



The wheel



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2022 Regional
Championship Review
p. 8
Fresno Chapter
p. 26

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Above: SP Champion Casey McLeod. Photo by Blake Tatum

Cover: Regional Championship Trophies. Photo by Randy Jones

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The views expressed in The Wheel are those of the authors and do not necessarily reflect the position or policy of San Francisco Region or the SCCA.

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CALENDAR

FRESNO AUTOCROSS CHAPTER SCHEDULE

Event 1 - **Jan 22**

Event 2 & 3 - **Feb 25-26**

Event 4 & 5 - **March 25-26**

Event 6 & 7 - **May 20-21**

Event 8 - **June 10**

Event 9 - **July 15**

Event 10 & 11 - **September 2-3**

Event 12 & 13 - **November 11-12**

Note dates are tentative and subject to change. We are expecting to return to Famoso Dragstrip in the 2023. Dates are yet to be confirmed and may affect our Fairgrounds schedule.

Visit www.FresnoSCCA.com for an up-to-date calendar.

Most Events held at Fresno Fairgrounds .

SAN FRANCISCO REGION'S AUTOCROSS CHAPTER SCHEDULE

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

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

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

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

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

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

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

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

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

Most events held at Crows Landing, unless noted.

SCCA SACRAMENTO AUTOCROSS CHAPTER SCHEDULE

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

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

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

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

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

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

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

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

Events held at Thunderhill Raceway Park

RENO REGION SCCA SCHEDULE

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

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2023

2023 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

FEBRUARY 10-12

DRIVING SCHOOL - THUNDERHILL RACEWAY

FEBRUARY 24

TEST DAY (RUN BY HOD) - SONOMA RACEWAY

FEBRUARY 25-26

REGIONAL 1 & 2 - SONOMA RACEWAY

MARCH 17

TEST DAY (THILL) - THUNDERHILL RACEWAY

MARCH 18-19

RESTRICTED REGIONAL (No Group 2) 3 & 4 - THUNDERHILL RACEWAY

APRIL 14

TEST DAY (THILL) - THUNDERHILL RACEWAY

APRIL 15-16

RESTRICTED REGIONAL (No Group 4) 5 & 6 - THUNDERHILL RACEWAY

MAY 4

TEST DAY (THILL) - THUNDERHILL RACEWAY

MAY 5-7

WESTERN SHOOTOUT - THUNDERHILL RACEWAY

MAY 12-14

IMSA - WEATHERTECH RACEWAY LAGUNA SECA

JUNE 2

TEST DAY (THILL) - THUNDERHILL RACEWAY

JUNE 3-4

REGIONAL 7&8 - THUNDERHILL RACEWAY

JUNE 30

(SFR) - 1/2 DAY TEST WEATHERTECH RACEWAY LAGUNA SECA

JUNE 30- JULY 1-2

9&10 - WEATHERTECH RACEWAY LAGUNA SECA

JULY 28

TEST DAY (SFR) - WEATHERTECH RACEWAY LAGUNA SECA

JULY 29-30

REGIONAL 11&12 - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 12-13

PRE REUNION - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 16-19

REUNION - WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 1

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

SEPTEMBER 2-3

REGIONAL 13&14 - SONOMA RACEWAY

SEPTEMBER 8-10

INDY CAR - WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 28 - OCTOBER 1

RENNSPORT - WEATHERTECH RACEWAY LAGUNA SECA

OCTOBER 26

TEST DAY (THILL) - THUNDERHILL RACEWAY

OCTOBER 27-29

REGIONAL 15,16,17 - THUNDERHILL RACEWAY



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RACERS



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1 CHAMPION



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May 4-7, 2023

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Press Release for Western Shootout

Cranbrook Group, Inc. Sponsors Western Shootout Awards

Team Cranbrook partners with SFR SCCA for Western Shootout Championship Trophies

Team Cranbrook Racing leads the field to promote the newest race at Thunderhill Raceway Park in May 2023. With the green flag on our Western Shootout having just been dropped, Team Cranbrook has taken pole position for sponsorship of the trophies set to be given out on Sunday May 7, 2023. Only the Western Shootout crowns three winners in 27 different classes in one event weekend. The event is the seventh stop on the ten weekend Hoosier Super Tour schedule. Friday and Saturday race winners will be awarded 2023's latest iteration of the Super Tour trophies, but unique is the Western Shootout Championship trophies awarded after the Sunday 5-mile race to the overall points winner from all three races.

Draw your pistons and pin that throttle for the Cup, Sprint, and Feature Races in each class to finish ahead and win the inaugural event title.

Thanks to Team Cranbrook's sponsorship, the overall champion's trophy will be as glorious as the action. Riding high on thrills, the Friday and Saturday races will be run on the renowned 3-mile track with Saturday's race using the bypass made famous in the 25 hours of Thunderhill.

The weekend will start off with a test day on Thursday that will give racers practice time on each layout. Then, the Cup Race will start the action on Friday, followed by the Sprint Race on Saturday, and finally, the Shootout Feature Race on the 5-mile track on Sunday to crown the overall Champions based on the highest point totals for all three races combined!

There is no other SCCA event like this and the Western Shootout trophy will be a center piece for any winner's collection. Not only will this be the first Western Shootout title but our new website westernshootout.com, sfrscca.org and scca.com websites will post a substantial amount of content in conjunction with event Driver's Eye Livestreaming. The Western Shootout website will maintain an active list for each year's classification winners with pictures, videos, and points totals. Saddle up and prepare by spreading the word from east to west because the more racers on track the better the piston packing fun it will be for all.

Team Cranbrook Racing's Jim Devenport claimed first rights stating, "We are putting out the challenge early for all to come and try to take home the grand prize." With only one Shootout champion trophy going to the best racer in each of the 27 classes, Jim is correct that to beat the best and take the gold you must show up, slice your way to the front and never relinquish your grasp on the reigns of the inaugural Western Shootout Championship. With a wink and a smile Jim continues "that is why we are partnering with SFR SCCA - to drive the thrills beyond the limits." No better words could be said by one of the region's best racers. Find your gold here at the Western Shootout May 4-7, 2023, at Thunderhill Raceway Park.

Stay tuned for future News Releases and feast your eyes on the Western Shootout Trophy designed & selected to represent the Best in the West!!!

Thank you, Team Cranbrook, for your contributions to SFR SCCA & The Western Shootout.



2022 RACING SEASON IN REVIEW

The 2022 season is officially in the books. We had 1237 entries over a 17 race program, an average of 154 per weekend including the Majors. The best attended event was Regional 11 and 12 held July 23 at WeatherTech Raceway at Laguna Seca. The least attended event was Regional 7 and 8 held June 18th at Thunderhill Raceway. Interestingly enough, those two races had corresponding ratios, volunteer worker-wise. One might theorize that Workers liked to see more cars. Compared to mid 2000s, the entries were substantially less on average. Granted, making up the annual race schedule is a thankless, anxiety-producing exercise, given all the parameters, including conflicting events, which must be considered. Someone's toes will be trod. But, 2022 proved yet again that race weekends on or around a holiday are not popular or well-attended. The mid-June event went up against Father's Day, graduations, the beginning of summer, and oh yeah, the June Sprints. The Fourth of July event had well below the average 2022 attendance - both for drivers and Workers.

The Miata is still the king of SCCA, with at least five different classes in which they compete. Out of the Miata-only classes, SMT had 77 different drivers earn points; whereas the class that started the whole Miata revolution, SM, had only 17 drivers earn points.

As far as purpose-built cars go, the Spec Racer Fords are the most popular. Fifty-three drivers earned points in SFR3, and 10 different drivers earned points in SRF.

Overall, the racing in SFR3 was very intense. It seems with the addition of the new Sadev transmission in SRF3, the ability to pass is much harder, so we have more drivers taking bigger risks, especially early in the race. As a result, we had a few races suffer from extended caution periods.

FA2

Is a one-make class. The cars are F3 Liger and are powered by turbo-charged Honda motors. They have approximately 300 horsepower.

The season championship was a two-car battle between Jay Henry Horak and Dan Decker. Horak had six victories compared to Decker's one. Horak did not attend Regional 11 & 12 while Decker missed

Regional 7 & 8. They finished first and second at Regional Race 3 & 4.

These cars are a handful to drive and watching them at speed is a real thrill. The 2023 season promises to bring a lot of close racing, as these cars are featured in the Formula Car Challenge.

Jay Henry Horak Points: 363

RACE	POSITION	POINTS
1	4	17
2	5	16
3	1	25
4	1	25
5	2	21
6	1	25
7	1	25
8	2	21
9	1	25
10	2	21
13	1	25
14	1	25
15	1	50
16	2	42
17	DNS	0



FA2 Champion Jay Henry Horak. Photo by Blake Tatum

Dan Decker Points: 218

RACE	POSITION	POINTS
1	7	14
2	7	14
3	2	21
4	2	21
5	4	17
6	4	17
9	5	16
10	4	17
11	2	21
12	1	25
13	4	17
14	3	18



2nd place FA2 Dan Decker. Photo by Randy Jones

FA3

FA3 is a regional-only class comprised of Pro Formula Mazda Cars. These cars are lightweight monocoque chassis powered by a Mazda Rotary engine. Only two drivers earned points in this class; but that was because they were the only two drivers who were registered as San Francisco Region members. Several other drivers competed in the class as part of the World Speed Formula Car Challenge.

