



Classic Sports Racing Group - Vintage Racing Since 1968

CSR's "Contact Patch"

Greetings!

Get Ready



CSR's 2018 Charity Challenge, Oct. 5-7

featuring:

**Masters USA F1
FF Crossflow Cup for Vintage & Club Fords
Charity Rides for the Speedway Children's Charities
Track Dinner
(even more to follow)**

The Charity Challenge is the biggest event of our season. Last year we were oversubscribed & were forced to turn down some entries. Point is, if you want to be assured of running, PLEASE get your entries in ASAP.

Enter here: [**Enter**](#)

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Charity Challenge: Final Round of the Crossflow Cup for FF & CF



Bill Waganblatt photo

The Crossflow Cup for Formula Fords & Club Fords has become one of the premier series in vintage racing. The racing is intense, but fair. Have a Vintage or Club FF? Come join us.

For details, go to the Crossflow Cup site: [Crossflow Cup](#), or contact Andrew Wait at: andrew.wait@gmail.com

To enter, click on: [Enter](#)

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Two Important Safety Issues

Will Carson Thunderhill 2017 Season Finale Incident

We all know Will Carson as a reliable, extremely competent driver, which made his lone car incident at Thunderhill all the more puzzling. On



the surface, his foot slipped off the brake pedal going into Turn 5. However that was the symptom, not the cause & it took until this year before Will figured it out. This is a cautionary tale to all drivers. An excerpt from Will's analysis is:

"...I am sitting in my car [five months after the accident] for the first time with all my gear on rather than a tee shirt, jeans and tennis shoes. I start to buckle in for qualifying & pressed on the brake and, boom, my foot goes to the floor. I check my [expanded metal] brake pedal & my shoe & determine both are clean & dry. I carefully inspect my shoe & notice faint white swirl marks & note that the sole is hard at the ball of my foot but somewhat pliable over the rest of the sole.

The conclusion is the sole of the shoe is made of a hard & durable material and has a pliable softer rubber bonded to it. The white swirls were the mastic showing through where the rubber was wearing thin. The shoes were high quality & are pristine other than the sole being worn through in that one spot. It doesn't look that worn but it isn't as gummy as the rest of the sole. If I heel-and-toed in a different manner the wear would not have been so concentrated. These were \$300 shoes. A different brand shoe may have more pliable material. The lesson is to check to make sure the shoe is completely sound when you periodically inspect your stuff. Take a good look at the critical contact areas for wear or damage."



To read Will's complete story, please click on: [Flight 73](#)

Notice of RJS Arm Restraint Recall

Notice of Recall: Arm Restraints Manufactured and Certified to SFI Specification 3.3 by RJS and equipped with snap-clasp tethers.

Arm Restraints Manufactured and Certified to SFI Specification 3.3 by RJS and equipped with snap-clasp type tethers have been found to be non-compliant with SFI Specification 3.3. All snap-clasp type Arm Restraint Assemblies Manufactured and Certified to SFI Specification 3.3 by RJS must be immediately be removed from service and returned to RJS, per the attached notice from RJS.

To see the entire recall notice, click here: [RECALL](#)

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New Zealand Formula Fords Series in 2019



There is a strong historic Formula Ford scene in New Zealand that caters for cars manufactured before 31 December 1988, but where the majority of grids are dominated by cars built during the 70s.

A celebration of half a century of Formula Ford in New Zealand is being held in early 2019 with races proposed on three different

North Island circuits over the last three weekends in January.

I have seen the way the Kiwis race & it's an incredibly exciting show. Details are forthcoming, but I know that the last time we had CSRG members going over there, the cars were crated here & delivered directly to the track for less than it costs to ship a car across the U.S. Point is, it was a great deal & a great experience.



Interested parties should contact Michael Clark at clarkx@xtra.co.nz

Sports 2000 Welcome at Thunderhill



If you own a Sports2000 & it's drivetrain is as it was when it left the factory, you are welcome to race at CSRG's Season Finale at Thunderhill on Nov. 2-4.

All VMC medical cards accepted, as well as SCCA licenses. You must be a CSRG member (a weekend membership is \$75 & an annual membership is \$150) & you can join via MotoprsportReg. See link below.

