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# CSRG

## NEWSLETTER

January 2005



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### **CSRG takes to Laguna Seca Raceway September 23-25, 2005**

Attention CSRG members:

You may have been aware that we previously polled the CSRG membership to see if there was any interest in running at Laguna Seca in September. We hoped there was enough enthusiasm within the membership to schedule an event at the 92db level. Since many of you were courteous enough to respond in a positive manner, we began to plan for the event.

Lo and behold, and only through the untiring negotiating of two of our fellow CSRG members, we have been granted a two-day race weekend in September at 105db.

**Yes, you read correctly! The sound level is 105db for Saturday and Sunday, September 24/25<sup>th</sup>, 2005.**

The weekend will consist of registration and tech inspection in the paddock all day on Friday, followed by two days of racing on Saturday and Sunday. Track time for each participant will be at least 1 hour each day. We are limited by county rules to 35 cars per run group and are

planning to run 6 groups on both days. That means we will be able to run a total of 210 cars, but only on a first come basis. If you wait too long and signups for your run group reach the 35-car limit, your entry can't be accepted.

We hope all of you realize the unique opportunity we have been afforded here and will support this event enthusiastically. Don't forget to mark this weekend on your race calendar – now! Entry forms will be available well in advance to afford everyone a chance to run.

We hope to see you there.

### **CSRG Board of Directors**



## Thumbs Up Racing

Carter Alexander

Oh boy, another year of vintage racing! And I hope you are as excited I am about the upcoming March season opener at Infineon after so many months away from the track and missing the sounds, the smells and the fun. But are you and your car really ready? Bill Root and his team doing the vital job of tech inspection are there to inspect your car and signing it off for competition on the track, but remember the final responsibility for it's safety is up to you. Think of this when you sign your liability release. Tech can't check everything and they don't know the full history of your car, only you can. Hence, there can be serious problems if you are not very, very thorough in your preparation. Come on, have you really taken a long hard look at your prized machine since last fall?

This is a classic case of one only fooling yourself if you don't check out, for example, the entire fuel system including the condition of fuel lines back to the tank. My Lotus Elite's fuel line would be impossible for an inspector to check as it feeds back through the drive tunnel directly to the tank. Can you imagine how ugly springing a leak would be as you happily were whizzing through the esses and the fuel sprayed onto your exhaust system and setting you alight? Have you taken a good look at your fuel cell? In prepping his Alfa GTA for the 2005 season, Jonathon Burke spotted some cracking in the case on his fuel cell and quite rightly has sent it off to the manufacturer for a replacement. The cell had been in the car for who knows how many years as it was in the car when Jonathon bought it last year. How long has the fuel cell been in your car?

Seat belt webbing can be risky even if it has been in place less than the SCCA recommended three years (rumor has it they are going to two years soon). This is particularly true if you have an open car and the belts have been exposed to strong sunlight which can deteriorate them. The results of having a major incident and finding that your belts snap as happened to Dale Earnhardt, Sr. could be very ugly. Fortunately, you can have your belt system "re-webbed" by sending them back to the manufacturer and I am told by John Brookman that in most cases they don't even bother doing the re-fitting of the webbing but just send you a new full set and they will look very nice indeed and a LOT safer.

And how tightly are you belted up when you go out on the track? Upon severe impact, shoulder belts can and often will stretch more than a bit. Always pull them down to the point of slight discomfort which will not only make you safer but it will provide you with welcome support in the car, relieving your arms of some of the duty in heavy cornering. Also, I would strongly urge every driver to have a full five-point or six-point belt system even though they are not mandatory.

(Cont.)

What is the condition of your helmet? Even though you may have the correct Snell sticker, your helmet's interior padding may have deteriorated over a few years. Wearing a balaclava not only gives you an extra layer of fire protection, particularly for those of us with beards or mustaches, but it absorbs sweat which can very well cause problems with the Nomex padding, diminishing its resilience. There is no point in wearing a helmet which is not safe.

Did you take to heart my message in the December CSRG Newsletter regarding crack testing your suspension bits? Jack Fitzpatrick told me at the CSRG Annual Dinner at the Blackhawk Museum, he did for his Lotus 18 Formula Jr., and sent them off for magnafluxing as part of his preparation for the season. If you have ever seen a stub axel sheared off or a wishbone snapped you will understand the value of such an easy route to peace of mind on the track.

