

# CSRGR

August 2005

## NEWSLETTER



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### Laguna Seca Race Update

Word from Dan Radowicz is that 160 entries have been received so far for the Sept. 23 - 25 race at Mazda Laguna Seca. Due to track policy, we are limited to the number of entries so if you are planning on attending, get your paperwork and entry fee in as soon as possible. You don't want to miss out on this momentous CSRGR event.

If you would like to house your car in one of the track's permanent garages, they are available for a two-day rental fee of \$150. The spaces are 16' wide X 32' deep; first come, first served. Garage fee must be prepaid, credit cards OK. Deadline is September 8.

### CSRGR Welcomes New Members

CSRGR continues to grow. Below is a list of the latest group of new and returning members not previously acknowledged. Be sure and say hello to each at our next event.

- |                  |                |
|------------------|----------------|
| Eric Bernhard    | Monterey       |
| Robert Bogle     | Danville       |
| Dick Boutry      | Colfax         |
| Mike Brunelle    | Concord        |
| Walter Buelttner | San Leandro    |
| Maria Castaing   | Bloomfield, MI |
| Jamie Cortes     | Oakland        |
| Paddins Dowling  | Mill Valley    |
| Steve Earle      | Buellton       |
| Darrell Edwards  | Monterey       |
| John Feuerstein  | Lafayette      |
| Art Hebert       | Larkspur       |
| Ron Jacobs       | Denver, CO     |
| George Jewett    | Hillsborough   |

(Cont)

- |                     |                 |
|---------------------|-----------------|
| Rick Knoop          | Laguna Beach    |
| Martin Lauber       | San Francisco   |
| Tom Lee             | Kirkland, WA    |
| Bud Moeller         | McLean, VA      |
| Ernie Prisbe        | Los Altos Hills |
| Bobby Rahal         | Dublin, OH      |
| Doug Sallen         | Monterey        |
| Oliver Sermet       | Walnut Creek    |
| Phil Staley         | Healdsburg      |
| Conrad Stevenson    | Berkeley        |
| Terry Sullivan      | Los Gatos       |
| Mike Tangney        | Santa Clara     |
| Patrick Van Schoote | La Jolla        |
| Lorna Vierra        | San Leandro     |
| Gordon Walton       | Walnut Creek    |
| Bill Van Bibber     | Grass Valley    |

### CSRGR 2005 SCHEDULE

- Feb Annual Membership Meeting
- Feb. Annual Drivers Clinic - Infineon
- Mar. Annual Opening Event - Infineon
- May 6-8 - Thunderhill featuring HGP and FJr.
- July 23 - Charity Challenge Kickoff at Mozart Car Collection
- Sept. 23 -25 - Race at Laguna Seca**
- Oct. 13 - Charity Golf Tournament  
Black Tie Dinner
- Oct 15-16 - Charity Challenge - Infineon
- Nov - Fall Finale Thunderhill

(Cont.)

*Editor: The following press release is from the Monterey Historics web page announcing the marque to be honored at next year's event. It will also be the 50th anniversary of the Laguna Seca Raceway.*

## **STORIED BRITISH CAR MANUFACTURER COOPER TO BE FEATURED MARQUE AT 33RD ROLEX MONTEREY HISTORIC AUTOMOBILE RACES**

Cooper Tribute Part of Larger Celebration of the 50th Anniversary of Mazda Raceway Laguna Seca

**MONTEREY, Calif. (August 24, 2005)**—Cooper will be the featured marque at the 33rd Rolex Monterey Historic Automobile Races, August 18-20, 2006, announced Steven J. Earle, president of General Racing Ltd. and founder of the event. Cooper Car Company will be part of a larger celebration of the 50th Anniversary of Mazda Raceway Laguna Seca, featuring the racecars and champions that have competed there.

"With a long and distinguished automotive history, Cooper Car Company left an indelible mark on the racing world. Their design innovations altered the face of Formula One and the Indianapolis 500 and their sedans excelled in Rallying," said Earle. "It is fitting that the 33rd Rolex Monterey Historic should honor the Cooper legacy, which has included some of the greatest names in racing, such as Sir Stirling Moss, Jack Brabham, Maurice Trintignant and Bruce McLaren."

As part of its tradition of showcasing and preserving motorsports history, the 33rd Rolex Monterey Historic will not only feature Cooper cars, but will also present Historic IMSA, Can-Am and Trans-Am cars which raced at Laguna Seca, as well as a select group of Historic Formula One cars which reflect a dream of many enthusiasts to see these cars at the track. In total, more than 400 vintage racecars, representing a wide range of automakers, will compete in a series of challenging and highly competitive races.

