing in the race. Twenty years later I stood in Sebring's pit lane with an SFR team and celebrated as they, first time out, finished one of the last races to be run on Sebring's long course and its pounding World War

Two concrete runways. I survived the tropical storm conditions of the first Miami Grand Prix, as well as the heavy rains and flooding that struck one Baja 1000 off-road race.

At one Baja race, they had to put the course right on the public highway for many miles. Because the government wouldn't close it to public traffic, I will never forget the fire-breathing pickup trucks -- like monsters in the night with glaring rows of driving lights -- going by me like I was going backwards!!! On one 'cross-country trip I discovered a 1/3 mile high-banked clay speedway at a small town that was just a crossroads in the middle of nowhere Nebraska. Yet, that night I saw the best Sprint Car Racing of my life. I could go on for days on end, but the book of memoirs I have just started work on will hopefully suffice. If you want racing of any and all kinds, it's everywhere. Just look for it. I've been half-way 'round the world and have seen every kind of motor racing that's ever been invented.

My involvement has sometimes included being a part of racing history. I was Press Officer the first two seasons of the USAC Formula 2000 Series, which was a highly rewarding experience. We had several drivers who made it all the way into Indy Car Racing. But then the series was intended a starting point for just that.

I was one of four event organizers who also served as Press Officer at one of the first Pro Rallies in California. I tried being a Pro Rally navigator to get the "inside story" but got too car sick.

I did same for the third-oldest Off-Road Racing group in the country.

In the middle of Nevada I was offered the inside story of riding in a modified class, Chevy-powered, four-wheel drive, long-wheelbase Jeep at a four laps of 50, 200 mile desert race. From hitting speeds over 130 mph crossing dry lakes, to being pounded by continual rough terrain, by the time we were done, my hair, beard, and choking mouth were full of dust and dirt. My red eyes were literally going 'round in circles. Someone asked me how it went? I told them I think I saw God! What a ride!!!

Most of all, after all the years of growing up, spectating, and reporting on the side of Pikes Peak -- a race I've been to a couple of dozen times -- my last year there I went for the dream of a lifetime wild ride during practice. It was the first year of Pro Rally cars on "Unser Mountain", and with my knowing everyone connected, SCCA and the race organizers gave their approval. I borrowed a fire suit, helmet and climbed into the co-driver seat of the latest V-8 Triumph TR-8. The New Zealander "Kiwi" at the wheel was so smooth that "rocket sled on wheels" was flat-out thru a couple of sections! Afterwards I sat down, and with trembling hands, "punched out" a story for THE WHEEL entitled "I'm Too Young To Die!!"

One day, when being flat-out most of my life started to catch up with me, I had to slow things down. That included a couple of years return to the Sacramento Chapter when my then SFR racer attorney asked help in trying to rejuvenate it. I tried, but I was becoming burnt out.

Though I've experienced enough motor racing to fill a dozen life-times, today it's the historical side that I care about. I have found personal satisfaction in sharing with younger generations the way racing once was. Guess I will always be a "motor head".

And then I out of the blue get emails from Blake Tatum and Gary Horstkorta the same day. Looks like I will be writing for THE WHEEL a third time in my life. But since that's where I started out, maybe third time is the charm.

I DEDICATE THIS COLUMN TO BETTY MISKHO, A GRAND LADY WHO JUST PASSED AWAY AT 100. SHE WAS THE MOTHER OF BILL, MY BEST BUDDY GROWING UP. BOTH PLAYED A BIG PART IN THE RACING BUG BITING ME. THANK YOU BETTY FOR EVERYTHING -- LIKE THE TIME YOU SPUR OF THE MOMENT PUT BILL AND MYSELF IN YOUR CAR, DROVE US THE 70 MILES TO DENVER, BOUGHT US DINNER, AND THEN TOOK US TO THE SATURDAY NIGHT SPEEDWAY AT THE AMUSEMENT PARK. YOU WERE SOMEONE WHO ALWAYS LOVED RACING. GODSPEED.

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STANDING

Back in 1990 when the track for-profit corporation was formed, there were a lot of SCCA people around who were interested in the project and wanted to help. Over the years I have shared stories with you about many of these people, as well as some who wanted to help, but who were not SCCA members. Some of my best stories in this group involved the Mudd family, which, for me was Dick, Reita and Ray. I lived with them for awhile and we had a lot of fun in those early years.