Questions? Contact Ethan Shippert at: eshippert55@gmail.com

To enter click on:

[Enter](#)

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Attention Production Car Owners--A, B & C Sub-Groups Go Into Effect in 2018

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, Japanese & Group 8 Cars	jrnscrg@alfapartscatalog.com
Scott Brown	British Cars	scott@scottbrowndesign.com
Mitch Rossi	German Cars	m@mitchellsamrossi.com
Dan Wardman	British & French Cars	d.s.wardman@gmail.com

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CSRG 2018 Schedule

CSRG David Love Memorial Vintage Car Races	Sonoma Raceway	April 6-8
Spring Thunderhill Vintage Races	Thunderhill 3 Mile (East) Course	May 4-6
CSRG 15th Annual Charity Challenge Vintage Car Road Races	Sonoma Raceway	Oct. 5-7
2018 CSRG 51st Season Finale & Awards Dinner	Thunderhill 3 Mile (East) Course	Nov. 2-4
CSRG Annual Membership Dinner & Meeting	<u>TBD</u>	Jan. 27, 2019

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Sonoma Raceway Available Test Days

January 24 – Wednesday 8:15am-4pm 29 – Monday 8:15am-4pm	February 1 – Thursday 8:15am-4pm 15 – Thursday 8:15am-4pm	March 8 – Thursday 8:15am-4pm 16 – Friday 8:15am-4:30pm* 23 – Friday 12:00pm-4pm (Lemons only) 29 – Thursday 8:15am-4pm
April 2 – Monday 8:15am-4pm 6 – Friday 8:15am-Noon (CSRG 1-6PM) 9 – Monday 8:15am-4pm 30 – Monday 8:15am-4pm	May 4 – Friday 8:15am-4pm 14 – Monday 8:15am-4pm 18 – Friday 8:15am-4:30pm*	June 1 – Friday (email jessie@svra.com) 7 – Thursday 8:15am-4pm 15 – Friday 8:15am-4:30pm* 28 – Thursday 8:15-4:30pm*
July 6 – Friday 8:15am-4pm 9 – Monday 8:15am-4pm 12 – Thursday 8:15-4pm 31 – Tuesday 8:15am-4pm	August 2 – Thursday 8:15am-4pm 15 – Wednesday 8:15am-4pm 29 – Wednesday 8:15am-4pm	September 7 – Friday 8:15-4:30pm* 20 – Thursday 8:15-4:30pm 28 – Friday 8:15-4:30pm
October 5 – Friday 8:15am-NOON (CSRG 1-6pm) 8 – Monday 8:15am-4pm 11 – Thursday 8:15am-4pm 26 – Friday 8:15am-4:30pm*	November 2 – Friday 8:15am-4pm 16 – Friday 8:15am-4pm 26 – Monday 8:15am-4pm 30 – Friday 12:00pm-4pm (Lemons only)	December 6 – Thursday 8:15am-4pm 10 – Monday 8:15am-4pm

(click [here](#) for an enlarged view)

Contact Jessica Schaeffer for details: jschaffer@sonomaraceway.com

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Click here to see HMP photos from CSRG Events:

Spring Thunderhill Races

This photo embodies the essence of our club in general & Thunderhill, in particular. You want fun? We got it. Your car may blow up, a ten cent item may fail & cause a DNF, but the friendship & enjoyment of hanging out with friends trumps it all.

If you didn't enter, look at what you missed.





Please support those who support us.
Check out Historic Motor Prints here:
[HMP Photos](#)

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Race Shop Space Available in Albany



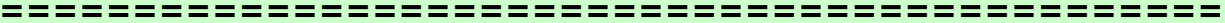
Shop mate wanted. I have 2000 sq/ft shop in Albany that I would like to share with a fellow racer.

Noise is not a problem, freeways and RR tracks on both sides. I have been servicing sports & race cars

for a long time so there is a two post lift, air compressor, bead blaster, press, drill press, benches etc.



The landlord has recently raise the rent because growers are willing to pay more. I have a one year extension on my lease. Current rent is \$2400, insurance \$200 and utilities at \$100. If interested, please contact Henk Boverhuis at h.boverhuis@gmail.com , or at 510.541.0883



1982 Indy 500-the Last Four Laps **Johncock vs. Mears**

An amazing finish---pitstops with three laps to go, Mears down by three seconds & Johncock making his car wide...