Founded in 1947 by Charles and John Cooper, the Cooper Car Company started in a small garage in Surrey, England, where the father/son team began building racecars. By the 1950s and 1960s the Cooper Car Company reached its peak as their rear-engine, single seat cars found multiple successes in Formula One events and altered the face of the Indianapolis 500.

Brabham placed sixth in a Cooper Formula 2 car at the 1957 Monaco Grand Prix; Moss won the 1958 Argentine Grand Prix in a Cooper; and in 1959 and 1960, a Cooper won 11 Grand Prix races, with Brabham winning two world championships. Cooper and Brabham shocked the racing establishment at the Indianapolis 500 when they appeared in 1961 with the revolutionary, rear-engine Kimberly-Cooper-Climax. By 1962, every Formula One car on the starting grid had been totally redesigned to follow Cooper's visionary rear-engine concept.

Perhaps, the Cooper Car Company may be best known for the Mini Cooper. The distinct shape of the Mini Cooper is still recognized today.

The 33rd Rolex Monterey Historic Automobile Races will be held August 18-20, 2006 at historic Mazda Raceway Laguna Seca.

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## **CSRG AT THE 2005 HISTORICS**

Once again, a large contingent of CSRG drivers were entered in this year's Monterey Historics. This was a unique year as both Chaparral and Road Racing Specials were the co-featured marques. Not only was Jim Hall there along with all his famous cars but a very diversified group of home-built specials were also in attendance.

This truly was a remarkable event, for cars that are not normally seen at vintage races were brought out for this special occasion. A Cunningham C2R and C4R; the Ingalls Special; Cannon Mk1; Shannon Crosley; H-Bomb; Byers Special and the Kellison Chevy were just a few of the many unique cars in the paddock.



The Chaparral 2G sans body



The Mercury Special - not much bigger than a kart.

## CSRG SUPPORTS HGP AT INFINEON

(Cont.)

If you have been reading previous CSRG newsletters, you will know that the Historic Grand Prix group asked CSRG to sanction their participation as a support race for the IRL at Infineon Raceway on August 27 & 28. After consultation with the club's insurance company, CSRG agreed to help out. In addition to the sanction, HGP also requested the presence of several CSRG members to act as stewards and paddock/pit marshalls for their practice, qualifying and race sessions. Dan Radowicz acted as Chief Steward, Jon Norman as Chief Marshall, Mary Lou Robson as announcer and Tom Franges, Rob Squire and Gary Horstkorta as paddock and pit lane marshalls.

The paddock for the HGP cars was a large tent behind the main grandstands. There was plenty of room for the twenty vintage F1 machines that were entered along with their support equipment and crews. Thursday was registration day and by late afternoon, all the cars and most of the personnel had arrived and signed in. Since HGP had the first practice session at 8:00am on Friday morning, the drivers meeting was held at 5:00pm on Thursday. Most of the meeting centered around the revised track configuration being used for the weekend's event. Commonly called "the motorcycle course" the revised track included "The Bus Stop" chicane (before turn 10) and turn 11 was moved to immediately after the old race control building, just before the exit to the pit return. Rumor had it that the IRL requested this revised course so they would not be compared with any other series.

HGP had two practice and one qualifying sessions on Friday so the drivers and crews were pretty busy all day long. The tent provided much needed shade as the air temp was hovering around 90 degrees. Spectators mingled about all day long talking to the crews and drivers, taking pictures and enjoying an up-close look at the cars.

Bobby Rahal was to drive one of the HGP cars and when he showed it to his star IRL driver, Danica Patrick, she was heard to say "you're going to drive **that** old thing?". Drive it he did along with the other nineteen HGP drivers and they put on a great show during Saturday's main event. All twenty cars started and after the first few laps, the race boiled down to a five car pack at the front. After a race long game of nose-to-tail, Hamish Sommerville from Ontario, Canada finished first with Dan Baker coming home in second. Oh yeah, that guest driver by the name of Rahal, well he gridded fifth and finished in fifth after developing a handling problem. Well run event, great cars and driving and best of all, HGP was invited back for next year's event.



Paddock for HGP was the large white tent



HGP under the big top



On the grid ready for the twelve lap main event

*Editor: In last month's issue, I reported on the "big crash" at the BRIC event at Road America. One of our members, Jack Fitzpatrick, was there with his Lotus 18. In addition, Jack raced at Mont Tremblant in Quebec during the same trip. Below is Jack's report on those two events.*

## **The Adventures of Jack Fitzpatrick - or What I Did This Summer**

Interesting reading the article on the first race, (Big Bore) on Sunday at Road America. Judy and I were there for that event. Worst vintage race I've ever attended. We had our Lotus 18 transported to Mont Tremblant, in Canada and then on to Road America in Wisconsin, the following weekend.

