



CSR Group's "Contact Patch"

Greetings!

Happy Thanksgiving!!

Thunderhill Season Finale--A Great Show

**An excellent turnout; a delicious dinner &
a really fun event. Were you there? If not, why?**

Patrick Ottis' 1955 Ferrari Monza with Tazio Ottis Driving



2019 Awards

2019 Worker of the Year: Petey Thornton



2019 Volunteer of the Year: Diane Cox



2019 Tech Worker of the Year: Henk Boverhuis



2019 McKee Trophy Winner: Mike

Denman for His 1966 Marcos



Mike & Carl Moore w/Race Director Geoff Pitts posing as a trophy





Engine: Volvo 1800 cc 4 cylinder

Horsepower: 160

Carburetion: Dual Weber 45 DCOE-9

Transmission: Volvo M40 4 speed

Body: Fiberglass

Chassis: Wood

Height: 41.5 inches

Weight: 1600 lbs.



The chassis/frame of this car is made of plywood. These pictures show a Marcos chassis under construction. Once the chassis is complete, it is bonded to a lightweight fiberglass body. A steel sub-frame is bolted to the wood to support the engine. A separate steel frame, bolted to the wood, supports the transmission.



Marcos introduced the car, the T10 in 1986. Despite good reviews, the T10 never made it into production. This was the last car designed and made by Marcos.

Marcos Engineering went into Bankruptcy on October 9, 2007

Thunderhill Odds & Ends

Paolo Epifani deals in superbly restored & prepared cars, but he had a run-in with a dust bowl at Thunderhill. A dirty car is so out of character for Paolo, so I could not resist posting the following:



On Friday Jon Norman had an issue with a sheared distributor drive gear pin. Repairing it involved pulling the motor & removing the pan & broken gear---as well as driving to Berkeley for a replacement. The car was ready for Sunday.

Kudos to friend, Bill Simpson & others in the Norman "equipe", it would not have been possible.

The Alfa "in action" on Saturday & the Crew:





Board Elections

It's Board election time again. We have five candidates running for four Board positions: Steve Torp, Ethan Shippert, Dan Wardman, Dave Zurlinden & Jon Norman are the candidates.

To vote you must be a current CSRG member. To read each candidate's statement & vote, click on:

[Vote](#)

Save the Date: Annual Membership Meeting & Dinner

The annual Membership Meeting & Dinner will be held on Saturday, February 8th at Fantasy Junction. Details & RSVP info will be sent out in early January.

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!

2020 CSRG Race Schedule

David Love Vintage Races	Sonoma Raceway	April 17-19
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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SAFETY NOTICE

Formula Car & Sports Racer Car Owners Take Note:

All too frequently there are cars out there with adjustable steering columns that have worn out bushings, incorrect (fully threaded) hardware on them or have oblong holes/distorted slots---or all three! Dangerous is an understatement. Please check your cars.



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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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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, German, Japanese & Group 8 Cars	jrnctsrj@alfapartscatalog.com
Scott Brown	British Cars	scott@scottbrowndesign.com
Dan Wardman	British & French Cars	d.s.wardman@gmail.com



HAGERTY

VINTAGE MOTORSPORTS INSURANCE

For People Who Love Cars

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

To go to the Hagerty site, click here: [Hagerty](#)

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**The Peterson Automotive Museum: 8 Meters at Le Mans
(The best account I've ever seen)**



Cars & Parts Classifieds

(Instructions for placing an ad follow the classifieds)

Cars for Sale

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

1962 Huffaker Genie-Corvair

Full History from new. Accepted at Monterey & Sonoma. A great car, with spares--\$149K/obo. For more details on the car click on: [Genie](#)

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



1967 Porsche 911, #306038

Matching numbers motor, #909566, & transmission 7197048 were rebuilt by GD Racing. Less than 5 hours on rebuild, with lots of potential. Suspension includes Koni shocks, and adjustable plates with 20/26 front/rear torsion bars. Inside is a Safety Devices 6 point cage and Sparco road race seat. Side glasses are plexi, front and rear glass original Sekurit. Up front is an ATL fuel cell. Holley fuel pump and emergency shut-off on the cowl. I have a recently received CSRG logbook, and my race info. Included are original parts, including seats, gas tank, and side glasses and a new, uninstalled fire suppression system. CA registration.