Joe Briggs Points: 317

RACE	POSITION	POINTS
1	1	25
2	1	25
3	3	DNF
4	1	25
11	1	25
12	2	21
13	1	25
14	2	21
15	1	50
16	1	50
17	1	50



FA3 Champion Joe Briggs. Photo by Blake Tatum

FV

Formula Vee has fallen to the clutches of modern times. It used to be the beginner class for people on a budget. With its Volkswagen motor and Volkswagen components, it is a very inexpensive way to go racing. Fields of 20 cars were common as late as 2005. In other parts of the country the class continues to have a strong following; and at the Runoffs, the fields are usually the third or fourth largest of all the classes. In fact, nation-wide FV is still in the top five for participation.

This year only one person earned enough points to qualify for the championship and that was Ron Wake. He did face some competition from Don Manthe, Brent Milner, and Chris Poncin, but none of them mounted much of an effort towards the Regional Championship.

Wake has been racing since the '70s and has competed at several Runoffs. He continues to keep his skills sharp, waiting for others to come and join him in one of the best racing classes SCCA has to offer.

Ron Wake Points: 326

RACE	POSITION	POINTS
3	5	16
4	7	14
7	1	25
11	2	21
12	1	25
13	1	25
14	1	25
15	1	50
16	1	50
17	1	50



Ron Wake FVChampion. Photo by Blake Tatum

FE2

Formula Enterprise is SCCA's attempt to replicate the success of SRF in a formula car. The class is totally spec and everything is controlled, from the motor to the shocks to the tires. SCCA was hoping to have the success they have seen in SRF play out in FE2. One of the problems was that within a few years of the car coming out, it needed a substantial upgrade. This upgrade cost a lot of money and the slow beginning

suffered a gut punch from which it never recovered.

This year only four region drivers posted points in FE2, although out of region drivers Matthew Romer and Paul Marino ran with us several times. Jerry Kroll made nine events, and won five of them to take the season championship.

Jerry Kroll Points: 274

RACE	POSITION	POINTS
1	1	25
2	1	25
9	3	18
10	2	21
11	4	17
12	3	18
15	1	50
16	1	50
17	1	50



FE2 Champion Jerry Kroll. Photo by Randy Jones

A few year ago SCCA did a cleansing of the National classes they offered. Part of that cleansing was to put the original Formula Mazda car with other more modern cars, essentially making them uncompetitive. The people at World Speed saw this problem and realized that at least on the West Coast there are a lot of the original Formula Mazda cars still racing. So, as part of their Formula Car Challenge series, they have a class for these cars in which to compete. At the same time. our region made Formula Mazda a region-only class.

This year Bill Weaver won the class. He has won several championships in Formula Mazda, and with nine victories out of fourteen races, it appears on the surface that he had an easy cruise to another

championship. Weaver had a lot of competition in the class: Brad Drew, Steve Martin, and Derry O Donovan making life uncomfortable for him. Second in points was Lars Jensen. He attended 13 races and his best result was second place at the season finale race.

Third place was Christian Okpysh, who only competed in twelve races; but his best finish was first place at Regional 12.

The 2023 season should be pretty exciting for this group. Weaver will have his hands full winning another championship, but I am sure he would not have it any other way.

Bill Weaver Points: 351

RACE	POSITION	POINTS
1	1	25
2	1	25
5	1	25
6	1	25
7	5	16
8	DNF	0
9	2	21
10	1	25
11	1	25
12	3	18
13	1	25
14	2	21
15	1	50
16	1	50
17	DNF	0



#67 Bill Weaver FM Champion. Photo by Blake Tatum

Lars Jensen Points: 265

RACE	POSITION	POINTS
1	4	17
2	6	15
3	4	17
4	6	15
5	6	15
6	5	16
11	4	17
12	4	17
13	5	16
14	8	13
15	4	34
16	6	30
17	2	42



Lars Jensen 2nd place FM. Photo by Blake Tatum

Christian Okpysh Points: 223

RACE	POSITION	POINTS
1	6	15
2	5	16
5	3	18
6	2	21
7	6	15
8	3	18
9	3	18
10	2	21
11	2	21
12	1	25
13	3	18
14	4	17



3rd place FM Christian Okpysh. Photo by Randy Jones

FX is the class that SCCA came up with when they combined Formula Mazda tube- framed F2000 cars, and Formula 4, plus the FS2.0 cars, which are made by World Speed. In our region the FS 2.0 cars are generally faster than the Formula Mazda cars, and they have a tendency of dominating this class. At the SCCA

Runoffs, the tube-framed F2000 cars seem to be the car to have.

In the past three years this class has belonged to Tao Takaoka, but he ran a limited schedule in 2022.

Doran Dreksler ran all but Regional 7 & 8 at Thunderhill Raceway Park. Takaoka and Dreksler only had seven head-to-head confrontations. Takaoka came out on top four times, and Dreksler beat him three times. Race 16 at Thunderhill was where you could see Dreksler bring the fight. That day the two put on one of the best races of the year. They changed position three times over the 3-mile Thunderhill course. Dreksler came out on top and in the process served notice that he was a force to be reckoned with if both he and Takaoka vie for the Regional Championship.

Doran Dreksler Points: 393

RACE	POSITION	POINTS
1	4	17
2	2	21
3	4	17
4	2	21
5	1	25
6	1	25
9	1	25
10	1	25
11	DNS	0
12	1	25
13	1	25
14	1	25
15	2	42
16	1	50
17	1	50



FX Champion Doran Dreksler. Photo by Blake Tatum

Tao Takaoka Points: 202

RACE	POSITION	POINTS
1	3	18
2	1	25
3	DNF	0
4	1	25
7	DNF	0
8	DNS	0
15	1	50
16	2	42
17	2	42



Tao Takaoka 2nd place in FX. Photo by Sierra Lacey

Frank Russell Points: 190

RACE	POSITION	POINTS
1	7	14
2	8	13
3	DNF	0
4	3	18
5	2	21
6	2	21
7	1	25
8	DNF	0
9	2	21
10	2	21
11	DNF	0
12	DNS	0
13	DNF	0
14	DNF	0
15	3	36
16	DNS	0
17	DNF	0



Frank Russell 3rd place in FX. Photo by Steve Bohac

FF

Formula F has been the training ground for up and coming drivers for years. But with the introduction of cars like FM, F4, and FE, the draw of Formula F has waned. These cars do not have wings, but every other aspect screams real race car. They are tube-framed bullets which can be powered by a Ford 1600 motor or a 1500 Honda Fit motor.

Ever since the class has allowed two different motors, the numbers of cars competing has fallen off. There are a lot of the cars sitting in garages, but they don't seem to come out for whatever reason.

Denny Renfrow Points: 386

RACE	POSITION	POINTS
1	1	25
2	2	21
3	2	21
4	2	21
5	1	25
6	DNS	0
7	DNF	0
8	DNF	0
9	1	25
10	1	25
11	2	21
12	3	18
13	1	25
14	1	25
15	1	50
16	2	42
17	2	42

It's really too bad, because the racing in Formula F is some of the best races in our region. When you have guys like Denny Renfrow, Chuck Horn, and Doug Learned racing nose to tail lap after lap, it gets pretty intense.

Renfrow took the season Championship over Dave Jalen. Renfrow attended every race, but had three DNFs. Jalen missed only Regional 9 & 10. Head to head, Renfrow had Jalen's number, except at Regional 12. At that race, Renfrow and Learned touched wheels at the exit of Turn 2, opening the door for Jalen to sneak on past for the win.

To Jalen's credit, he is the only driver out on the West Coast competing in a Mygale, and the wealth of knowledge regarding that car is just not quite as deep as with the Swift or the Piper.

Past Championship winner Chuck Horn competed on a limited schedule this past year. When he and Renfrow are on the track, expect some very close racing. Head to head between the two, Renfrow won the season battle five to four. In Race 6 Renfrow was entered, but did not start; and Race 7 Renfrow started, but did not complete a lap.

Hopefully 2023 sees a rebirth of the class, with Horn, Renfrow, and Learned competing in a full season.



Denny Renfrow FF Champion. Photo by Blake Tatum

Dave Jalen Points: 328

RACE	POSITION	POINTS
1	3	18
2	3	18
3	4	17
4	4	17
5	5	16
6	3	18
7	3	18
8	2	21
11	4	17
12	1	25
13	3	18
14	2	21
15	3	36
16	4	34
17	4	34



Dave Jalen 2nd place FF. Photo by Blake Tatum

Charles Horn Points: 264

RACE	POSITION	POINTS
3	3	18
4	3	18
5	2	21
6	1	25
7	1	25
8	1	25
9	2	21
10	2	21
15	5	32
16	1	50
17	1	50



3rd in FF Chuck Horn. Photo by Blake Tatum

P1

Perennial P1 Champion Jim Devenport only ran five races with us this year. In his absence, Joe Viso only missed Regional 3 & 4. By winning seven of the 15 races, Viso won the championship. P1 usually does not have much excitement up at the front of the pack; but this year Viso had some great races with John Manfroy who won five races in a row. It could have been six had not loose bodywork flipped the kill switch. Viso's most exciting race of the year was the very last on the 5-mile track. He and Jim Devenport fought nose to tail the entire race with Devenport winning by less than one second.

Joe Viso Points: 381

RACE	POSITION	POINTS
1	1	25
2	DNS	0
5	1	25
6	1	25
7	1	25
8	1	25
9	2	21
10	2	21
11	2	21
12	2	21
13	2	21
14	1	25
15	2	42
16	4	34
17	1	50



P1 Champion Joe Viso. Photo by Blake Tatum

Second place finisher in P1 was Chris Vian, who competed in every event during the season. Chris is relatively new to the world of Prototype racing and has been steadily getting faster as the year progressed.