Safety isn't just for your race car. What about, as Gary Horstkorta suggested when we were chatting about safety, the condition of your tow vehicle and trailer? When was the last time you checked the wheel bearings and tire pressures on your trailer? Can you imagine how your weekend could be ruined as you were tooling up 101 to Infineon and you lost one of the wheels on your trailer due to a snapped axel because a wheel bearing ran dry?

Finally, what about your attitude? Dan Radowicz indicates that in recent years we have had better driving for the season opener than in the past. But not having been on a course for several months as well as being so damn eager to get out and put one's foot down to blow off the winter cobwebs can cause folks to do silly things. And each year there seems to be something different with the track at Infineon. I expect in getting ready for the IRL road race they will have begun making modifications which one needs to learn before going full bore, flat out. Be sure to take a few slow laps in your first practice session to check out the changes.

If you are chomping at the bit to break your personal lap record on your first race weekend of the season or to catch that fellow you were keen to pass all last season in the initial practice session, you are not thinking properly and suffer from very non-CSRG vintage racing attitude problems. Take a deep breath, remember why we all enjoy this sport so much and go out and enjoy yourself but do it safely. Have a bit of moderation as we begin what we hope will be another wonderful season of vintage racing with friends who appreciate our cars and doing it safely, so you can put your car back on the trailer Sunday night just as it was when you arrived. Have fun, be safe!

## Race Cars from the Past – Ferrari

In the late 1940's and early 1950's as the sports car craze was sweeping across America, British cars were the predominate brands purchased. Among the most popular were MG and Jaguars so it was no surprise to see these cars as the most common ones found on the starting grids of the early road races such as Pebble Beach, Palm Springs and Buchanan Field. With a ready-made market, other foreign manufacturers soon begin to export cars to the U.S. and many of these were well suited for racing.

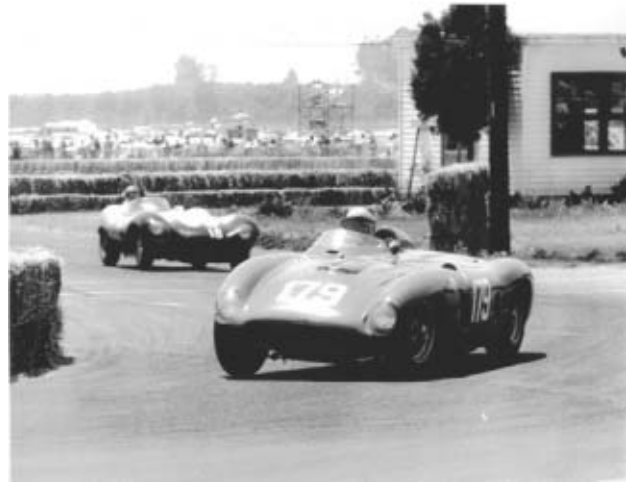
One such manufacturer was Ferrari and Jim Kimberley brought his little Ferrari 166 MM from the East, to compete at Palm Springs races in April of 1951. This was the first time one of these Italian cars had been seen in the West. After Palm Springs, Kimberley entered the car in the Pebble Beach races in November where he rolled the car, fortunately without any injuries. Soon, Ferraris racing around road courses would become a regular sight and they would to win many events.

One Northern California racer who campaigned a Ferrari in the late 1950's was Gordie Glycer of Sacramento. Gordie began his SCCA racing career in an Austin Healey but saw an ad in MotoRacing (a defunct racing publication from Southern California in the 50's and 60's) in March of 1958 for a 1956, 2 liter Testa Rosa. The car had extensive racing history at that time, having been driven by well known racers Pete Lovely (he won the very first race at Laguna Seca in the car), Richie Ginter, Bruce Kessler and John von Neumann. Glycer telephoned the dealer in Southern California and ended up making a deal for the car, sight unseen, with their representative, Richie Ginther. Sale price was \$6,500, which was a lot in those days for a self-financed, independent racer like Glycer.

