



CSRG

Classic Sports Racing Group - Vintage Racing Since 1968

CSRG's "Contact Patch"

Greetings!

New Date for the David Love Vintage Races: May 29-31

(note: the weekend after
Memorial Day weekend)



DAVID LOVE VINTAGE RACES
MAY 29-31, 2020
SONOMA RACWAY

FEATURING

- > FF CROSSFLOW CUP
- > GROUP 4 USRC
- > HISTORIC B & C SEDAN



CSRG
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It's nice to get some good news about the DLVR & hopefully the coronavirus will be on it's downside by then. That's still a reach, but if people are disciplined & use social distancing, shelter in place & follow the guidelines, we could pull it off.

Important: If you are currently registered for the DLVR & want to run on the new dates, you need not take any action. All currently registered drivers/entrants will seamlessly transfer over to the new date. If you are currently registered & cannot make it to the new date, please contact Petey Thornton (Registrar@csrgweb.org) & let her know your preference.

If in doubt, contact Petey!!!

If you want to enter the DLVR, please click here:

[DLVR](#)

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Please note: On-line membership applications & entries are used by the vast majority of our membership, but there are still a few, very few, holdouts who insist on paper entries. We ask that those few please convert to the on-line process. If you need help setting it up, please email either:

lockedeb@comcast.net or race.director@csrgweb.org

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Spring in Thunderhill



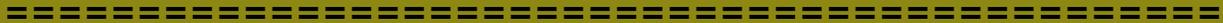
The Thunderhill Spring races, May 15-17, are still on,

assuming the virus situation is manageable by then.

As usual, with Thunderhill events we accept a broader group of cars than at Sonoma events. Assuming the cars are 1) in the spirit of CSRG; 2) are well presented & prepared & 3) are not part of a "wrecking, spinning or off track" dance, we may include them at all CSRG events.

To enter the Spring Races, click on:

[Thunderhill Spring](#)



So, what to do in the meantime?

(aside from visiting the new CSRG web site at: www.csrgacing.org)

If you've already sorted your miscellaneous used hardware bins & taken the dog for so many walks that he's asking for an Uber account, here are some movie/series recommendations to help you pass the time. Note: The list will not include obvious ones like Grand Prix, Le Mans, etc:

When Playboys Ruled the World

(Barry Sheene & James Hunt)



Formula 1: Drive to Survive on Netflix

I preferred Season 1, but they are both excellent)

Note: Netflix has a 30 day for free offer...

Here is the trailer for it



**Ferrari: Race to Immortality (Trailer):
Streaming on Amazon Prime or on DVD**

Absolutely Superb!



McLaren

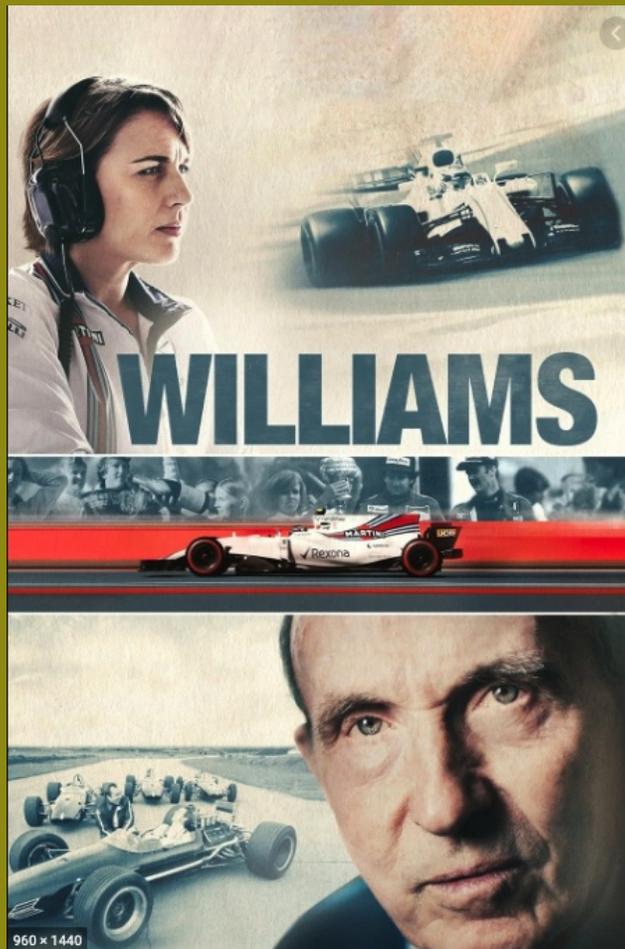
Stream it on Youtube or buy the DVD.