In 2020 Dick Mudd died at the age of 92. Today his strength and wisdom, Reita Mudd, left us. These two people were a memorable and important part of Thunderhill Park. Their contributions began the very first day I found Glenn County until a time that has not yet come. The influence of Dick and Reita Mudd will be felt for as long as Glenn County remains the home of Thunderhill Park.

Reita was the strength and the wisdom of the Mudd home. She kept the peace and balanced the puts and takes of Dick, who was often out in the public domain or at the track spreading what he called salve. Dick liked to spread salve. He liked to call the ladies by popular vegetable names, and he had a hand-crushing greeting, because a teacher he had at his Fruto grade school told him that a man should have a firm handshake. He did.

Reita was the constant. She was alert and perceptive. If you saw her when she was exposed to a new idea or some new visitor, you could see the wheels turning, assessing possible outcomes, and evaluating what was being said or proposed in order to advise Dick. She would support her husband and would caution him when she felt it was needed. Occasionally she would make apologies for some off-the-wall-occurrence, or when there was evidence of painful knuckles cooling off. She was a community leader in her own right, serving on the Glenn County Fair Board and in other civic capacities.

She was a big supporter of Thunderhill Park, and she really liked NASCAR super star, Richard Petty. Reita kept her finger on the pulse and was very much engaged with friends she had had since childhood. When I lived with Dick and Reita before Thunderhill was even open, she would make me green beans in her secret sauce, and she kept track of my comings and goings. I always felt welcome at the Mudd Ranch and enjoyed Dick's stories about his dad; and how he went down to buy a big tractor and told the owner of the store that he was good for the money and would pay. He did. This was Dick and Reita, people whose word was their bond and a handshake was a contract that would never be broken.

I will miss Reita Mudd and my good friend Dick Mudd; but I will not forget the memories I have in color - pictures like the summer nights walking down road 302, a highway that his dad got paved when he was in a position to make it happen. We were looking for rattle snakes that were using the asphalt for warmth, and ultimately their demise, if Dick or Reita saw them. I am afraid of rattle snakes so I did not look. Reita kept a small rifle by the back door and was not hesitant to use it if an animal from the area made an unwelcome appearance.

She also grew lilacs, a flower I cherished from my youth in Billings, Montana, that we both enjoyed. She gave me many a flower. She gave me much more. Time passes and so does all that is our world today. Family, friends, places, and things all will be gone someday as are Dick and Reita Mudd today, but definitely not forgotten. RIP good family.

Speaking of Lilacs, spring has sprung at Thunderhill with bookings planted in place, and early buyers enjoying the summer-like weather. January's QuickBooks financials showed earnings before interest, taxes, and adjustments [EBITA] of \$29,654 with income categories up when compared to the same period for 2021, and expenses up significantly in operations, cost of fuel, food and more.

So far, 2022 looks interesting, meaning that it could go either way from my perspective on March 4th. Rental days to date based on reservations for the remainder of the year stand at 532 days on the tracks, with 283 on the 3-mile and 249 on the 2-mile. The pads have 205 days spoken for on the big pad, and 59 on the small pad for a total of 264. The small pad saw 147 rental days in 2021. Total event days spoken for equals 796 compared to 2021 that had total of 994, that is 198 below 2021.

The team continues to be in a state of change. Rod Powell is in place as General Manager. Lee Noll signed up for another year. Bob's last official day is April 15th and the newest members of our team are learning their assignments and getting more proficient every day.

The foundation for the new retail gift shop is taking place. The plan is to build the foundation now, and be ready when the steel building arrives in early May. The contractor says it will be a rapid transition to the new store at this location. I am confident that our retail sales, which approached \$160K gross in 2021, will increase significantly as a result of the new store and Nancy. She is extremely excited. The playground will go to the other side of the Club house.

The new canopy planned for the East Paddock, which is 12 inches taller than the other two, will follow in short order; and is already marked out on the asphalt for its location. The re-surfacing of the entire East Paddock area has started with repair of the most compromised areas with dig outs and new asphalt. The sealing will start on March 28th and be done in segments to enable track rentals to occur while this is going on. Striping will follow.