Chris Vian Points: 345

RACE	POSITION	POINTS
1	3	18
2	3	18
3	1	25
4	3	18
5	3	18
6	2	21
7	2	21
8	2	21
9	DNF	0
10	3	18
11	3	18
12	3	18
13	4	17
14	DNF	0
15	3	36
16	2	42
17	3	36



Chris Vian 2nd place P1. Photo by Randy Jones

S2

Sports 2000 is another class that for whatever reason has fallen out of favor with local racers. The class regularly had fields of ten to fifteen cars back in the late nineties. There was even a professional racing series with these cars which had a large following. The cars are really cool in that they are basically Formula Fords with full bodywork.

Steve Gomes and Troy Tinsley were the only two earning regional points in the class. Tinsley won the championship by virtue of entering enough races. Gomes was only able to make five of the races. Head to head at Regional 1 & 2, they each took a class win. Then at Regional 15 & 16, they again spilt the wins.

Troy Tinsley Points: 213

Maybe both drivers will run a full schedule next year and we could see who would end up on top. Second place finisher in P1 was Chris Vian, who competed in every event during the season. Chris is relatively new to the world of Prototype racing and has been steadily getting faster as the year progressed.

RACE	POSITION	POINTS
1	1	25
2	1	25
3	DNF	0
4	1	25
13	1	25
14	1	25
15	1	50
16	2	42
17	DNF	0



S2 Champion Troy Tinsley. Photo by Randy Jones

FC

Formula Continentals are the big brother to the Formula Fords. They have a bigger engine, and front and rear wings. They are about three to five seconds a lap faster than FFs. A couple times a year the Pacific F200 series runs at our regionals, and the field of FC cars is top notch. Since not all of the Pacific F200 series drivers are members of our region, they did not earn points towards the Regional Championship.

Kenneth Rozeboom won the Championship over his main competitor, Lyn Greenhill. Head to head, Rozeboom beat Greenhill six to three. Jeffrey Pietz also competed in ten races over the season, taking a couple of wins at Regional 9 & 10.

Henry Kenneth Rozeboom Points: 257

RACE	POSITION	POINTS
3	DNF	0
4	3	18
5	7	14
6	8	13
7	2	21
8	2	21
11	3	18
12	2	21
13	6	15
14	5	16
15	1	50
16	1	50
17	DNS	0



Henry Kenneth Rozeboom FC champion. Photo by Blake Tatum

Lyn Greenhill Points: 227

RACE	POSITION	POINTS
3	2	21
4	DNF	0
5	DNS	0
6	13	6
11	4	17
12	4	17
13	5	16
14	4	17
15	2	42
16	2	42
17	1	50



Lyn Greenhill 2nd place FC. Photo by Chris Poncin

Jeffrey Pietz Points: 264

RACE	POSITION	POINTS
3	DNF	0
4	4	17
5	10	11
6	11	10
7	3	18
8	3	18
9	1	25
10	1	25
11	5	16
12	5	16



Jeffrey Pietz 3rd place FC. Photo by Randy Jones

ITA is the class where the Spec Miata racers go run for extra track time. ITA action often times is as intense as a Spec Miata race, because most of the front runners in Miata also run ITA.

Rob Fuller took the season championship, even though he missed Regional 3 & 4. Fuller took seven wins over Peter Phung's two victories. Third place in ITA, Ross Lindell won three times; but he did not compete in enough races to threaten for the championship.

Rob Fuller Points: 371

RACE	POSITION	POINTS
1	4	17
2	3	18
5	3	18
6	2	21
7	4	17
8	1	25
9	1	25
10	8	13
11	1	25
12	1	25
13	DNF	0
14	1	25
15	2	42
16	1	50
17	1	50



Rob Fuller ITA Champion. Photo by Blake Tatum

Peter Phung Points: 323

RACE	POSITION	POINTS
1	7	14
2	7	14
3	1	25
4	1	25
5	13	8
6	9	12
7	5	16
8	DNF	0
9	4	17
10	5	16
11	4	17
12	6	15
13	3	18
14	3	18
15	3	36
16	3	36
17	3	36



ITA 2nd place Peter Phung. Photo by Blake Tatum

Ross Lindell Points: 265

RACE	POSITION	POINTS
1	3	18
2	2	21
7	1	25
8	2	21
13	1	25
14	2	21
15	1	50
16	2	42
17	2	42



ITA 3rd place Ross Lindell. Photo by Blake Tatum

ITE

Gustavo Greco put in a dominant performance in ITE this year driving a BMW M3. He won ten races out of the fourteen races he entered. So dominant was his performance that he did not have to show up for the season-ending triple header double points races.

Lenny Celibertii took second in the class, being the only driver to compete in a Maserati BiTurbo.

Gustavo Greco Points: 322

RACE	POSITION	POINTS
1	1	25
2	1	25
3	1	25
4	1	25
5	3	18
6	2	21
7	1	25
8	2	16
9	1	25
10	1	25
11	2	21
12	2	21
13	1	25
14	1	25



ITE Champion Gustavo Greco. Photo by Randy Jones

Lenny Celibertii Points: 323

RACE	POSITION	POINTS
1	2	21
2	2	21
5	11	10
6	8	13
9	2	21
10	2	21
11	8	13
12	DNS	0
13	4	17
14	DNF	0
15	1	50
17	1	50



2nd place ITE Lenny Celiberti. Photo by Blake Tatum

MC

Muscle Car had thirteen different drivers try their hand at the class this year. Only Robert Luster ran enough races to qualify for the Championship, therefore he was the Region Champ. He took the championship with one win. Matt Insley entered four races and took home three victories. Bill Pryor won three races out of the six he

entered. This class has a lot of momentum with several drivers taking their turn at the class. Muscle Car is one of our newer classes, and it's fun to see the variety of cars that compete in this class, anything from a Mustang to a Camaro. They all seem to have a chance at winning.

Robert Luster Points: 203

RACE	POSITION	POINTS
5	5	16
6	2	21
9	1	25
10	2	21
13	2	21
14	2	21
15	3	36
17	2	42



MC Champion Robert Luster. Photo by Blake Tatum

ITX is another playground for the Spec Miata drivers. In years past it seemed as though there was an unofficial rule that the SMT drivers would race in ITA while the SSM competitors would race in ITX. This year things were different. David Covin, who competes in SMT when racing in Group 7, entered in ITX during the Group 5 races. He would have run the table but something happened to him during race 17 and he finished second. Covin is one of the young up and coming drivers that I

look forward to watching anytime he shows up at the race track.

Second in ITX was Matthew Wyatt. He normally competes in Sealed Spec Miata, which theoretically should be a slower car since the engine is sealed to a certain horsepower. Wyatt took home the season championship in SSM, and with the second in ITX he had a great year.

David Covin Points: 492

RACE	POSITION	POINTS
1	1	25
2	1	25
3	1	25
4	1	25
5	1	25
6	1	25
7	1	25
8	1	25
9	1	25
10	1	25
11	1	25
12	1	25
13	1	25
14	1	25
15	1	50
16	1	50
17	2	42



ITX Champion David Covin. Photo by Blake Tatum

Matthew Wyatt Points: 258

RACE	POSITION	POINTS
1	2	21
2	3	18
3	3	18
4	4	17
5	5	16
6	DNS	0
7	DNS	0
8	3	18
9	2	21
10	2	21
15	3	36
16	3	36
17	3	36



ITX 2nd place Mathew Waytt. Photo by Blake Tatum

Nuno Goncalves Pedro Points: 221

RACE	POSITION	POINTS
1	7	14
2	DNF	0
5	8	13
6	7	14
7	4	17
8	4	17
9	5	16
10	5	16
13	DNS	0
14	5	16
15	4	32
16	5	32
17	5	32



Nuno Concalves Pedro 3rd place ITX. Photo by Blake Tatum

GT2

Igor Lyustin Points: **205**

RACE	POSITION	POINTS
7	1	25
8	1	25
11	DNF	0
12	2	21
13	1	25
14	1	25
15	2	42
16		
17	2	42

Regional Race 7 saw Igor Lyustin show up with a beautiful red and white Corvette. Once he showed up, the rest of the GT2 cars might as well have stayed home. Lyustin won four of the eight races he entered. He had one DNF and finished as runner-up

three times. Earlier in the year, GT2 had some TA2 cars show up and steal the limelight from the faster cousins GT1 cars. Unfortunately, later in the year these guys moved on, most likely to the professional series for which their cars are eligible.



GT2 Champion Igor Lyustin. Photo by Randy Jones

SP

Casey McLoed Points: **221**

RACE	POSITION	POINTS
5	2	21
6	DNF	0
7	1	25
8	1	25
9	1	25
10	1	25
15	1	50
16		
17	1	50

Casey McLoed was the only driver to record enough races to win the Super Production Championship. Casey raced in eight races and won six of them. He

finished second once and had one DNF. The one time he finished second Jeff Francis took the class win in his Ferrari 488 Challenge car.



SP Champion Casey McLoed. Photo by Blake Tatum

HP

John Faull Points: **321**

RACE	POSITION	POINTS
3	1	25
4	1	25
5	1	25
6	1	25
7	2	21
8	DNF	25
9	DNS	0
10	1	25
13	DNS	0
14	1	25
15	1	50
16	1	50
17	1	50

John Faull won his second consecutive HP championship, in his vintage 1959 Sprite. He raced in 13 races this year, winning nine times. Also earning

points in this class was Lee Fleming, who took three wins out of the four races he entered; and Donovan Helfrich Sr. who is still looking for his first class win.



HP Champion John Faull. Photo by Blake Tatum

T1

Clark Nunes Points: **354**

RACE	POSITION	POINTS
1	1	25
2	1	25
3	1	25
4	DNS	0
5	3	18
6	3	18
9	1	25
10	1	25
11	1	25
12	3	18
13	1	25
14	1	25
15	1	50
16		
17	1	50

Clark Nunes took care of T1 in 2022. His Camaro looks like it was the inspiration for a Hot Wheel model - big tires and cool green and black paint scheme. Hot Wheels are toys for kids. This Camaro is Clark Nunes' toy; however Nunes is certainly not a kid. Nunes took 10 class victories out of the 14 races he entered.