Williams

**Stream it on Youtube or buy the DVD.
If you watch it on YouTube, you must
confirm your age, first. Click on:**

Williams



The Racers

Every cliché in the book, but it stars Kirk Douglas, Caesar Romero & Bella Darv:



Checkpoint

Campy...very campy...



Interested in Forming a Special Group?

A number of people have asked if a Special Group pertinent to their car brand/class such as the Crossflow Cup, USRRC, etc., can be formed. The answer is yes, it can be done, but someone from the group has to step up & be the organizer.

CSRG will assist in promoting the group, contacting interested parties, arranging a dedicated paddock area, etc., but the heavy lifting has to be done by the group's organizer(s).

Questions? Email:

csrglocke@gmail.com



F1 Grand Prix Drivers Club: Into the Gauld Mine

I try to resist recommending web sites, since there are pitfalls to recommending anything like that, be it movies, books or whatever, but the F1 Grand Prix Drivers site (www.f1grandprixdriversclub.com/) is an exception.

Author Graham Gauld (Jim Clark: Racing Hero; Modena Racing Memories; Toj--as in John Tojeiro & many others), one of a handful of writers whose books you just buy without second guessing, does an excellent job, particularly with the appropriately named *Into the Gauld Mine*. The stories/anecdotes are superb. I highly recommend you give it a try.

Gauld Mine

Helmets for 2020



Photo: Nat Lockwood

There will be a new helmet standard in 2020--SA2020. Helmets to the new standard will be available late in the year.

CSRG will accept SA2010 helmets (& obviously SA2015) through 2020 & probably 2021, depending upon 1) product availabilty & 2) what other

clubs (particularly the SCCA) decide to accept.

There are significant improvements in the new designs and, since it is

your brain we're talking about, maybe upgrading is a good idea.

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Mentoring

Please be aware that you may be asked to help mentor a new CSRG member. If you are, we ask that you please take the task seriously & make a concerted effort to help the individual get acclimated to the club & its events. It can be a little daunting for newcomers, so any help or guidance you can provide will be beneficial.

Thank you in advance!

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2020 CSRG Race Schedule

David Love Vintage Races	Sonoma Raceway	May 29-31
Spring Races at Thunderhill	Thunderhill 3 Mile	May 15-17
17th Annual Charity Challenge	Sonoma Raceway	Oct. 2-4
Season Finale & Awards Dinner at Thunderhill	Thunderhill 3 Mile	Oct. 30-Nov. 1

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The following is a brief list of some of the infractions that have occurred over the last few seasons. We respectfully ask that you please read them & take them to heart.

Driver Conduct

(A compilation of the most common infractions)

- If for any reason you are late to the grid or fail to leave the grid with the pack, you may not regain your starting position. You will start from the back.
- If the pace car lights are flashing, you must follow under all circumstances. (e.g., bringing group through pit lane, controlling group for multiple laps, etc.)
- When behind the pace car, keep pace with the cars around you to avoid holding up the group.
- Tire scrubbing is not allowed when cars are side-by-side.