Over the next two years, Glycer raced the 500 TR in sixteen events in the West including races at Vaca Valley, Minden (NV), the LA Times GP at Riverside, Laguna Seca, Pomona, Stockton, Santa Barbara and Shelton (WA), with many top five finishes. During the Stockton race in 1959, Glycer broke an axle shaft during a preliminary race and thought he was through for the weekend. However, a fellow appeared out of the crowd and said he could get a replacement axle. He disappeared only to return some time later with an axle. Glycer repaired the car and went on to place 3<sup>rd</sup> and 2<sup>nd</sup> that weekend. The helpful fellow turned out to be Bunny Ribbs, father of future racer, Willy T. Ribbs.

Glycer sold the 500 TR in August of 1959 for \$5,000 and replaced it with another Ferrari, a TR-250 and continued racing. What happened to the 500 TR? It went through a succession of owners over the years and eventually appeared at an auction in Monterey in 1997 where it sold for \$455,80. Not bad for an old race car that had been in over sixty races when Glycer sold it in 1959!

by Gary Horstkorta with thanks to Gordie Glycer for the photos



**Glycer at Santa Barbara, May, 1959**



**On his qualifying lap at Pomona Fairgrounds, March, 1959**



**At Vaca Valley, October, 1958**

## TRANSPONDER UPDATE

For those of you who ordered Transponders during the later part of 2004, they have been received and are in the process of being mailed.

If you did not order one and do not have one, remember, your car will NOT be timed at any of the CSRG events from here on out. Without a listed time, your car will be positioned at the back of your group's grid for each race.

If you need to order a transponder, there has been a price increase in the amount of 12.5%. A rechargeable unit will now cost \$370, and the direct wire \$325.

There will be a supply of rechargeable units for rental at each event available on a first-come, first-serve basis.



No, this is not a real estate advertisement but a photo of the For Sale sign at the former Vaca Valley Raceway. After many years of neglect, the property is up for sale. The photo was taken several months ago so it may already have been sold and the track surface plowed under. Another icon of the past disappears.



## A SOUND SOLUTION

My Elva Courier (1622 cc MGA engine) normally exhausts through a 2" straight pipe, ending with a cut-off elbow which can direct the sound to the left or to the right.

To meet the sound limit at Laguna, I had a muffler shop make a replacement for the cut-off elbow which rises up at the same angle as the under portion of the rear bodywork. Welded to it is a 12" long "blue Streak" glass-pack muffler (\$40) which is attached to another cutoff elbow that I have angled down and to the left of the car (Laguna's sound monitor being to the right). The end of this contraption is about 18 to 24 inches off the ground. Sound measurements taken at Laguna ranged from 84-88 db without having to soft-pedal while going past the sound monitoring station.

Thomas Matychowiak

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## WHAT THE HECK IS IT?

Can you name the car shown below?



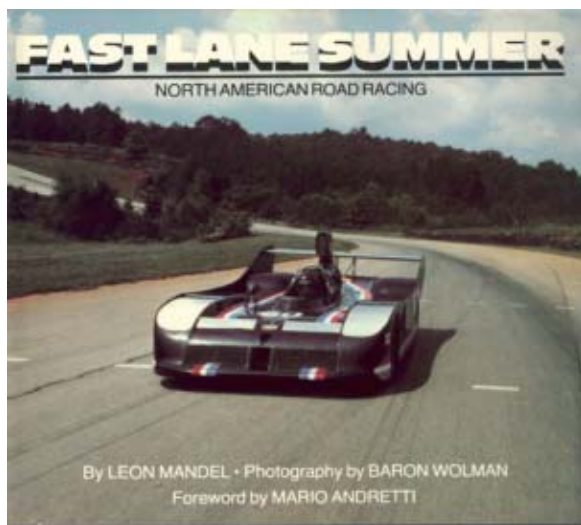
**Last month's car:**

The Lion Cage Morgensen Special driven by Eric Hauser



## MOTORSPORTS LIBRARY

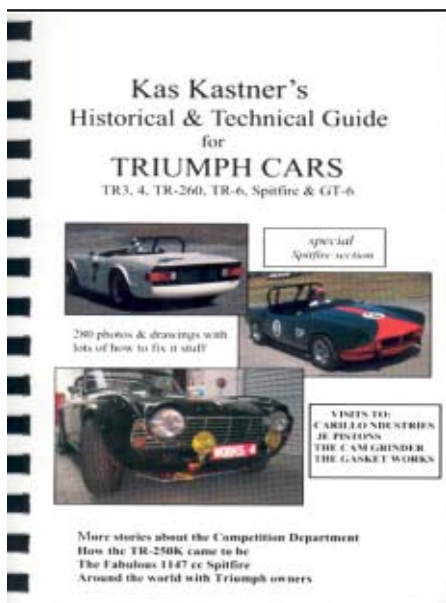
Here are two books that recently came on the market that might be of interest to you.