At Regional 5 & 6, Nunes ran up against the BMW M3s of Tristan Littlehale and Ian Barberi, for which he did not have an answer on that weekend. But the weekend of the June Sprints, Nunes showed all the BMW crowd that the Chevy V8 power was king, beating two BMW entries. In fact, after Regional 5 & 6 no one in a BMW beat him again.



T1 Champion Clark Nunes. Photo by Blake Tatum

SSC5

Tim Sullivan Points: **301**

RACE	POSITION	POINTS
1	1	25
2	DNS	0
3	1	25
7	1	25
8	DNS	0
9	1	25
10	1	25
11	8	13
12	8	13
13	1	25
14	1	25
15	1	50
16	1	50
17	DNS	0

Tim Sullivan ran away with the SSC5 class win. Unfortunately, the class does not have much of a following in Northern California, but the class is quite healthy in Southern Cal. It appears the Southern Cal boys run under a little different set of rules, as they have a lot more power than Tim's Corvette.



SSC5 Champion Tim Sullivan. Photo by Blake Tatum

The Spec Mustang class is always fun to watch. The cars are pretty equal and the drivers get the most out of the machines. This year several drivers didn't compete in all of the races, so the fun of watching them was somewhat muted. But when there was a contingent of four to five cars, it was a must-see feature of the weekend.

Jeff Sutton had a one-point lead going into the finale weekend at Thunderhill. This was a weekend where we had eight SMG Mustangs entered. Some pretty heavy hitters were lined up to make the fight for the Championship interesting. To add spice to the mix, all races counted as double points, so a one position difference was a big deal.

The first race of the weekend was on the 1.9-mile short course, where Sutton took home second and Dan Cullinane finished fourth. Sutton had a nine point lead on Saturday morning. Saturday's 3-mile race saw the two lead cars in the group, which happened to be Spec Mustangs, tangle on the front straight, bringing out a red flag. The race

results reverted back to the previous lap, and Cullinane finished one position ahead of Sutton. Going into the last race of the season, Sutton had a five point lead. Basically Sutton had to finish ahead of Cullinane to claim the Championship and Cullinane had to finish ahead of Sutton. The first two laps of the race Cullinane was in third ahead of Sutton. Cullinane needed to get up to either first or second or have Sutton fall back further. Instead of trying to do the math in his head while he was driving, Sutton passed Cullinane on the third lap of the race thereby securing the Championship.



SMG Champion Jeff Sutton. Photo by Sierra Lacey

Jeff Sutton Points: 237

RACE	POSITION	POINTS
1	1	25
2	DNS	0
3	1	25
4	1	25
5	1	25
6	DNS	0
15	2	42
16	4	34
17	3	36



SMG 2nd place Dan Cullinane. Photo by Blake Tatum

Dan Cullinane Points: 226

RACE	POSITION	POINTS
1	2	21
2	1	25
3	2	21
4	2	21
13	3	18
14	3	18
15	4	34
16	3	36
17	4	32



SMG 3rd place Anthony Bonino. Photo by Randy Jones

Anthony Bonino Points: 152

RACE	POSITION	POINTS
1	3	18
2	2	21
5	2	21
6	DNS	0
13	4	17
14	4	17
15	5	32
16	8	26
17	DNS	0

If you look at the final point tally for Erich Woolley and Bruce Richardson, you will see that only one point separates them. However this tally does not take into consideration of the drop rule and the actual final difference was 422 for Woolley and 404 for Richardson.

Although Richardson made up 24 points over the final three races of the season, it was not enough to overhaul Woolley.

Woolley appears ready to move up to SFR3, as he was often times racing with the more powerful cars in his Gen 2 Spec Racer. His brother Michael is already in a SRF3 car - without the new transmission - and is fighting at the sharp end of the grid for victories.

Erich Woolley Points: 422

RACE	POSITION	POINTS
1	1	25
2	1	25
3	1	25
4	1	25
5	1	25
6	DNF	0
7	2	21
8	DNF	0
9	1	25
10	1	25
11	1	25
12	1	25
13	1	25
14	1	25
15	2	42
16	2	42
17	2	42



Erich Woolley SRF Champion. Photo by Blake Tatum

Bruce Richardson Points: 421

RACE	POSITION	POINTS
1	4	17
2	DNF	0
3	2	21
4	2	21
5	3	18
6	2	21
7	1	25
8	1	25
9	3	18
10	2	21
11	2	12
12	2	21
13	2	21
14	2	21
15	1	50
16	1	50
17	1	50



2nd place SRF Bruce Richardson. Photo by Randy Jones

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Robert Watt

photography

The talk before the season finale in SRF3 circles was who was going to prevail in the season points chase. Robert Sachs had a mid-season hot streak where he peeled off three wins in a row. Greg Hoff had three wins to his credit; but more importantly, he seemed to have the momentum going into the finale as he won the last two races before the tow up to Thunderhill.

If Hoff won the championship he would have been the first driver to win the two hardest classes in the same year. He had a sizable lead in SMT and he had a great chance in SRF3.

To say the weekend was a debacle for both drivers would be an understatement. In the first race on the 1.9-mile track, Sachs and Hoff finished next to each other so the Championship was still on the line. During the second race they made contact and fell several positions, but still within reach of each other. For the third race of the weekend, they again had contact and Hoff received no points while Sachs earned just four points.

In the meantime Bill Booth was posting solid results. When the dust settled and several calculations were made, and to everyone's surprise. Mr. Steady Eddy Bill Booth was declared the Region Champion. When Booth left the track that afternoon, he had no idea the Championship was his. But during the drive home his phone rang and the caller on the other end told Bill he had won the Championship. Needless to say, he was shocked, surprised, and elated all at the same time. Sachs and Hoff were left with a long drive home contemplating what went wrong.

Bill Booth Points: 273

RACE	POSITION	POINTS
1	2	21
2	3	18
3	5	16
4	4	17
5	3	18
6	2	21
9	6	15
10	4	17
11	7	14
12	7	14
15	7	28
16	5	32
17	2	42



Bill Booth SRF3 Champion. Photo by Blake Tatum

Robert Sachs Points: 272

RACE	POSITION	POINTS
1	3	18
2	5	16
3	13	8
4	DNS	0
5	2	21
6	1	25
7	1	25
8	1	25
9	14	7
10	6	15
11	11	10
12	17	4
13	5	16
14	2	21
15	3	36
16	12	18
17	19	4



2nd in SRF3 Robert Sachs. Photo by Blake Tatum

Greg Hoff Points: 266

RACE	POSITION	POINTS
1	22	0
2	4	17
3	9	12
4	5	16
5	1	25
6	DNF	0
7	2	21
8	8	13
9	4	17
10	3	18
11	12	9
12	11	10
13	1	25
14	1	25
15	2	42
16	13	16
17	DNF	0



Third in SRF3 Greg Hoff. Photo by Blake Tatum

SMT

SMT is a very tough class in which to win. It is even tougher to win the Championship. In order to do so you need a reliable car. You need to be fast yet consistent. Lastly you need a little bit of luck.

Greg Hoff had all of those working for him in 2022, at least as far as SMT was concerned. He won four races. When he fell back at some of the events, he did his best to minimize the damage. The biggest blemish on his season was probably the 3-mile race at the season finale, where he gave up some points to David Covin.

Covin for his part won the ITX championship and it would have been a nice line on his resume if he also won the SMT Championship; but there were not enough wins and too many races that finished in the teens.

Covin is a great driver and hopefully he will be vying for the Championship

next year, and will have a great chance to move up a step on the podium.

Hoff had an outstanding year taking on SMT and SFR3. He came up just short of winning a dual championship in both classes.

Greg Hoff Points: 336

RACE	POSITION	POINTS
1	4	17
2	DNS	0
3	6	15
4	7	14
5	3	18
6	7	14
7	1	25
8	1	25
9	1	25
10	2	21
11	1	25
12	4	17
13	2	21
14	2	21
15	3	36
16	26	0
17	2	42



SMT Champion Greg Hoff. Photo by Blake Tatum

David Covin Points: 281

RACE	POSITION	POINTS
1	19	2
2	15	6
3	5	16
4	4	17
5	10	11
6	10	11
7	4	17
8	10	11
9	6	15
10	4	17
11	10	11
12	16	5
13	3	18
14	3	18
15	4	34
16	3	36
17	3	36



David Covin 2nd place SMT. Photo by Blake Tatum

Rob Fuller Points: 257

RACE	POSITION	POINTS
1	10	11
2	9	12
5	5	16
6	5	16
7	3	18
8	2	21
9	8	13
10	11	10
11	13	8
12	7	14
13	3	13
14	7	14
15	6	30
16	7	28
17	5	32



Rob Fuller third in SMT. Photo by Blake Tatum

Sealed Spec Miata was a very close fight for the Championship, which was ultimately won by Matthew Wyatt. With a 32-point lead going into the season finale, all Doug Alvis had to do was keep Wyatt within sight. But Wyatt was a man possessed over the three-day season finale. He took wins in the first two races and was tied with Alvis going into the last

race of the year. Wyatt fell four position at the start of the final race and Alvis gained two positions during the final race. But Alvis started too far back and ended up taking third in class to Wyatt's second place finish in class. The difference ended up being six points. Great season by both drivers.