- Check your gauges twice a lap. Help prevent lost fluids and lost track-time.
- The safest way to pass is with a point-by. Give a point-by as often as you can. (Passing is detailed on Page 1 of the CSRG Driver Handbook)
- If you see a RED flag, immediately slow and check your mirrors. Come to a complete stop as soon as you can do so safely, and within sight of a flag stand. Stopped on a red flag you may turn off your engine, but do not remove your seatbelts, helmet, or any other safety gear. Await flagger signal to continue.
- If you see a BLUE & YELLOW flag, check your mirrors and be aware that you are about to be passed. You do not need to lift or move over, just be aware that there is a faster car approaching.
- If you deviate (spin, four wheels off, pass under yellow, contact) or if you see a standing black flag (sometimes accompanied by a finger point or a number board) you must report to the Black Flag station immediately.
- Do not cross the track unless you have clear direction by a course marshal to do so. For example, at Sonoma if you spin exiting T11 and end up in the middle, you may not cross into the pit lane until directed to do so.
- Altercations both verbal and physical should be avoided at all costs. Report any altercations to the Race Director or a CSRG Board Member immediately. Do not try to resolve the situation yourself.

Click here to see a larger, printable version: [Driver Conduct](#)

If you have not read the CSRG Driver Handbook please do so. If you have, please consider re-reading it to refresh your memory. It contains valuable information about exactly what CSRG expects of its drivers, and how to be a welcome participant at any track event.

http://bit.ly/CSRG_driver_handbook

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Digital Links

There are a lot of CSRG related videos on YouTube, but did you know that CSRG also has a YouTube Channel? Click here: [CSRG Videos](#)

Did you know that CSRG has not only a club website (www.csrgracing.org) but also:

David Love Vintage Races Site: [DLVR](#)

Charity Challenge Site: [CC](#)

Crossflow Cup Site: [Crossflow](#)

USRRC Group 4 Site: [USRRC](#)

John Morton Cup Site: [Morton Cup](#)

CSRG Facebook: [CSRG FB](#)

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800.708.RACE

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50 Series Tires

We have noticed some cars in G2 & G3 running 50 series tires which are not allowed under CSRG rules. There are some exceptions (G8 cars moved to G2 or G3, for example), but the vast majority of the cars are not allowed to run 50 series tires.

Point is: Please check the rules before buying tires

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Click here to go to the HMP site: [HMP](#)

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Production Car Sub-Groups

Unless you request otherwise, the default class group for Production Cars (i.e. Race Groups 1, 2, 3 & some cars in 8) will be 'C'---that being cars conforming to the 1972 rules set.

However, if you feel your car qualifies under an earlier (1962 or 1967) rules set, you may have your car reviewed by the appropriate individual listed in the table below.

The A, B & C Classes are:

- 'A'=prepped to 1962 rules
- 'B'=prepped to 1967 rules
- 'C'=prepped to 1972 & newer)

Important: All three "classes, will be timed and scored in a way that will show their overall position & their position within the class.

If interested, please contact the appropriate person below:

Jon Norman	Italian, German, Japanese & Group 8 Cars	jrnctsr@gmail.com
Scott Brown	British Cars	scott@scottbrowndesign.com
Dan Wardman	British & French Cars	d.s.wardman@gmail.com

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For People Who Love Cars

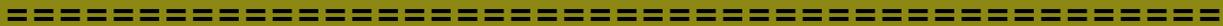
**Please support those who support
the Classic Sports Racing Group**

To go to the Hagerty site, click here: [Hagerty](http://Hagerty.com)

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1969 Mexican GP Highlights

A very good clip with minimal hype.



