

# **OFF THE LINE THE DESERT MOTORCYCLE CLUB**

## **Letter from the Prez**

Well everyone, summer is just about over. The kids are going back to school and the triple digit temperatures are almost behind us. Most importantly, the racing calendar actually shows upcoming events. For most of us, this means it's time to finish that top end replacement you started in June or maybe just get around to unloading your trailer from that same month. Either way, there's work to be done. I've spent the last few days making sure the mighty Husky is ready for Fall since I have hopes of getting out a little more than I did in the first half of the year. Unfortunately, we are now in the grip of a heat wave and I can barely go into my garage without getting light-headed. I have the best of intentions, but when it's 105 in Orange County, I just can't seem to convince myself to go to the desert. Luckily, as we all know, my predicament is temporary and before long we'll be huddled around a fire, trying to absorb enough heat to maintain normal functions. For now, I guess I'll wait it out and just be ready to go as soon as we hit that magical moment when our beloved desert provides us with that perfect 75 degree day. I'll see everyone then, or at the next meeting, whichever comes first.

-Brent

## **Letter from the Editor**

O.K. I know it's been a while since our last newsletter! It's not easy putting this thing together, especially with no contributions from most of my fellow club members so don't bag on me. Adapting overcoming and improvising is really hard on the computer, I can't seem to find the handlebars, but it does make for a good campfire. A lot of the contents of this newsletter go back a while...so enough of me whining, forward and onward!

## **DMC Off the Line**

Guess who turned 60? Mr. "Nu-way" Ernesto Mnioan! Yes, Ernie is now a "super" senior! For those of you who missed his supposed surprise party, you missed a night of family, friends, (from all walks of Ernie's life)

Memories, dancing and of course a whole bunch of bench racing!

Numerous club members got up and spoke fondly of Ernie, but I feel Ernie's brother Jim summed it up the best! Jim asked "how many people here love Ernie"? Everyone raised their hands, and then Jim asked "How many people here have had Ernie fix or work on something at his shop"? Again, everyone raised their hands! Ernie reacted in his usual modest and mellow way and thanked everybody for coming.

Nesto and I go way back together. Craig Wolfson and Ernie were the people responsible for getting me into Desert Racing back in the early 70's! We used to go riding in the Irwindale rock pits every week. Craig and Ernie finally talked me into trying a desert race and the rest is history! We've been through a lot with Nesto! Many of you might now know that Ernie had a stroke during a race a while back! Of course we were all concerned and rallied behind him and Ernie in time overcame his set back just like we knew he would!

Over my 37 years of desert racing experience, I don't know of too many other people or racers that are tougher than Ernie! (Must be that Armenian heritage)! He is big hearted and a giver! One of his claims to fame is after every race he asks club members "who wants ice cream"?

I know "Nesto" bleeds black & yellow! He is a true DMC Marine! You can blame Tony Rider, and "Nesto" for getting me into DMC in early 1983, both of them asked me and Dan Daniels to join DMC. They had no idea of what they were getting into! In closing I think it's safe to say Ernie, we love you man!!

Happy 60<sup>th</sup> birthday!!  
Welcome to the world of red numbers!!

P.S. – we tried to get "Nesto" to run a red number plate, but he refused! Go figure!!

## **Letter from Lil Ronnie**

Well the editor finally received the letter I requested from Ron Nozaki. So here it is complete with pictures on what Ronnie's work looks like and what he has been up to.

Mahalo All My Friends in Desert M/C,

First of all I want to thank all of the club members through out the years who have helped me racing & in my personal life. I have had an awesome career motorcycle racing that has taught me so much, made a lot of friends & I know for sure helped me get the job I have now. My life has been greatly changed since I joined the club. I can't even tell you how satisfying it's been to reach the accomplishments that I have set for myself & the experiences I have had money can't buy.

I don't like talking about myself but I promised CK I would update the club on what I've been doing. So hear it goes. In June of 1999 I started working for Toyota Racing Development. The company was making a lot of changes then in their open wheel (CART) because of poor results & pressure from the Toyota-Japan telling us you will win races in 2000. I was hired in as a production race engine builder for the CART series. That means I was building engines that actually go into cars that get raced or tested at the track. (Long Beach GP, California Speedway, Laguna Seca etc.) I can't even tell you how difficult & stressful that time period was for me & the company. Our engines were overweight, underpowered & unreliable. Ford Cosworth. Honda & Mercedes-Benz were just killing us. Ever year since we entered CART (1996) we ended up last in the manufacturer's points.