Matthew Wyatt Points: 348

RACE	POSITION	POINTS
1	2	21
2	3	18
3	1	25
4	2	21
5	1	25
6	2	21
7	DNF	0
8	1	25
9	1	25
10	1	25
15	1	50
16	1	50
17	2	42



Matthew Wyatt SSM Champion. Photo by Blake Tatum

Douglas Alvis Points: 342

RACE	POSITION	POINTS
3	3	18
4	5	16
5	2	21
6	1	25
7	2	21
8	3	18
9	3	18
10	3	18
11	1	25
12	1	25
13	5	16
14	4	17
15	4	34
16	4	34
17	3	36



2nd place SSM Douglas Alvis. Photo by Robert Watt

Nuno Goncalves Pedro Points: 224

RACE	POSITION	POINTS
1	5	16
2	7	14
5	4	17
6	DNF	0
7	3	18
8	DNF	0
9	4	17
10	4	17
13	6	15
14	6	15
15	5	32
16	6	30
17	5	32



3rd place SSM Nuno Goncalves Pedro. Photo by Blake Tatum



Spec Miata used to be the largest class in SCCA. But with SCCA requirement to run the Hoosier tire, most of the racers chose to run SMT, which allows the use of the Toyo tire.

Tommy McCarthy has been the guy to beat in this class for several years. But this year he ran a limited schedule and finished second in points. Malon Brown did not come out until Regional 5 & 6, but ran every event from that point on. His 310 points was more than enough to secure the Championship over McCarthy.

Malon Brown Points: 310

RACE	POSITION	POINTS
5	3	18
6	3	18
7	1	25
8	1	25
9	6	15
10	4	17
11	2	21
12	2	21
13	1	25
14	1	25
15	4	34
16	6	30
17	3	36



Malon Brown SM Champion. Photo by Steve Bohac

Tommy McCarthy Points: 227

RACE	POSITION	POINTS
4	2	21
5	2	21
6	2	21
11	1	25
12	1	25
15	1	50
16	5	32
17	5	32



2nd place in SM Tommy McCarthy. Photo by Blake Tatum

Canceled due to lack of interest

Say goodbye to nine Regional-only classes in SFR. Due to lack of interest, i.e. little or no participation, the following classes were eliminated: AVSC, DSR, E30, FE, GTA, N3, SM5, Thunder Roadster,

and VTR. Each Group has a general class in which these classes could enter. This decision was reached by the SFR Board of Directors, upon reviewing all the classes.

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STANDING

Fresno Chapter Driving School & Event 1



Driving School students with their certificates. Photo by Christopher Sochan



Eric Gillis in his 2000 Porsche 911 Carrera

The highly anticipated 2023 season for the Fresno Chapter started on Saturday January 21st with a sold out "Performance Driving School." The students got over five hours of seat time and learned many valuable driving skills from local instructors. After a day of learning and practicing, the student's newfound skills were put on display the following day at the first event of the year.

On the early Sunday morning of January 22nd, the 81 drivers slowly filled the parking lot of the Big Fresno Fairground for Event 1. Veteran autocross driver Ric Quinonez chaired the event and also took home the TTOD in his 2020 AMOD Shark Stealth. Paul Newton in his 2005 Lotus Elise was second



Skylar Coon taking the win in the Novice Class

Eric Gillis in his 2000 Porsche 911 Carrera led B Street over Dave Warner and Bert Schneider. Francisco Delagarza in his 2005 Honda S2000 took the win in C Street over Craig Boyle. D Street had six drivers. Brad Dawson led the class over James Franks and co-driver Patty Jeschien, Gary Emenhiser, John Marihart and Gary Whitmire. Quinn Ringgold in a 1999 Mazda Miata took the win over Gary Lieb in E Street. Gary Fazekas had the quicker Mustang in F Street over John Jorgensen and Corky Schroeder. Christopher Sochan drove his 1997 Subaru Legacy Brighton to the win in H Street over Frachiseur Shelton. Al Andersen in G Street and Matt Britter in Super Street both ran uncontested.



Paouchou Vang taking the win in SMF

In Street Touring action, Keith Bullock in his 1990 Mazda Miata took the win over Josh Pinckney, David Ruby and Adam Haro in STS. William Marlow in his 2015 Honda Civic Si led STX over Dan Correll and Jacqueline

Vazquez. Dexter Jones in STH, Tiger Luna in STR and Alex Neufeld in STU all ran uncontested.

Steve Carlson in his 1970 Datsun 240Z took the win over Erick Castro in BSP. Trevor Fechner in ASP, Mas Vang in FSP, Ricardo Quinonez in AM and Stephen Abraham in DP all ran uncontested.

In Street Modified, Phil Castro in his 2015 Mitsubishi EVO X took the win over Rufus

Connell and co-driver

Amy Armes. Paouchoua Vang led SMF in his Honda Civic over Darrell Moskowitz.

In CAM Class competition, Jayman Topalian in his 2020 Chevy Camaro SS 1LE took the win in CAMC over Michael Gardner, Travis Miranda, Leon Weinroth and Greg Back. Anthony Topalian in his 2017 Chevy Corvette Grand Sport led CAMS over German Pulido.

Kelsey Stoltenberg co-driving a 1999 Mazda Miata took the win in the Ladies Class over Falina Marihart, Rebecca West, Sandra Hermans, Christina Andersen and Pamela Schroeder.

Taylor Coon in a 2018 Porsche Cayman led all eighteen drivers in the Novice Class. Co-driver Skylar Coon was second followed by Nick Sultana and Colton Beckstead. Aaron Douglas, Eduardo Pineda, Forriest Reed, Michael Abraham, Owen Bullock, Kerry Matsunaga, Robert Douglas, Luis Aguilera, James Collins, Marlin Yarbrough, Mariah Douglas, Jerron Marihart, Serena Castillo and Amanda Soto rounded out the rest of the field.

In Index Class, Paul Newton took the win followed by Brandon Griggs, Jimmy Au-Yeung, Rob Krider, Eric Martin, James West, Kyle Matsumura, Bill Martin and Audrey Tan.

A great start to the 2023 season. A few drivers changed it up a little by driving a different vehicle in a different class from last season. Hope to see everyone in the next two events at the end of February.



Novice driver Eduardo Pineda in his 1989 Toyota Corolla



Kerry Matsunaga in his C8 Corvette



Jacqueline Vazquez in her 2019 Toyota 86

TOM McCARTHY RECEIVES JOHN MCGILL AWARD By Lynne Huntting



Tom McCarthy received (posthumously) the prestigious SCCA John McGill Award at the SCCA Convention Hall of Fame ceremonies January 19, 2023. The award is for significant contributions to SCCA. The award was presented to Tom's family, and received by his son Terry.

Tom McCarthy was first a man who loved and cherished his family, and after that he was the definition of "The SCCA Club Racer." He joined SCCA in 1963 and attended drivers' school in 1964. Tom built and maintained his own cars, and he

helped everyone in the paddock who asked for help. He gave back to the San Francisco Region and SCCA with his time, considerable ideas and boundless energy. Tom held many positions in the club, was elected to the Region BoD and served as the Region Executive for several terms.

Tom and his family made the trek from Santa Clara CA to Road Atlanta some 13 times with his beloved Triumph Spitfires, and six more times to Mid-Ohio in different cars. Tom won many Regional and Divisional Championships: The WHEEL Driver of the Year in 1973 and 1986; FP Regional Champion 1973, 1979, 1987 and 1989; PCRRR FP Champion 1973, 1979, 1987, 1989; NOPAC & PCRRR SC Champion 1994, 1995 & 1996. Even though he led the last lap many times, that National Championship remained an unfulfilled dream. His son Terry won the Runoffs and only led the corner of the last lap. That was one of the happiest days of Tom's life. He was a fierce competitor on track and known for helping his fellow competitors off track. Tom strongly believed in good clean racing, and was ahead of his time in talking about what has become the Green To Checker discussion.



TRP groundbreaking Oct 1993

Tom was elected to the SFR Board of Directors in 1976, and then next year Assistant RE. He was Competition Director in 1977 and 1982-1987. In 1988 Tom began publicly pitching his vision for the San Francisco Region to build and run its own race track. This was a time in Northern California racing when tracks were closing and track time was becoming more difficult and costly for the Club to secure. Per David Ray, Founder of Hooked On Driving, "Many scoffed at his dream of a club-owned raceway. Tom had the fortitude and toughness to make it happen." He convinced others to support that vision and the result is Thunderhill Raceway Park - a track owned by San Francisco Region SCCA. Tom spent countless hours, alone and with the SFR BoD, covering half of California looking at sites for Thunderhill, pitching the idea to County Governments, Clubs, and the National Office of SCCA. On Halloween weekend in 1993 Thunderhill held its first Regional Race with over 200 entries on the 1.9-mile race track. Thunderhill the dream had become Thunderhill the reality. Everyone who has ever, or will ever race there,

do a track day, an autocross, use the skid pad, a Teen Driving Experience, be a spectator has Tom to thank for his vision and the work that went into making it a reality.

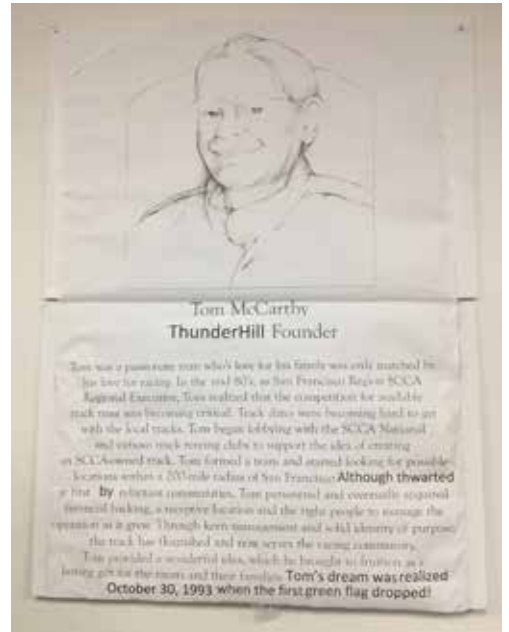
One of the most important aspects of the region owning a track is financial responsibility, and the management of the track as an asset. Tom was a key architect and strategist in developing the financial and management plan

and its success that retired the initial financial debt ahead of schedule, and has allowed continual expansion and development of the facility. Thunderhill's success has exceeded the expectations and become a destination track on the West Coast, expanding to a multi-use facility covering many aspects of motorsports. Today the track has become so popular that it is rented every day, making millions in profits. Last year Thunderhill gave \$250,000 to the SF Region to support the workers programs.