We met up with Gary and Laurie at Mont Tremblant and had a great weekend with them and some new friends we met. The track was great and most challenging. The scenery around the track was gorgeous. I loved every minute of it. I couldn't wait for my next session. That weekend was picture perfect.

We then traveled to Wisconsin for some sightseeing and then onto Road America. I heard and read so much about the track that I couldn't wait to run on it. We paid for the test day on Thursday and a ground school so that I could learn & better navigate the track. Just leaving the pit lane was an adventure. Leaving the pregrid area, I was in fourth gear and near red line before I actually exited the pit lane. The track is so different from any I have been on. Long long straight-aways and a long long unending turn 9 (The Carousel).

I was in Grp 4 which included 55 cars; 22 Formula B's and 22 Formula Fords. On Friday morning, on our **warm-up lap** there were at least 20 cars that went off course before we completed the lap. During that lap I was passed on a straight away just before Turn 5. The car came at speed and hardly braked. He didn't make the turn and wound up axle deep in pea gravel. After I completed the first practice session, I was ready to put the Lotus 18 on the trailer. I was totally intimidated by careless and extremely hazardous driving. I finally decided to go out again. Each time I went out, I was puckerred. I kept thinking it was going to get better. It didn't!

(Cont.)

During my Saturday afternoon race on the next to last lap, I saw two cars coming upon me going into Turn 12. We all went around the turn side by side. The car next to me moved over on me and put his right front wheel against my left front wheel and proceeded to move my car off track into the dirt. I was able to maintain control of my car as the two other cars continued. When my car went off the pavement, I heard a loud bang under the car. Later on I found that the coolant line came loose from the radiator hose. Two turns later I spun in my coolant and my race was finished.

There was no reason for the incident and I was so pissed that this guy had to take me out. Needless to say, I had my fill of the drivers in my group. We packed up and put the car on the trailer Saturday night.

This accident on Sunday morning with the big bore race didn't surprise me one bit. The attitude shown by many of the drivers was as if they were the only ones on course.

We had such a good time at Mont Tremblant and a miserable time at Road America. We can't wait to start running CSRG races this fall.

*Footnote: for further insight into "the big crash", see the November issue of "Classic Motorsport." Burt Levy writes a lengthy analysis of the incident and makes several good points about what constitutes a vintage racer...and driver. The second report is in the current issue of "Vintage Motorsport."*



Alfa in a Mini-Sprite sandwich

## CSRG Board Meeting Minutes

Minutes of the CSRG board meeting  
Francesco's Oakland, CA 10 Aug 2005

### Board Members Present:

John Brookman	Tom Franges
Bob LaRoque	Dan Radowicz
John Thornton	Bill Root
Rob Squire excused	Jon Norman excused

### Also present:

Dorothy Brookman	John Thornton
Gary Horstkorta	Eli Thornton
Larry Hitchcock	David Cooper

Meeting called to order: 5:29 PM

Minutes of previous meeting: Motion to approve minutes by Tom Franges, second by Dan Radowicz, approved by acclamation.

Treasurers Report: A written report was presented in the absence of Rob Squire. Motion to accept report by Dan Radowicz, second by John Brookman, approved by acclamation.

The meeting opened with a presentation by Larry Hitchcock and David Cooper. Larry and David represent VRMM (Vintage Racing Motor Sports Media, a video production enterprise). They are currently producing a series based on HGP. Their desire is to produce a sequence of video productions based upon CSRG. These productions will have an emphasis on the members, the cars, and the activities of our club. In that vintage motor sports is currently one of the fastest growing sports of the day, it is their belief that such productions have a reasonable expectation of commercial success. CSRG would share in this success. The moneys generated would enhance the quality of our events without increasing the cost to our members and participants. Media releases would be required from all participants. Membership approval of a contractual relationship between VRMM and CSRG is required. VRMM will provide some material for presentation to the membership. Dan Radowicz will explore the requirements.

### Old Business:

HGP/IRL Infineon race: CSRG will sanction this event. Six members will participate, Dan Radowicz, Mary Lou Robsen, Rob Squire, Tom Franges, Gary Horstkorta, and Jon Norman. James King (Russell School) will also participate. HGP will cover all expenses. There is no cost to CSRG.

### Laguna Event:

The caterer is in place. There are currently 116 entrants. 160 entrants are necessary to break even.