At the end of 99 they continued to hire more & better engineers, techs & paid Target / Chip Ganassi Racing to use our engines in 2000. They were the power house team at the time & had the previous #1 year end points driver in 96 Jimmy Vasser, 97 & 98 Alex Zanardi & 99 with Juan Montoya all with Honda power. Finally in June 2000 Juan Montoya won are 1<sup>st</sup> race for us. It was a big risk for Ganassi & I'm sure it cost us lot of money for Ganassi Racing to use our engines. We ended up with 5 wins 2000.



Being a production engine builder required me to wok a lot of overtime (500-600 hrs a yr). It also stressed me out on how much these engine parts cost & how your work is constantly graded on each engine (power-torque) & your reputation for hands on problems are always considered. Engine builders are always reminded all the time about the drivers safety is in are hands. Back then an engine on 40 inch. of turbo boost could hit speeds of more than 240mph on the back straight away of super speedways like Michigan or Fontana. Not every race has those kinds of speeds but I have had nightmares of the possibility I had an engine let go & it was my fault. You must pay attention & let nothing interrupt you.

I wasn't getting too many engines in the works cars (Ganassi) but I was just happy to have survived my 1<sup>st</sup> full season. When 2001 started I knew I wasn't going to race motorcycles much longer because I didn't have

any more free time to train, didn't want the chance of getting hurt & the distraction of my own racing. I made up my mind if I was going to work so much, so intensely, I was going to build a race winner no matter how long it took. It was going to be tough because I had 15 other engine builder co-workers & I was the least experienced.



2001 was the beginning & end for me. At the H.B.M.C desert scramble I had a mechanical problem & DNFed. My heart wasn't in to it anymore & I knew it. When I got home I noticed I had a couple of phone messages. One was my boss telling me Cristiano DaMatta had just won the Monterey GP race in Mexico for Newman-Haas Racing with an engine I built. The other was Danny Hamel's ex mechanic now TRD employee confirming the result. I was so mad I DNFed I forget there was a CART race. The next day at work it was high 5's, hand shakes & congratulations all day! It was really special because it was a newly designed engine & won the 1<sup>st</sup> time out. The next week DaMatta got another one of my engines for the Long Beach Grand Prix. He got 2<sup>nd</sup> and I got to see that race in person. It was an overwhelming 7 days & I knew my motorcycle racing days will be over soon.

2001 still wasn't over & the last race was at California Speedway. It was a 500 mile race at the super speedway & again DaMatta pulled it off in front of the home town crowd for my 2<sup>nd</sup> win! 2002 was even better 2 more wins & 4 pole winners, the Drivers Championship (DaMatta) & the Manufacturers Championship. 2003 TRD left CART & went to the Indy Racing League. One more race win (Homestead-Miami speedway) & one more pole but the high light of the season was watching Tomas Schector lead a race high 63 laps at the Indianapolis 500 with one of my best bullets. A fuel saving strategy & a slow last pit at the end slowed him down to a 4th place finish. 2004 was a bad year & we struggled to find more power. Honda cleaned house & won the Manufactures Championship.

In November 2004 I was offered a job in development & have been their ever since. No more off season for me anymore. Just trying to find more performance, reliability & fuel mileage all year long in

the Nextel Cup & Grand Am Series. June will be my 8<sup>th</sup> year at TRD.

Probably not many members noticed but I was not at the Winter Classic this year. I got the chance to work at the 24hrs of Daytona. The club is important to me, but I may never get this chance again. The 24hrs. of Daytona is a team endurance road race. Even though I work for TRD the cars are badged Lexus. We had 6 entries & I got to work with some of the best drivers from different disciplines. Four Indy 500 winners Sam Hornish Jr.(2006), Dan Weldon (2005), Helio Castroneves (2002 & 2001) & Juan Montoya(2000). Also 2003 IRL champion Scott Dixon, 2003 CART champion Paul Tracy & Daytona Prototype regular Scott Pruett. It was great & we ended up winning with the 01 car driven by Juan Montoya, Scott Pruett & rising GP2 star Salvador Duran just 1 min. & 14 sec. over 2<sup>nd</sup> after 24 hrs.

I only miss racing a little now but I really miss the club members & friends I have made over the years. No free time & the chance of getting hurt have slowed me down from 10 consecutive 20+ race seasons to almost nothing. 9 Desert, 5 Grand Prix, 3 Enduro year end top 10's, 4 Best of the West #1 plates & a Vegas to Reno iron man finish and all I really wanted is one trophy! I am not a talented rider but a lot of Desert M/C racers have rubbed off on me & help me get the most out of my small stature body. (For those of you who don't know I am only 5') I have only good memories that I will always remember!