Tom did not bring Thunderhill into a reality on his own. He was a man who collected good people around him and was not afraid to be the leader while supporting the growth of others. Tom made sure others received due credit for their contributions. He very much believed every SCCA Member was an equal in the club and no one deserved special treatment or advantages, regardless of his or her individual contributions.

In his non-SCCA world Tom was a contractor for Bill Gates and Steve Jobs, and founder of his own company, Du-All Thermal Products. He held 24 patents over a broad range of technologies and disciplines. Tom was observant, saw things differently, had visions for the future and was not concerned about pursuing crazy ideas.

Tom is very much missed by his family, friends, and many acquaintances in the Racing Community but his dream is enjoyed every day by club racers like us.



Commemorative Plaque in TRP Clubhouse



Terry, Tommy & Tom McCarthy

Bucket List: Competition Driver's School

By Blake Tatum

Today's world seems to be about crossing things off of our bucket list. We baby boomers have lived a pretty good life, but we seem to think that the fun should never end. We need to have a list of things that we have always wanted to do. Things like skydiving, bungee jumping or learning to fly.

When I tell people that I like to race cars, I often times hear "that is one of my bucket list items." If you happen to be one of those people, it is now time to start working on it. The easy path to claiming you have raced cars is to sign up for a driver's school through a professional organization like Bob Bondurant, Allen Berg, or Skip Barber. These are all great but what do you do if you actually want to race? I mean, what if you really want to be out on the racetrack and be racing with the guy next to you? What if you want to mix it up for several laps over an entire weekend? What if you want to race at more than one racetrack? What if you want to race at historic places like Laguna Seca or Sonoma Raceway (aka Sears Point) or Road America?

If your bucket list is more than saying you have driven a race car on a racetrack, then you need to get a racing license. The best place to get a racing license is through the San Francisco Region's Competition Licensing School. Notice it is not called driver's school. It is not called a driving experience. It is a school designed to teach you how to race cars on a real racetrack. Our Licensing School is not one of those things you attend and if you show up you pass. Our school is designed so that when you are done, you can go out and race on a real racetrack with real race car drivers and compete for real wins. It is not driving around at a reduced speed so that the car is not damaged.

I know this sounds harsh, I know it sounds like it might be too big of a challenge, I know it seems intimidating; but do not worry. The staff of professionals that run the school start you out slowly. They break down the process into manageable bites. They take the art of racing and start with a rough sketch. They teach the students the proper racing line. They teach the students apexes. They teach the students about vehicle dynamics. By the end of the weekend they have created a canvas of racing artwork which is the graduating student.

They know that you have to walk before you run. They realize that the standard is high, but they also know that when you are done, you are ready to race a real race car on real racetracks. They want you to be safe and they want you to be competent. They want you to have the best experience you can possibly have. They want you to become a member of a select group of people who have achieved a bucket list item. More importantly, they want you to realize that the rest of the bucket is not important any more because the thrill you get from racing cars is like nothing else in the world.

This might sound like a difficult task. The purpose here is not to discourage you, but to pump you up. I explain this because the school is the best three days you will ever spend in a racing car. To ease the anxiety you might feel about going to the Competition Licensing School, I will share some comments from last year's participants.

Allen McCrary said his school experience was a similar adrenaline rush to flying. It woke up some feelings inside him that he thought were dead. He liked the fact that it was mostly all hands-on training. He liked it because each lesson took him to his max, and then the next lesson took it from there. It had a lot of parallels to his flying lessons.

David Deflyer said the school had fantastic track time, and it was overall a fantastic experience. His best and worst memory was kind of the same. He had a lot of car issues. His favorite part was overcoming the adversity of car problems. He said the school races were fantastic!!! He rated the SCCA a five out of five, and said they were awesome; they did an amazingly good job. They were there to make sure everyone had a good time.

Nuno Gonzales said the SCCA volunteers really committed to making sure it was a good experience. He said the instructors were very helpful. His best memory from the school was the first and the last race of the school. The first race because he realized that he really enjoyed auto racing. He had fun with the wheel-to-wheel racing. The last race of the day because when he came onto the track he was literally crying.

Ross Lindell gave the course content a five out of five. What he liked the most was that within one or two sessions you are pretty much racing---the feedback regarding the theory of racing was great. He got a lot of pure racing experience out of the school. He really enjoyed his instructor, Robert Murillo. He had a good sense of humor that he used on the students. The sense of humor helped communicate to them ways to make them better, while being a good delivery method for a pep talk. Ross had so much fun he said he might make a career out of going to driver's school.

Todd Rueppel said he was thrilled with how much on track time they had. He really felt like he learned a lot. The school is geared towards learning by doing. He felt the help from the instructors was very good. He liked the fact that they did not have too many whiteboard exercises. His best memory was how much track time there was. He was expecting lots of video and power points and was happily surprised by how much driving time he had.

Zach MacLean said racing is all about seat time. It is hard to get that amount of track time. He gave the SCCA volunteers a rating of five out of five. He said they were all awesome - could not do the event without them. He said everyone was nice and friendly. His best memory was winning the last race, beating the second place driver by a nose.

Competition Licensing School is one of the most memorable experiences I had in my life. It is the reason I am still racing today. The challenge is great, but not insurmountable, the experience is memorable, the satisfaction is life changing!



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Memories of my driver's school By Blake Tatum

Some people are born to race. I know I was. Some of my earliest memories involve race cars. Growing up I can remember my dad working in the garage. But he was not working on the lawn mower, in fact I don't think he ever mowed the lawn. He was working on race cars. He would come home from his job selling cars and go directly to the garage. There he would go on to create the first **Formula Vees** on the west coast (**Crusaders**.) He was not alone. There were usually several of his friends over and they would be working on there race cars in our garage. I was probably about four years old and I would hang out and watch everything they did. When I got a chance I would sit in the cars and hold a steering wheel pretending to be a race car driver. If I was lucky there would be two cars in the garage and a friend could come over and we could both pretend to be race car drivers. Naturally I always jumped in the car that was parked slightly ahead of the other.

I was fascinated with the metal grinding, the acetylene torch, and the arc welder. I could not wait until the time I was old enough to start building things. I was so into racing, I convinced my dad to build me my own miniature version of a Formula Vee. He made this half size go-kart that had a replica FV torsion bar front end and a swing axle rear end powered by an electric start Honda 55.

By the time I was 15, I was not into the regular stick and ball sports. I wanted to race go-karts. At that time I had a paper route that netted me \$50 per month and it just so happens that the **Invader Kart Company** was in **Manteca California**. After about a year of paper route money and a combination of birthdays and Christmases, I had my self a full fledge racing go-kart. Unfortunately cars and girls put my racing career on hold.

In the mean time, when ever I could I would go to races at **Sears Point**, **Laguna**, **Long Beach**, just to see real race cars and watch the people I read about in **AUTOWEEK** go around the race track. When I went to races, I walked the entire track; watched the cars go by from every turn; watched all of the support races. I toured the paddock during down time. Examined the cars as closely as possible, anything I just loved being at the race track.

By the time I was 26 years old I finally had a job where I could afford to go racing. Naturally I choose Formula Vee. I bought an old Crusader that

was sitting in a friend's garage. It did not have a motor and I did not have a trailer so I hooked up a tow bar to it and towed it to my parent's house. Once I restored the old Crusader, I realized that it was too old for a log book and I had to enter **Driver's School** as a vintage participant.

Back then Driver's School was at Sears Point (Infineon/Sonoma Raceway) and it was two weekends of a combination of driving and ground school, plus an all-day class room session. I did not care. I just wanted to get out and drive on the race track. The night before the school I do not think I slept one wink.

By the time I was able to drive up to pre-grid, I did not care, that half my 6'2" frame was sticking out of the pregnant roller skate of a race car. I did not care that everyone else had a sleek modern race car. I did not care that my work partner told me that I was too old to take up racing. I did not care that I spent every dime I had to get to the track. I did not care that none of my friends were interested in racing. I was just hoping that racing on a real track was going to be as much fun as I dreamt it would be.

When the grid people dispatched us onto the track, I remember thinking to myself that it was not real. I remember driving through Turn 3 and 3a thinking it was much cooler than it looked from the sidelines (even at warm-up speeds.) I remember the grin on my face when I pulled off the track, car still running, and all the pieces attached. But my fondest memory was the week following Drivers School. During that week I would find myself day dreaming a lot. I was dreaming of the time I spent on the track. Thinking to myself that it was like riding a roller coaster for 30 minutes, but you were in control. I remember the high I felt from that weekend. I remember I just could not get over how cool it felt and I badly I needed to get back out there. I knew I had discovered a new addiction. I knew that my life would never be the same. I knew I found my calling. I knew I was born to be a race car driver!

I am sure most of our members feel the same way. I know I am not alone in this feeling. I know I am not the only member of this club. I also know after this latest edition of Driver's School, we will have new members to the club! Well, welcome to the club and get ready for the time of your life!

Workers go to School By Lynne Huntting

Three SFR volunteer Workers will be going through 2023 Competition Licensing School on special Worker Scholarships. One is the traditional RDC Scholarship, funded by the Racing Drivers Club, and the other two Scholarships were donated by P2 driver, Jaime Gonzalez. Workers who are interested in the Scholarship write a letter to the SFR Board explaining why they want the scholarship and how they think it will help them and benefit the club.