Originally published in 1980, this book is a behind-the-scenes look at one season of the CanAm series. Featured are car owner Garvin Brown and driver Danny Sullivan. The book was written by former Autoweek editor, Leon Mandel and is available from:

Marybeth Walerski  
Autoweek  
1155 Gratiot Ave.  
Detroit, MI 48207

\$25 including postage  
Questions? [mwalerski@crain.com](mailto:mwalerski@crain.com)



(Kastner Book Cont.)

A sequel to his previous competition tuning guide, this book offers many more good tips for owners of Triumphs and Triumph engine cars. There is a section on CSRG member Greg Solow's shop, The Engine room. Available from:

Kas Kastner  
1611-A South Melrose Dr. #181  
Vista, CA 92081

\$34.50 plus tax and postage

## CAMSHAFT TIMING

If you are doing some of your own engine work which might include dialing in your camshaft(s), there is a handy, free degree wheel available at:

[http://www.tavia.com/free\\_degree\\_wheel.html](http://www.tavia.com/free_degree_wheel.html)



You can download the file, print it out to any size and attach it to sturdier material.

## GARAGE SALE

**Note:** this section is available to all current members for the listing of race cars and racing related items for sale at no charge. Send your listings to the newsletter editor.

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**1965 356C Coupe** - Chassis 217127, Trans 83835, Engine 716514. Excel cond., CA car, signal red ext., beige int., new tires, Nardi wheel, luggage rack, Weber carbs. \$25,000.00. 530-878-1027, Fax: 530-878-2489, riedel@infostations.com

**Parts** - 356 ZF limited slip remanufactured bullets 718.332.525.00, \$28.00 ea. plus shipping. Other 356 engine and trans. parts available.

Contact: **Reinhard Riedel** - 530-878-1027,  
Fax: 530-878-2489, riedel@infostations.com

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**1965 Morgan 4/4** - correct 1500cc pushrod engine, fire system, roll bar, race ready, spares. Signed by Peter Morgan. \$20,000 o.b.o.

**1967 TVR Vixen** - 1600cc crossflow engine, race ready. \$10,000 o.b.o.

Contact: Grant Larson (650) 593-6335 or  
2angiogrant@comcast.net

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**Vintage car storage** – Santa Rosa . Dry & secure; \$75/ month.

Contact: Pete Lewis 707-568-3379

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**2000 Boxster**, loaded, (first year of the larger 2.7l eng. 19,000 miles, Tip-n-top, Ocean blue, gray leather, Blue soft top, Sport package, Boxster & Targa wheels, Stealth K-40 radar installed, (\$1,600), Hoist & stand for hard top, plus many smaller options. I'm orig. owner w. all papers & records. The car never saw a race track, autocross pylon, car wash, or cigarette; it's a gorgeous and reliable car, reasonably priced at \$28,500.

Contact: Richard Ruff (415)461-1248  
or cell (415) 806-0431

**1966 Lotus Super Seven S2** Super Cosworth 1500 RHO with CR gearbox- very original including Brit Vehicles (Excise) ACT, 1962 REGISTRATION BOOK& plates (reg. John Watson in 1967). Street legal, track ready. Recently updated for safety & reliability for road & track use, including engine, suspension & safety systems. Now \$27,000.

**1997 Ducati 748** Desmoquattro Super Bike - Very few, 1st year imported. Screamin' Yellow with some Carbon Fiber bits. Low miles, well cared for, new battery, tires...looks fast fast sitting still, is fast, and can carry a sporting friend too! \$6,000.

**1999 Monaco Windsor** 38' galley slide coach. All amenities & easy to drive & easy to park Diesel pusher with 10,000# tow capability. Every conceivable option including up-to-date entertainment with in-motion Satellite. \$105,000.

Contact: Martin Sellers 707.935.5845

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