Cars & Parts Classifieds

(Instructions for placing an ad follow the classifieds)

Cars for Sale

1962 LOTUS 7 SB1410 With 17' V Nose box trailer: \$43,000

All Parts removed to build racecar are saved, boxed and ready to install. Car have maintained a current CA registration and title. Consistently finishes ahead of half of the 26Rs. HP 134 Jay Ivey engine. Fresh seatbelts, brakes, fuel cell. Major spares, fresh wide radio gearbox and limited slip differential. Minor spares are everything to rebuild the brakes, electrical, suspension, hydraulics, complete set (5) stock wheels. plus - plus++ Too much to list. Inquire if interested. Weight (dry): 1,025 lbs For more details on Craigslist, click here: [Lotus](#).

Contact Tony at [731.750-7102](tel:731.750-7102) or at tajlab@sbcglobal.net



EMPI Crusader Sports Racer. # 7 of 10

Built by Chuck Tatum, Joe Vitone and EMPI in 1964. Vintage history since



1994. Developed and raced by current owner since 2004. Three times Monterey historics, SVRA Gold Medallion. Recent body work. Development and support by Tony Garmey at Horizon Racing. Complete maintenance and race history since 2004. Two fresh (4 hours each) 2165 cc VW engines w/approximately 130HP/ 200 ft/lb torque. Engine specs available. Square tube chassis. VW

ball joint front suspension. Unique zero role rear suspension. Disc/Drum brakes. VW 5 speed transmission. Extra set of wheels and some spares included. Will deliver at reasonable distance for cost. Price \$ 65,00 Contact Ron Federspiel rfeds@bendcable.com C 541.419.4457 H 541.389.1603

1970 Datsun 510 B Sedan

Fresh 2000cc Huffaker built race engine 2.5 hours Very straight car with history, \$65K/obo.

Contact Ed Lamantia: 707-935-0533



Formula Ford Winkelmann WDF3, Chassis #23



1971 WDF III chassis #23; 2 engines; 2 sets of wheels & SCCA Log Book. The WDF3 chassis is one of the best & roomiest vintage FF chassis you can buy. \$17,500. Ike at (559) 790-5815



1972 Royale RP 18A SuperVee



Air cooled Type 4 VW 1600 - Hewland Mk 8. Recent rebuild with line bore, less than 30 minutes on the motor. CSRG, HMSA, RMVR vintage eligible. Will fit six foot driver fine. T4 VW engine parts are very well supported by the off-road fraternity. Run with the twin cams for pushrod money. Former Robert Bosch Gold Cup pro car with 3 log books. Call to discuss spares. \$16,000

Buck Jones 831-917-5952

1967 Brabham BT21C

Price Reduced!!!!

The Brabham has been professionally cared for and meticulously maintained by Ethan Shippert and Veloce Motors for the past 7+ years. It is in excellent condition and nothing is needed. The Brabham has some very nice upgrades that improve its performance & classic looks: the gear set, the diff., the front brakes, polished stainless steel headers, body work, and recent paint. Includes spare set of Brabham wheels. Asking \$79,000 but the price is flexible. Contact Paul at 916-899-6331 (no text messages) or prichins@jps.net



1959 Huffaker Formula Junior XP001(Experimental)



The first car Joe Huffaker Snr built. In 2008 it was fully restored at Huffaker Eng. They raced it at Laguna Seca with Dan Marvin driving and won the class by a 23 sec lead in a 10 lap race. I purchased the car in 2012 and have been actively campaigning it with the support of Huffaker Engineering. After the 2017 Monterey Rolex Reunion I had the car thoroughly restored at the cost of \$20,000 plus. It is race ready and certified

by Joe Huffaker. The car has been accepted to run at the Monterey Rolex Reunion. \$135k/Offer/Trade? Mark Sange: 415-987-1942

1969 Brabham BT 21, Formula B **Chassis #BT21-5**

Two Firsts at SVRA Sonoma and Fifth at COTA National Championship. Just completed a full, bare frame, ground up restoration by Huffaker--Jay Ivey Lotus Twin cam 200HP, freshened by Huffaker 4.1.2017., Carillo rods, Billet crank. MK 5 gear box fresh. \$75K [707-935-0533](tel:707-935-0533)