This year's winners are: Chris Linkous, Will Lowery, and Karthik Rao.

Chris started out on the Course Marshals crew, which is now part of the Emergency Crew. He became a Steward, and is also Assistant Race Chairman. Chris is now serving on the SFR Board of Directors. He's been a SFR member since 2017. Chris will be driving Richard Pryor's #36 MC red and white Camaro, the same car Greg Martin drove on the 2022 Worker Scholarship. Chris hopes to go racing in the next two years. His family will be there as cheerleaders.

Will Lowery is one of our newer members, starting in 2022. He works in Timing & Scoring, where he quickly learned his craft and often worked as the voice of T&S. Will, an attorney in his day job, developed an interest

in the business side of motorsports and race administration. His plans include racing and working T&S.

Karthik Rao has been with us for the past two years, where he has been a welcome addition to the Flagging & Communications crew. He has also competed in autocross/solo and track events. Having the Jaime Gonzales Scholarship is fulfilling a lifelong dream of racing, and Karthik feels it will make him a better flagger. He works in the Tech industry.



Will Lowery



Karthik Rao



Chris Linkous

Driver's school story

By Ben Beames

My driver school weekend didn't have the best of starts. It began at 2:00 AM Friday morning as I set off on the four-hour towing trip from Santa Cruz to Thunderhill. My wife needed me to watch our one year old son Thursday evening so this was the only way I could get up to the school and get the car ready to run in time. I later found out from some of my paddock neighbors that I got off easy. Some there had worked on their car all through Thursday night and left for the track around the same time.

Registration and Tech went pretty smoothly, but as a rookie who didn't have crew with him on Friday, I was a little stressed trying to find time to warm-up my car after the 7:45 AM no race engines sound restriction was over, but before our first meeting. Having a big two-stroke motor in my F-500, lovingly dubbed the "World's Fastest Weed-Wacker" means I don't have a quiet motor.

Already I was amazed at how friendly and helpful everyone was. My instructor, Jim Lepetch even offered to help me with my car, as my crew couldn't make it out until Saturday.

The first session did not go well. The car had a number of issues, the two most glaring involving the brakes. Too much rear brake bias meant as the speed increased and my braking got harder, the back of the car kept wanting to take the lead. This built up until I spun and got to do some actual weed whacking just before Turn 8. Then my brakes went a little soft. This helped the spinning part a bit, but now I was getting slower as I lost confidence in the car.

After the session I didn't think I could handle it. I checked my data logger, and I hadn't been going that fast, and the car was really starting to scare me. I was tired, and wondering if I should just pack up and head home, not wanting to be in everyone else's way the whole weekend. But Jim and my paddock neighbors rallied around me. We found a few things to fix in the car, and I headed back out for Session 2 thinking I'll give it another shot; but if this doesn't work, I should cut my losses on this trip.

But the car did work! Or at least it did until I blew the drive belt. But it was enough to spur me on. I changed the belt and Session 3 went great, even if I was slow and still unsure about pushing the car hard.

After a good nights sleep, Saturday was much better. I still felt I was in other peoples' way, but the class got good at passing me, so it seemed to work out. With Jim and everyone else's help, including Dan Wise, who came out to crew for me and take pictures, my lap times started to fall; and consequently, I wasn't getting passed quite so much. Another fun bonus was that by midway Saturday my car and I were already being regular referred to as the weed-wacker, so I felt I had picked a good name for it.

By Sunday my lap times were a full 15 seconds faster than when I started (and this is on the short nine-turn course) and I actually got to pass a few cars. More over, the driving had completely changed from stressful to challenging to downright fun. I was having a great time! So much of a great time that things started failing on my car left and right. But it wasn't just me. I got to help a few others in the paddock as the sheer amount of track time was taking its toll on our cars. We all got used to hearing the phrase, "Welcome to racing" as we tried to stitch things back together with loads of help from everyone.

In the end I got to graduate and look forward to being a part of this amazing group of workers and drivers. I can't thank everyone enough for such a great weekend and I look forward to seeing everyone at the track... my one year old son permitting.

Ben Beames

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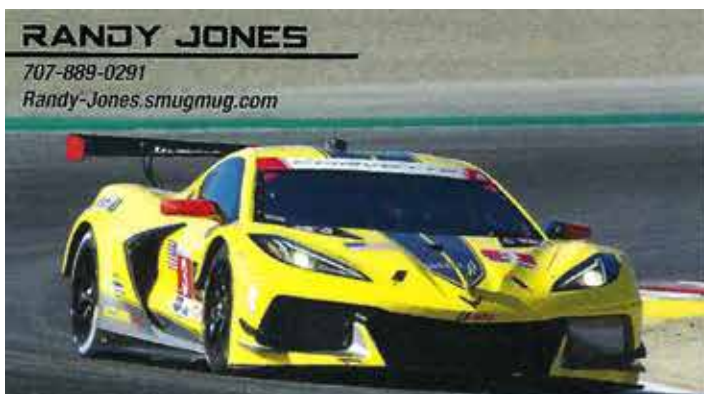
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Confessions of a Cone Slayer



Two Seconds

Twenty years ago, I thought I was the fastest thing that had ever touched a steering wheel. God bless youth and arrogance. In defense of my younger past self, the reason I thought I was extraordinarily quick in a car was because I hadn't really been tested. It is easy to believe

you're the best when you haven't gone toe to toe with someone at an elite level. Anyone can sit on their living room couch and second guess the qualifying line of an F1 driver. Same as anyone might think they can beat Mike Tyson in a fight... until they get punched in the face. This is a story of the moment I was punched in the face.

In the early nineties, I grew up drag racing, running gimmick rallies and autocrossing in the Bay Area. During my high school and college days I was driving whatever I could build in the driveway of my dad's house with money I made as a gas station attendant (yes, I pumped gas, this is old school.) This extremely limited racing budget provided me a hand-me-down El Camino for drag racing, a clapped out MGB for rallies, and a free 1977 Honda Civic that needed a paint job for autocross. Generally these three vehicles never ran at the same time. They couldn't because they often shared my one good battery. It is safe to say I didn't exactly set the motorsports world on fire at the beginning. However, over time I did win events. And my opinion of my situation at that time was, "The equipment is holding me back. If I could just have the it car, I could really show people what I'm capable of."

I joined the California Highway Patrol in 1998 and went through their rigorous driver's training while attending their sixth month, live-in, boot camp style academy in West Sacramento (this was the not-fun experience I lay out in my novel *Cadet Blues*.) I passed all of their driving tests with flying colors and was told by my instructor that my run through the pursuit course was the fastest he had ever seen. With a real job and a real paycheck, I finally had the money I needed to get rid of the MGB (which stood for Maybe Gonna Break) and buy the right car for racing.

I purchased a limited edition 2001 Bullitt Mustang GT (which came with increased horsepower, bigger brakes and lowering springs) which I thought would be the perfect car for the SCCA F-Stock class. I was an avid Steve McQueen fan and the first edition of Ford's Bullitt Mustang looked racy. I loved my new car and immediately found ways to increase its performance using my new CHP paycheck, lightweight wheels, Hoosier tires, Koni DA shocks, Carbotech brake pads, Steeda front sway bar, and a K&N filter. For the stock class this car was "dialed-in" and it wanted for nothing. With the right car and the right parts it was time for me to show the world how fast I was. And I did...for a bit.

Racing with the SCCA San Francisco Region, Sacramento Chapter and the Fresno Chapter, I was undefeated in the Mustang. No matter who showed up I would come out on top. I was feeling great. It was just like I envisioned it: the right car, the right parts, the right driver equals the right results. Then the SCCA National Tour came to town.

When I saw the National Tour was scheduled for Castle AFB I was excited. That was the venue I had been racing all year. I would have home field advantage. When the weekend finally arrived, I washed and waxed the Bullitt and headed to Atwater feeling confident. Cruising through the pits I saw a few other Mustang and Camaros, competitors I had beat in the past. Then I saw a car I was unfamiliar with, a black 2001 Ford Cobra Mustang with Arizona license plates. Who was this clown? They drove all the way from Arizona for an autocross? I wasn't worried.

On the first day of competition we gridded up and rolled out onto the

course by car number. I was number 38, and right behind me was the Cobra, number 75. My dad was there to help encourage me and coach me along. I didn't feel like I needed his guidance. I was "the guy" in "the car" and didn't really need anyone's advice. Most races up to this point I won by almost half a second. I made my first run and it was clean, smooth and fast. I came across the finish line feeling great. I parked the car in grid and my dad came up to my window, "How did it feel out there?" "Good, good, I crushed it!"

Then my dad asked me, "Do you think you can find two more seconds on this course?" "Two more seconds? No way, Dad. That's crazy. I might find two more tenths, I already laid it down on the first run." "Well, that Cobra behind you is ahead by two full seconds." "Old man, are you dyslexic? There is no way he got me by two seconds. That's impossible!"

"I don't know what to tell you, but you need to find two seconds." I got out of the car, checked the results and saw the truth for myself. I was losing and losing badly. Suddenly I was very interested in this Cobra and the guy driving it from Arizona. How was this possible? How could I be getting beat? I had the right car, the right parts, I was driving clean and smooth. Did this guy have nitrous hidden in the car somewhere? Something was up.

I never did find those two seconds. And at the end of the National Tour in Atwater the first place trophy was handed to the guy in the Cobra from Arizona. His name was Dave Schotz. Dave did not have nitrous, he simply punched me in the face (figuratively.) I learned a lot about humility that day. It turned out I was not the fastest thing to ever touch a steering wheel. Not by a long shot.