Cars & Parts Classifieds

(Instructions for placing an ad follows the classifieds)

Cars for Sale

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 this years Monterey Rolex Reunion. \$135k/Offer/Trade?
Mark Sange: 415-987-1942



1965 Austin Mini Cooper S



Class winner of 2017 Mini CanAm challenge. Raced with CSRG and SVRA. Just one race weekend after extensive engine rebuild. New dog gearbox, Quaife diff., Hardy Spicer drive shafts, Arrow Precision crank, lightweight conrods and slipper pistons and much more. New seat belts, slip on muffler for noise restricted events. Contact me for more details. Comes with large package of extra wheels, tires, special tools, second gearbox, second block. Asking price: \$28,500.

Contact: Holger Mishal, Cell:408-218 2741 Email: hmishal@comcast.net

1957 Triumph TR3

Chassis# TS11901

White with Black interior. Race prepared and street legal. Recent engine rebuild. 87 mm pistons, 72 spoke wire wheels, hardtop, aero screens, tonneau cover and side curtains in need of rebuild. Has run at Sonoma, Portland, and the Monterey Reunion. \$35,000/offers. Lets talk. David Nelson 415-572-3679 or email david@sda-sf.com. Car is located one hour north of Sears Point. Text for more pictures.



1969 Palliser-Winkelmann WDB2, Chassis #4, Formula B



Fresh Hasselgren Twin Cam w/new block, pistons, steel crank, Carillos, 45DCOs, FT200, fully traceable race history & in excellent condition. This car ran the Continental Series in 1970 & 1971. Log books going back to 1970s. Some spares & trailer included. \$70K.Trades? Contact Locke at csrglocke@gmail.com

Lola T70 Mk III for Sale
Serial number SL / 73 / 127

Only three hours on a totally rebuilt small block fuel injected Chevy with 650hp. The motor was done by Marcovicci-Wenz and is as sweet and smooth as any V8 I have raced. It has less than two hours on a rebuilt Hewland LG 500. John Anderson's group have gone through it from front to back and set it up so that it handles perfectly. There is a spare new nose with headlights. This is a real car with great history. It was the 1967 and

1968 Lola raced by Parnelli Jones and Mario Andretti in the Can-Am series. The car's graphics are exactly as it was when raced by them in 67/68. This is a very great handling, easy to drive, Can Am car. It is ready to race now and in the series this spring and summer. \$485,000 **Contact Carl Moore at: 510.693.4801 or at cmoore88@aol.com**



Lotus 22 for Sale **#FJ 22 17**



Top placing, fast and reliable, and always prepared and maintained at the highest professional level by John Anderson Racing. A ground up restoration was done and completed in 2008 by Michael Meindorfer. I purchased the car with only 3 races in 2013. It is painted in UDT Laystall green and graphics. The car is in great condition with a Richardson motor. A spare complete motor is available on request. The car has been accepted for

the 2018 Motor Sports Reunion. Asking \$94,000.00 **Contact Carl Moore at: 510.693.4801 or at cmoore88@aol.com**

March 76B Formula Atlantic for Sale **Chassis# 5**

Vegher 1600 twin cam: new Hewland gearbox casing and gears. Extra wheels, nose and gear ratios. Prepared to, and maintained at the highest standards by John Anderson Racing. This car is probably the biggest bang for the money and the most fun to drive of the cars I have raced. Don't let this one get away from you if you want to improve your lap

times. \$85,000.00. **Contact Carl Moore at: 510.693.4801 or cmoore88@aol.com**



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)

1966 Corvette 427

L88 block, L88 aluminum intake, L88 074 heads, M22 4-speed, Duntov brakes, rear end & suspension. CSRG, HMSA & RMVR log books. Multiple Monterey Reunion, PreReunion & Sonoma Historics participant. CA plate and registration. Engine is apart and awaiting rebuild. \$40,000. Contact Ed: ehugo@hugoparker.com



1963 Elva Courier MK3

1800 cc MGB engine, built by Elva guru Butch Gilbert and recently refreshed in 2015, close ratio gearbox, Quaife LSD, fuel cell expertly setup for racing, a beautiful and competitive example. \$35,000, all serious offers considered. Contact Charles: turvey_c@msn.com or cell 510-712-1187.