The acquisition of EV charging units has taken a big leap forward, thanks to Jim Devenport inspiring a call to Les Phillips, who gave us his contact for the chargers that he is getting. This went from they can't do it because we were too far from the freeway and there were other chargers serving the market, to they found a unit with four plugins and "may be able" to send it our way. In the meantime, we are working on another source for four main chargers and two super chargers that may come to fruition. Lee Noll is in charge of this program.

The next "Friends of Thunderhill" Foundation supported Teen Car Control Clinic is set for July 3rd. You can pay for a teen driver to attend with a \$150 donation to the 501c-3 Thunderhill Foundation. Your scholarship will go to a student who cannot afford the tuition.

The SFR SCCA returns here on June 18-19, September 3-4, and for the season finale on October 28-30th utilizing three tracks once again, weather permitting. Have a happy St Patrick's Day!

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alangulo530@gmail.com

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Bulldogmotorsport@hotmail.com

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jcm4@pacbell.net

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Jim Hull
Lilbit Racing61@gmail.com

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dalvisgt@gmail.com or
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Formula Mazda for sale. SCCA logbook, data, 2 sets wheels. Spares available separately: body, wings, chassis, suspension, gears, rains, radiators, brakes, fuel, ignition & much more. Very clean & fast. \$18k. Button-willow Raceway. DrDemento@icloud.com



1988 Msagro CV3 P1/P2/DSR 05/06 GDRE, Wilwood Brakes, Aero Package.

This car was raced in Southern and Northern CA. Three sets of wheels, all body molds, lots of spares. Comes with Homologation Papers. Will need some love to return to the track. Car located in Modesto CA. \$10,000
Contact: chrisp5@yahoo.com



HAYABUSA CSR - SCCA log book #33-1591 dates to 3/28/87 conversion to DSR in SF region. Only 6 logbook entries, mainly Solo 1. Titan FF #759015. Weight 880 pounds. Low mileage engine from brand new wrecked bike with 100 miles. Very little run time. Serial #T708-116385. Quaife TPE. 3 sets wheels/tires. Body by Larry Olivo. Reason for selling: doc won't sign medical. \$15,000. Car in Winnipeg. 204-654-3096. < ron.lyseng@producer.com >



1994 Crusader FV, Ron Chuck motor, Fox shock, former Track Record holder, great condition, \$7500 or best offer, contact Walt Beuttner 510-562-0257



1982 CROSSLE CLUB FORD RACER
Open wheel racer - fresh engine rebuild SCCA Podium Finisher - Spares Included \$13,000obo Justin 530-368-0306



1972 Royale RP 16 FF, chassis #04, Ivey motor 9 events csrg, svra & hmsa, up-to-date safety equipment. Car is clean, in sfbay area, no issues! \$17500, more info, email, t.nissan@aol.com or text Troy @707-372-7162.



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

SRF3 #865: Built 2009, Converted by Cerini Motorsports Jan 2017. Gearbox rebuilt Jan 2017, Butler Seat & new style Butler "HALO", AIM MXL Pro 05 Dash, New Style UCAs, New Style Toe Adjusters, 2 Sets New Style Wheels, Laguna Muffler, AMB Transponder, Thermal coated headers, PBS Quick Jack, MSR Alignment Bars. SPARES: Nose, Uprights, Hubs, LCAs, Steering Arms & Box, Spare Half Shafts, & much more \$35,000 415-298-3917 1803



Super competitive SRF Gen 2.Top 10 in Runoffs past 2 years. Fresh national motor+ quality regional motor. 3 sets of wheels with tires including new rains. Brakes and rotors have one race session. Re-built transmission last year.\$15,500. Open trailer available for \$1000. Call/text Dan @ 443.742.7702



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FENDERED RACE CARS



2005 Mustang GT with Log Book Ready to Go Racing, Spec Mustang, A/S Turn Key Ready to Race Updated For New Rules. Dig Motor Sports Prepared with Extra Set of Wheels. \$30,000.00 Adam 805 331-1800

HOWE GT-2/GTA tube frame chassis, legal for SCCA and NASA, plus 2011 Camaro bodywork, footwell controls, master cylinder, clutch cylinders included. Can also include a few extra parts. We also have enough parts to build a complete car. \$2300. Also, Wilwood 6-piston front calipers (2) in new condition (was mounted but never used, no brake fluid) \$500. Other parts including analog gauges used only once, available at low prices. Chassis and body are at Sonoma Raceway. Contact Chris at drysdale.tfb@gmail.com



LIGHTNING #99
1999 Camaro-Weaver take off. GT-1/SP Fresh 358 SBC-Jerico, New set BBS wheels, spare body parts, fiberglass molds for body, too many spares to list. \$45,000. bob@rdavisca.com 209-532-5548



Be a winner, buy a winner! For sale - my BSpec 2013 Mini Cooper, 9 wins, current lap record at Laguna Seca, broke previous record by 3 seconds. Removable steering wheel, AIM data logger with auto start front facing Smarty Cam camera. 2 sets of wheels. \$12,500 or best offer. Contact Clint deWitt at: clintdewitt@comcast.net or (916) 622-6678.