Rob Krider and Dave Schotz

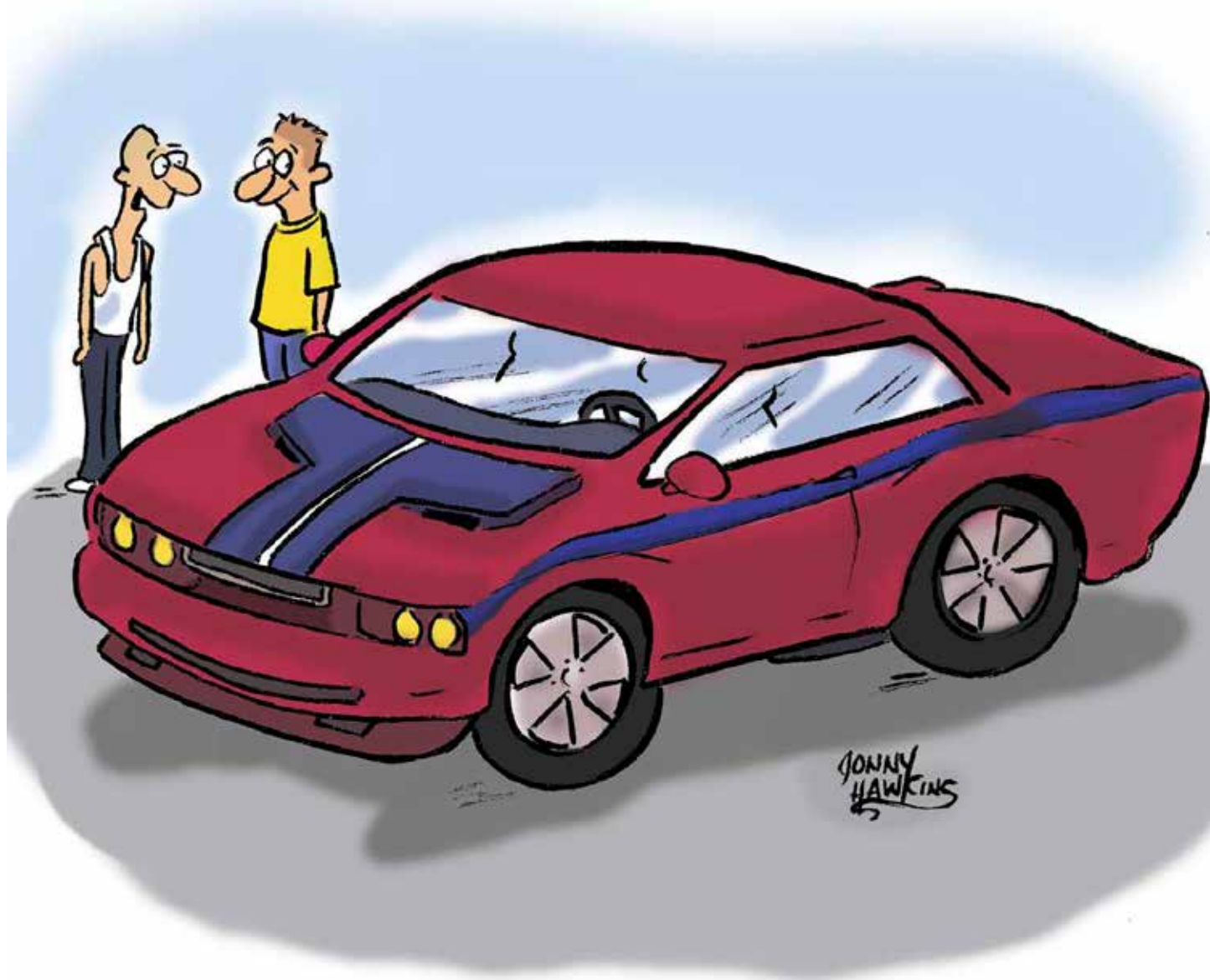
Now I could have chosen to take that moment to become discouraged, quit racing, and learn nothing. However I had a completely different idea. I chose to become friends with the guy who knocked me off my soap box (and the podium that weekend.) I realized I had a lot to learn and I wanted to gain knowledge from somebody who clearly knew more than I did about racing. Dave and I not only became friends, we became great friends, lifelong friends.

You know the saying, "If you can't beat them, join them," so instead of racing against Dave I decided to race with him. We teamed up on numerous racing projects and adventures over the years. In 2012 Dave and I co-drove together in the 25 Hours of Thunderhill and earned a podium finish in the longest road race on the planet (you can see this

adventure in a documentary film on YouTube titled Double Down.) Since that day we faced each other for the first time back in 2003, we have each won numerous National Championships (admittedly he won a lot more of them than I have.) After doing our own things for a few years, in 2022 we ran into each other again at an autocross. Luckily for me, we were in different classes. Hanging out together, we ran SCCA National Tours all across the country and we were victorious in every one we individually entered resulting in both of us earning National Tour Championship Points titles for the season (Dave in CAM-C and myself in H-Street.)

Obviously I learned a lot from my friend Dave Schotz, but the most important thing I learned was never, ever, ever to race in his class again! There's only one first place trophy to be earned and it turns out Dave is terrible at sharing.

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



"The muscle shirt didn't help me feel less than a weakling, so I got a muscle car."



David Vodden

Thirty years in a business with no guarantees of success and no models or planning documents to show how to get it done. This is the story of Thunderhill Park. It is pretty amazing, especially the 30-year part. It seems only yesterday when I met with Roger Eandi and Jon Norman to discuss the position of General Manger of the SFR/SCCA owned track. I was doing

independent consulting for the USA Sprint car series, Sears Point and Petaluma Raceway. Baylands Raceway where I was the promoter from 1981, had closed.

Almost nothing we discussed that day came off as presented. To start off with the SCCA did not have a track to manage. That became part of my job. They were optimistic and had a plethora of loyal members out looking for a site for the SCCA track. That also became my job. They did not have anyone who new land use planning or development or even how to construct a racetrack in the true sense of the word. And then their Region Manager, Don Wixel became ill and I was drafted as the guy to run the SCCA Region office just off Polk Street in San Francisco. From 1988 to 1994 and again in later years, I was in the SCCA office managing the business of the Club. This included membership processing, [We had over 6000 members], race entry processing to which I added getting sponsors, selling Club merchandise, and supporting the Board of Directors.

At the same time, I was working on site searches and learning land use development requirements. In 1992 this led to Glenn County California and help from Mr. Dick Mudd, the District 3 Supervisor where the track ultimately became a reality. From that initial start a handful of members became critical to the project. Art Siri really did know how to construct a racetrack cross section and the drainage needed plus asphalt mix designs. His knowledge was critical in the construction of Thunderhill.

Club member Steven Crawford knew land development and track designs and much more that made him the designer of all the tracks we have at Thunderhill to this day. Richard Siri, Art's cousin, knew how to move dirt and create the earth plan starting with the three-mile and later the two-mile track. Tom McCarthy beat the drum, sold the surcharge program to the drivers which was the original capital we had to build the track. He never stopped supporting me in what I did at Thunderhill since the day I was hired. There were many more people that were important who came along and who did lots of good stuff like donating funding [Shelby Club], donating equipment, helping us find resources and finding us vendors who did all the work to get the track opened and expanded over the years. It was a mission of many and I was in the center of the armada. It was fun and rewarding.

Since the start in 1993, Thunderhill has evolved from a 1.9-mile, nine-turn road course with a fifty-foot wide paddock to what it is today, a motor sports recreational complex capable of hosting up to five events on the same day. That is how we can claim 1000 rental days now and why we have no debt of any kind burdening the business.

Early in the game I met Terry Taylor and hired her to do whatever it takes. The same was true for David Albright, Shannon Ell, Bob Maybell, Jim Thompson, David Rhodes, and Sean Crandall, all of whom served long tenures doing multiple jobs all aimed at achieving the mission of Thunderhill. Our mission has been the same since 1993: "To ensure the growth and survival of a recreational motorsports complex that

allows the Club to have a place to play!" In addition, our business plan includes all recreational organizations and businesses who need a venue for whatever they need to do. We have done a lot of different things.

I can proudly say that we have achieved this goal in the first 30 years, but Thunderhill is not done. It is a "Work in progress" and will continue to grow and change so that it is still here and profitable and well regarded when all the other tracks we know and depend on, are gone.

Thunderhill has been my life for the last 35+ years and motorsports the same since 1953. My work defines me and is my core energy for all that I have done. I am proud to say that I raced well. I wrote a lot and promoted constantly whether it was at Irwindale, Orange Show, as a Club officer of CRA, NMRA, BRA, NARC or any other racing opportunity that came my way. I have no regrets. I was lucky, made good friends and made a mark in the sport/business. Thunderhill has been my greatest accomplishment and I am proud of what Thunderhill has become.

My last critical job here was to find a successor that will take the track property, all of it, to new heights, enhance our reputation, and create an even larger bottom line. These items are absolutely necessary for Thunderhill to proceed. I will leave the Company in my official capacity of CEO at the end of 2023 and turn it over to Matt Busby who, in my opinion, is exceptionally qualified to lead the track into the future. You will like him. He is personable and knows his stuff. He has been exposed to the corporate culture that is Thunderhill and he promises to bring new ideas and greater success to all aspects of the track.

I will be available to help if needed but the plan is to go on down the road in motorsports and find another new adventure to write about and make a reality for the benefit of the sport and the Industry. As Dick Mudd used to say each time, he left a distinguished group, or gathering, "Thank you for letting me be seen with you!" Thank you!



Founders of Thunderhill from left: Dick Mudd, Tom McCarthy, Richard Siri, Steven Crawford, Art Siri

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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.

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