1969 Titan Mk 6C FF, Trailer Included: \$22k



A clean, good running car with CSRG, HMSA & SCCA logbooks & is listed on the Titan Registry. It recently received a top end rebuild, new clutch & flywheel, QA1 shocks & the tires have just one weekend on them. A package deal includes a 20ft. Pace trailer with cabinets for \$22k. Please contact Bill Haener at:

[530.321.4128](tel:530.321.4128)

1962 Lotus 22 Formula Junior

Mechanically excellent. Richardson head & cam, Richardson spec engine built with Crowther prepared block. FIA Passport, TRE rebuilt Hewland Mk 8. Raced West coast US and Europe since 1993 (CSRG, HMSA, SCCA, GR) Car is entered in 2017 RMMR-FJ Diamond Anniversary. Click here for Laguna Rolex race video: [Lotus at Laguna](#) \$80K/OBO Phil: 408-354 9632 or prtrenholme@gmail.com



Fantasy Junction

145 Park Avenue, Emeryville

1962 Ferrari 250 GTE 2+2 Series II
s/n 3547, engine no. 3547

Numbers-Matching Example Restored to an Incredibly High Standard. Accompanied by Invoices and Marcel Massini Report.

For more details & photos, please click on: [1962 Ferrari 250 GTE](#)



Parts/Trailers for Sale

2006 Wells Cargo Gooseneck Trailer

28' long 20' floor length; 8,000lb. axles w/EZ Lube Hubs; Battery Charger; 12



Volt Winch; E-Track Tie Down System on floor and walls; Work Bench and Wall Cabinets; 12 volt and 110v interior Lights and Recp., Full Interior vinyl wall covering; D-Rings; Aero Nose Cone; ATP stone Guard; Twin 36" side doors; Spare Tire; \$23,000 cost new. In Excellent condition. Full description and photos available. Email John at: jgrosseto@icloud.com Price. \$10,000 offers considered

Formula Junior Engine

109E Block, 3.228 bore, 1.905 stroke. 116E Head (valves/springs/rocker installed), Laystall forged crank, Carrillo rods, Kent A6 cam. Three weekends run time since build. Partially disassembled for inspection. \$6,000 obo.

Miscellaneous Engine Parts

In addition to the Junior engine, above, I have for sale: a 109E block; 116E "GH" head casting; 105E head casting; 116E "J" head with fresh grinds/valves/springs (run one weekend); FF rockers (by Farley Engines); head gaskets, wet sumps, timing covers, more. \$1,000 for all. For details, please call **Karl** at (925) 980-2673.

20 ft custom AlumaLite trailer

Light weight (Approx. 1800 lbs.)
 Custom made soft top. Removable
 mobile pit/tool box New battery.
 Approximate 6 ft head room. Easily
 towed by SUV. Price \$10,000 Contact
 Ron Federspiel rfeds@bendcable.com
 C 541.419.4457 H 541.389.1603



Two 9" x 13" Brabham Wheels



They are black and in excellent condition. Four bolt with a 4.0" bolt circle. The wheels are similar to the Brabham wheels for sale at \$985 ea. by Lee Chapman. (click [here](#) to see), but I am only asking **\$900 for the pair**. Contact Paul at 916-983-2340 (please no texts) or prichins@jps.net



Want to place an ad?

Here are the guidelines:

- Ads are available only to **CSRG members & are free of charge.**
- Ads will run for 4-6 CPs, depending upon volume.
- Ads should be 50-60 words, excluding contact info. Include either an email address, home phone or cell phone number.
- At the very least include a first name.
- Include a link to a more detailed description, if possible.
- Include an asking price.
- Include a photo.

Email your ad to csrglocke@gmail.com.