1966 Brabham BT18



Groom & Classic Autobody restoration. Clean, well prepared & quick car with only four hours on a Hasselgren Twin Cam. Log books going back 15 years. Asking \$69k
Contact Steve Torp: 510 526.0310 or at 356resto@sbcglobal.net

1968 Titan F3 Mk. 3

One of two team cars, this one raced by Roy Pike to numerous wins in 1968 European Championship & now running Lotus twin cam in FB configuration. The car has a documented history, running at Monaco 1968 & comes with 1000cc Cosworth rebuilt motor and 30 degree bell housing. Convert it to F3 and run Monaco 2018! Asking \$75,000. Chris 707-473-0609 or email: missanfrancisco@aol.com



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

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

Reduced

Previously owned by Al Murray. Just completed a full, bare frame, ground up restoration by Huffaker--Jay Ivey Lotus Twin cam 185HP, freshened by Huffaker 4.1.2017., Carillo rods, Billet crank. MK 5 gear box fresh. **\$75K 707-935-0533**



Two for One Deal for \$65K USD--Brabham BT21A-11 & Noble Sports Racer Project



The restoration of the Brabham BT-21 was done by Bruce McLaren's former mechanic Walter Willmott and later by Alan Grant of Ignite Automotive, Tauranga, but should still be considered a project car. Engine & gearbox will need to be rebuilt & additional parts inc. dry sump pan, oil pump, remote oil filter, plumbing, starter

motor, catch tank, fuel pump, headers & tail pipe, etc., will be needed. Additionally the car will need a fuel tank, seatbelts, fire extinguisher & battery. The Hewland Mark 8 will also need ratios and dog rings.

The Noble was a successful sports racer that was campaigned in New Zealand in the 70s. It's definitely a project, but has an extensive parts list. Click here to see it: [Noble Parts](#)



The cars are located in NZ & both are available for \$65,000 USD. There's a lot more information available, so please contact David Manton at: d.manton@hotmail.com

1964 Lotus 30



Known and Documented History From New. Period Accurate Restoration by Sports Car Specialists Huffaker Engineering. Beautifully Prepared and Presented, Widely Event Eligible. \$325,000.
Click here for details: [Lotus 30](#)



1959 Devin Buick Special



Genuine Period-Built Devin Special. Fully Developed and Successfully Campaigned in Vintage Racing for Decades. Competitive and Cost Effective! \$59,500. Click here for details: [Devin Buick](#)



[Parts/Trailers for Sale](#)

CLEANING OUT MY SHOP!!! FREE TO A GOOD HOME!!!

Used Iron Engine Block Only-- Ford 4 Cylinder Casting # 2737E6015 T2
Used Iron Engine Complete: Ford 4 Cylinder Casting # 681F6015 DA T5
Used Iron Gearbox Ford 2000E OEM 4-Speed
One Complete Iron OEM Gearbox Including Tailshaft Housing
One Iron Case Including Input/Output Shaft NO Tailshaft Housing
One Iron Bare Case Only
Available for pickup in Sacramento. Contact Rick at [916.712.2148](tel:916.712.2148)



Five, thirteen inch diameter wheels. Lug pattern is 4 X 4 1/4. Width is 7". The wheels, stamped "for racing only" are in very good to excellent condition. These wheels should fit many, if not all, of the cars that utilize a Spitfire/GT6 hub. Four of the wheels have Toyo R888 205/60/13 tires that have been used for a couple of races. All five wheels with tires \$600 or \$500 without tires. Contact Mike at [831-345-3955](tel:831-345-3955)

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	Dave Olson	davidolson1947@gmail.com
Treasurer	Steve Torp	treasurer@csrgweb.org
Secretary	Ethan Shippert	eshippert55@gmail.com
Director	Jon Norman	jrnscrg@alfapartscatalog.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	Jon Norman	jrnscrg@alfapartscatalog.com

1968-1990		
Formula & Sports Racing Cars	Ethan Shippert	eshippert55@gmail.com

Make sure you've renewed your membership for next season. 2018 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](tel: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 race.director@csrgweb.org or 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. 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 [CSRGmedform13.pdf](#) 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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