2 Cars for sale:
GT3 / EP TR6 \$15,000 or Best offer.
FP MkIII Spitfire \$5,000 or Best offer.
Both proven reliable runners for years. Many parts and wheels for both. Must Sell!
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1973 Nissan 240Z "E" Production, Rebello L-24, Fiberglass front & rear quarter panels, Twin Disc clutch, 240SX front brakes, Wilwood rear brakes, Kirkey seat, 4.11 rear gears, 4 speed, Porsche rear axles and CV joints and lots more. Ready to race. Contact Dale for more details and photos. Cell: 928-302-9000 or cobradale@gmail.com. \$35,000. OBO



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Has seating for 4 still in it currently \$40,000 obo Justin 530-368-0306



1995 Winston Cup Ford Thunderbird Steve Kinser's old Car Jerico 4speed Transmission
358 Engine-700hp@7900rpm - 525 ftlb-torque@6750rpm
22 gallon Fuel tank Runs on 110 octane weighs 3414#
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1990 Spec Miata. Race motor by Haag Performance, in 2016. Four weekends on motor. In Feb. 2017, complete suspension set up by TFB Performance, at cost of \$2,195: new Bilstien shocks front and rear, new Fat cat kit and 99 top hats; attach sway bars with no pre-load, four wheel alignment (TFB worksheet available). Tech inspection in 2017. GPS track data. Trailer, ramps, and straps go with car. \$7,000. John Myers 916-342-2141. jmyers@pacific.edu 1804



1991 Oldsmobile Sunoco Winston Cup Car Race Winner at Watkins Glen with Terry La Bonte
Set up for road racing-Used as a track day car This is an amazing piece of history and will not disappoint.
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1971 Datsun 510 in near immaculate condition • Clear title 2.0L engine 5 speed Fresh paint and a clean interior Several spares included
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brackets, also unused \$60 (list \$75)

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Don @ 415-297-5194

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David Vodden 530-934-5588 Ext 101 or e-mail dvodden@thunderhill.com

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Trailer/RV storage at Thunderhill Park in Willows

Car storage in Garage #3 at Thunderhill: Adjacent to main paddock with possible tool/equipment share. Room for two cars - must be running. \$200 to 300 per month depending on the size of the car. Contact: David Ray at 925-683-1991

SHOP SPACE in Santa Clara, 2600 sqft of available space with 2 lifts. Perfect to keep and work on your race or track cars. Suitable for small to medium size teams as well. Trailer storage also available. Bathroom and small office. Lots of storage racks. Izzy 650.279.7252 or izzysanchez78@yahoo.com. 1808

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Weekend day; weekday

1-20 cars = \$1500; \$1000

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Weekend day; weekday

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5-9 cars = \$2,500; \$2,000

10+ cars = \$3,000; \$2,500



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FOOD SERVICE AT THE TRACK FOR YOU!: Look smart and save money and time by having the team at Thunderhill Park provide your race team and group with hot food, cooked to order, drinks and snacks throughout your weekend. It is easy, inexpensive when compared to the time and waste involved in transporting your food stock to the track, and everyone will be impressed. Call Jim Thompson and arrange to have his excellent certified food handlers prepare and serve your weekend needs for food and drink. Jim can be reached on: 530-934-5588 Ext-112 Or by cell @ 530-519-2201.

Haag Performance of Sacramento, a leading West Coast Spec Miata engine and drive train builder, has a limited number of spots available for racers needing storage, engine and drive train services, race prep, transportation and/or track support.

Contact Mike@haagperformance.com or call (925) 783-9409. 1808

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

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

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Call 530-934-5588 Ext 103 to get first choice of the best dates.

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Dedicated to Saving Young Lives

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

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

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

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