I know I am lucky & I know Desert M/C & motorcycle racing has helped me to get where I'm at. I have a better concentration level; physically can work & toughed out long hours, more self-reliant & can handle pressure better even though I will never like it. All have been learned through racing. Again I want to thank all the club members for all the support & the best years of my life, especially Ed Farrell, Ernie, Leroy, Brent and Chucky!!!  
Aloha,  
Ron Nozaki

P.S. I'm no English major & I did the best I could.  
Hope you enjoy the pictures

P.S.S.- Ronnie just recently lost his mom! He was very close to her! Call him and give him a pat on the back



### **CK's Loaf Tank**

Vikings National Hare & Hound – The Vikings's race was not good to some of our top racers this year! – Mike “bad boy Baskin” – after having a great year, Mike Baskin found the ground at Vikings! He separated his shoulder and broke his collarbone, bringing his hot streak (4<sup>th</sup> Overall at HBMC!) to a temporary end.

Clayton Lyon – Clayton got off just past the bomb hard! His description was – “one minute I was on the bike, next I woke up to a crowd huddled around me with lights being flashed in my eyes”! Clay also received a shoulder injury.

Larry George – Larry was running well (as usual) early in the race until he found a hidden rock in a sand wash and rag drolled it! Dale Shuttleworth stopped to check on Larry and help him with his yard sale! He helped Larry pick his bike up and send him back to the pits. Good job Dale! Larry had a separated shoulder, and a broken collarbone.

Amanda Swineburne – Amanda has been kicking butt in the quad class! She got a 3<sup>rd</sup> in class at 29 palms Grand Prix (1<sup>st</sup> trophy) and she is now sponsored by IMS & Cycle gear!! You go girl!

Hopefully I'll have another newsletter right behind this one to catch you all up.

- C.K.

# Club meeting minutes

## Minutes from March

7:30 P.M. meeting called to order

### Guests

- Jen Kostich

### District 37 Report – Gary

- Damon Harmon filed protest – DMC refunded his money

### Club Correspondence

Gary talked about AMA and that they want to move our race date – our response was NO WAY. D-37 – Checkers received grant money for river run.

### Old Business

- Dale Shuttleworth – take care of your pit crew so they can take care of you! Can we make DMC website to an open forum?

### New Business

- Brian Cross and Rick Nuss
  - Motion proposed that the club meeting be every other month in the desert.
    - No go!!
- Gary Cyr
  - To buy software to have open forum.
    - Second by Bam Bam passed unanimously.
- Chris Kallen
  - Motion to have club play ride on 6/3/07
    - Passed unanimously

### Elections

- President – Brent Farrell
- Vice President – Dale Shuttleworth
- Secretary – CK
- Referee – Rick Nuss
- D-37 Representatives – CK & Chris Boesen

### Members @ Large

- Wes Finkle
- Larry George

Meeting adjourned at 9:15 P.M.

# Club meeting minutes

## Minutes from April

7:30 P.M. meeting called to order

### District 37 Report

- 263,095 Balance - District
- Discussions about Rescue 3 and radio channels
- Race results need to be sent to district in electronic format
- Sled riders are assisting another D-37 club to get work points and experience

- Discussion about charging an extra few dollars for Saturday “open bomb” practice to go toward ambulance fee
- Any results over 15 years old send to Richie for Banner is up website (D-37 Referee)

### Club

- 12 Dozen white shirts available @racers M.C.
- Play weekend – it’s a go 6-2-07, 6-3-07

### Old Business

- Gary found bylaws on electronic format he is printing new ones for the club members

### New business

- Cowboy Bob – motion to raise T-shirt price to \$12.00. Passed unanimously Price to cover EZ-Up
- X-Mas party December 8<sup>th</sup>
- Club is in favor of Mr. Mike “Bad Boy Baskin” laying out the 2<sup>nd</sup> loop for 08 DMC w/c
- Larry George – club rule about staying after race for broke down racer.
- Suggestion that all DMC racers carry their cell phones. If you break down call the existing pit captain. There # will be on the pit sheet.
- DMC website is being updated to accommodate a message board

Meeting adjourned at 9:23 P.M.

# Club meeting minutes

## Minutes from May

7:30 P.M. meeting called to order

### District 37 Report

- Vikings got spanked for radio communications

### Old Business

- Club playday! Who’s going?
- 1<sup>st</sup> loop captain – Bam Bam
- 2<sup>nd</sup> loop captain – Nesto
- Gary – updated club bylaws. If you want a copy, call Gary! He can e-mail you! Date board next district meeting

### New business

- Dale shuttleworth – would like to see club support at prairie dogs night race

Meeting adjourned 8:38 pm