Contacts & Memberships

CSRG Board

President	Locke de Bretteville	csrglocke@gmail.com
Vice President	Jon Norman	jrnicsrg@alfapartscatalog.com
Treasurer	Steve Torp	treasurer@csrgweb.org
Secretary	Ethan Shippert	eshippert55@gmail.com

Director	Ed Lamantia	piclhead@msn.com
Director	Scott Brown	scott@scottbrowndesign.com
Director	Dan Wardman	d.s.wardman@gmail.com

CSRG Race Personnel

Race Director	Geoff Pitts	race.director@csrgweb.org
Registrar	Petey Thorton	registrar@csrgweb.org
Chief of Tech	Henk Boverhuis	h.boverhuis@gmail.com 510.541.0883
	Car Eligibility	
Production Cars Pre-1968	Scott Brown Dan Wardman	scott@scottbrowndesign.com d.s.wardman@gmail.com
Production Based Cars 1968-1990	Jon Norman	jrnscrg@alfapartscatalog.com
Formula & Sports Racing Cars	Ethan Shippert	eshippert55@gmail.com

Make sure you've renewed your membership for next season. 2020 Full Racing Membership is \$150. Current members get preferential treatment if there is a car number conflict in a run group, as do people who enter early. To see if you already renewed, look at the membership expiration date in your Profile at csrg.motorsportreg.com. Even if you renewed by mail, your Profile will have been updated. Alternatively, you can call the Race Director at 888.268.7126 or email him: race.director@csrgweb.org

Associate Member Benefits: The CSRG Board of Directors agreed that registered Associate Members should receive two complimentary gate tickets for CSRG race events (face value \$160 a year) and should have the opportunity to purchase additional tickets at the Guest of Entrant price, which is currently \$10. Associate Member dues are \$60. If you are not certain whether you are registered as an Associate Member, email either Geoff Pitts at race.director@csrgweb.org or Petey Thornton at Registrar@csrgweb.org

To the land we love and the love we land,

Mort Canard

Miscellaneous Information

Membership Renewals: If you can't remember whether you renewed for this season, you can check your Profile at CSRG MotorsportsReg or ask the Race Director.

Tech inspection sheets

You can get a head start on your Tech Inspection tasks by downloading the Pre-Tech Inspection Forms. These forms are not meant to replace the sheets

you will receive by e-mail with your information packet but are provided as information and as a work sheet so you may inspect and gather all the data necessary to complete the official form. Click [TechWorksheet](#) to print your copy of the worksheet.

Event registration

Click here to be directed to [CSRG.MotorsportReg](#) for online registration. Be sure to bookmark or save it as a favorite for quick access in the future.

Despite the use of on-line membership applications & entries by the vast majority of our membership, there are still a few, very few, holdouts who insist on paper entries. For those individuals mail-in forms can be obtained by clicking on the "Event Schedule" button on our home page at [www.CSRGracing.org](#) or by clicking on: [EventSchedule](#). Note: Mail-in entry forms are specific for each event and will usually appear on the site 6 to 8 weeks before an event.

CSRG Medical Form

Click on [CSRG Med Form](#) to download a copy of the form. You do not need to send in the original Medical Form with the "wet" signature to CSRG. You can now keep your original and either mail a clear photocopy or, better yet, scan the complete two page form and email it to: Race.Director@csrgweb.org.

It would be wise to file the original until its medical certification period expires. The scan and email system is the preferred method, otherwise mail the forms to CSRG at P.O. Box 3223, San Rafael Ca. 94912.

Email Race.Director@CSRGweb.org if you have problems or additional questions.

Mailing Address:

CSRG, P.O. Box 3223, San Rafael, California 94912.

Medical Cards for Guest Competitors:

CSRG recognizes current and valid medical cards as issued by FIA, SCCA (for drivers under 60 only), and all organization members of the Vintage Motorsports Council.

New Members? We welcome drivers who believe in the spirit of vintage racing. Curious? Do you want to join CSRG or need more info? Email: race.director@csrgweb.org or go to [www.CSRGracing.org](#).

Join our Mailing List!

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