## Cont.

### Charity Challenge:

The dinner is on target with Pete Lovely as the featured speaker.

The kart race may not happen as the Russell Kart school has been sold and the difficulty of making the numbers work.

There have been no sign ups for the Golf tournament.

The kickoff generated \$7700.00. Ticket sales for the car auction are sluggish. Items are needed for the auction and the silent auction.

### Car classification chairmanship:

John Thornton has accepted this position.

### Thunderhill dialog and CSRG infrastructure:

The dialog with Thunderhill has been started. John Brookman has called Mike Smith of the Thunderhill bod. John will continue the dialog.

There has long been a need for CSRG to develop some depth in critical personnel positions, such as stewards, race control, registration, tech administration, and grid control. To start this process we will have three stewards at the Laguna event. They are John Brookman, John Graham, and Mary Lou Robsen. The News Letter will tell the membership of these needs and seek participants.

### New Business:

#### BRIC:

CSRG will institute a no passing policy for race starts. The turns included in the no pass zones will depend upon the track being raced. We will begin this policy with the Laguna race. The no pass zone will extend from the start/finish straight to the exit of turn two. A union meeting will be held with the four lead cars to define their responsibilities.

#### Derrington heads:

More research is needed to resolve the use of these heads.

#### New car applications:

Michael Malone....Lotus 26R submission incomplete, return for completion.

Provisional acceptance was granted to;

Peter Giddings....1926 Bugatti 35B

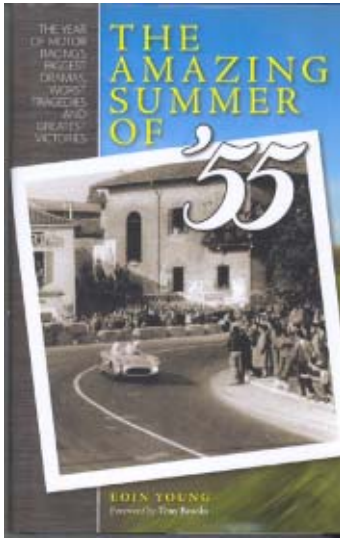
Karen Gaston....a lotus Elan

#### Next meeting scheduled:

7 September 2005. Location TBD

Meeting Adjourned: 8:58 PM

## Recommended Reading:



By Eoin Young, collection of 24 events from racing in 1955, including LeMans, Indy, Mille Miglia.

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### WHAT THE HECK IS IT?

Can you name the car pictured below?



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Last month's car:



1947 1100cc Cisitalia

## GARAGE SALE

**Brabham BT18 bodywork** for sale. Brand new, unpainted, very good quality hand lay-up. Have nose/center section with separate radiator funnel piece, plus full center bellypan. USD \$2,000 or best offer for the lot. Can send pics and arrange shipping. May fit other models as well.

**Dave Zurlinden** - 831-595-0960,  
dz@propacksystems.com

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### Cooper 59 F-1 (#F2-23-59)

Car is ready to race with new Crosthwaite & Gardiner 2.5 Litre Coventry Climax engine with dyno time only @ 240 HP. Transaxle rebuilt since last raced. Car has run more than 15 Monterey Historics with 2 Litre engine and has been very competitive.

**Contact Steve Froines** at 925-828-5707 (phone & fax) or to e-mail: marshafife@earthlink.net

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Retirement from Vintage racing makes available my **1957 Cooper Mk XI**. Ground-up restoration in '94. Could use some cosmetic freshening for the '06 Historics, which feature Cooper cars; or run as is with CSRG. Fitted with Triumph 650cc nine-stud engine and original Norton gear box. Electric starter added in '03. Includes all original parts and body panels plus a second Triumph 650 and other spares. \$26,000. Also available separately is a rare Triumph pre-unit aluminum barrel 500cc factory GP engine. Photos, history and additional information on request. Car can be seen by appointment in San Rafael. Tom Franges, 415-455-9735, 9am to 8pm or tfranges@mindspring.com

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

**Contact:** Pete Lewis 707-568-3379

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**Kellison Forumula vee 196?** Original log books, complete ground up restoration, many spares, extra wheels. Needs only tires, seat belts, mirrors and numbers to race. \$6,900.

**Contact Al Moore:** wk 510-429-1616, Hm 209-832-5654

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**For Sale:** Two 1959 MGA racers.

**Contact:** Tom Morgan (650) 588-4960

Advertising in the Club newsletter is for members only at a cost of \$200.00 per year. Your business card sized ad will appear in each monthly issue for one year.



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