\$60k or reasonable offers. David, 415-246-0758 drholden@comcast.net

1974 B Sedan Datsun 710

PRICE CHANGE



1974 Datsun 710 B-Sedan, \$19,000. Race prepped I20b engine, approx 200hp. Datsun Z 5-speed. LSD. 8-point cage. Disc front/drum rear brakes. Coilover front, panhard/leaf/coil rear. Fresh tires, brakes, oils. Eligible for the CSRG John Morton Cup Series.

Contact Troy at:

racingonthecheap@gmail.com

For more info, click here: [710 for Sale](#)

1967 Bobsy SR4 Prototype

SR4 Bobsy Sportsracer built by Jerry Mong of Medina, Ohio in the 1960's. He constructed two SR4's, this is the only one still racing. The SR4 has a semi-monocoque aluminum chassis, fiberglass body, dry sump 1600cc Ford Kent engine w/ twin Webers and a Mk9 Hewland 5-speed gearbox. New engine built by Moore Speed in 2018 with 3 race weekends. Fully documented history with all logbooks. Current owner has raced it on the west coast with



CSRG, SVRA, HMSA, and VARA, with additional trips to Indy, Mid-Ohio and most recently COTA. The car was accepted and raced in the Monterey Reunion the past two years, 2017 and 2018. Current SVRA Logbook. More info on the Bobsy Registry (teamterrificracing.net). See ad at apexspeed.com. \$44,500, offers considered. Contact Steve Kupferman at 916-475-3783 or steveandmeredith@gmail.com

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. CSG, 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

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 \$84,000 but the price is flexible. Contact Paul at 916-983-2340 (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)

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 310-849-5598.



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

Fantasy Junction

145 Park Avenue, Emeryville

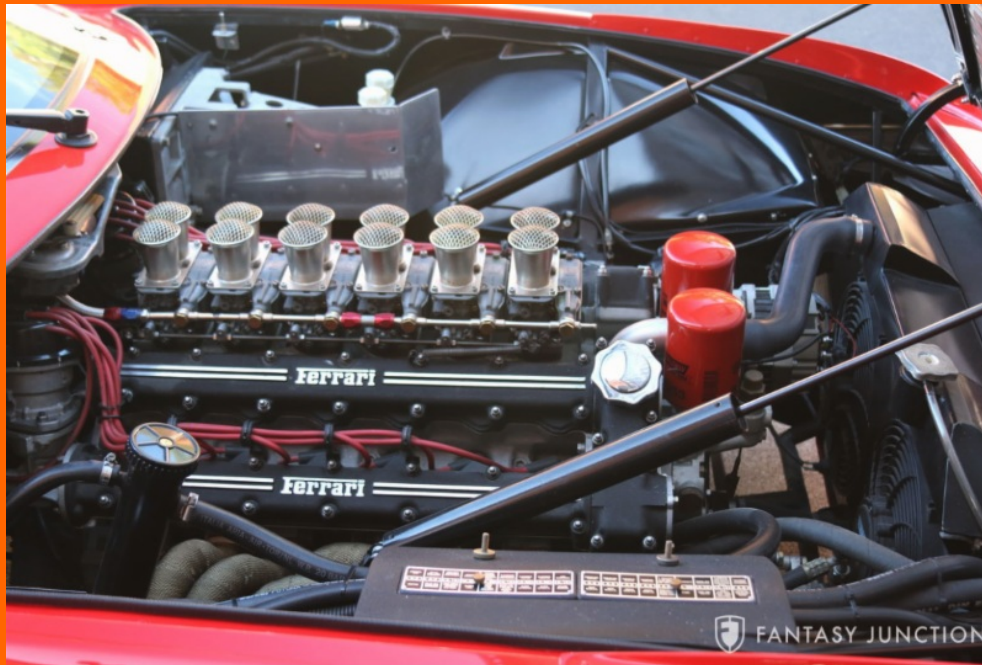
1971 Ferrari 365 GTB/4

Daytona

Competition Specification s/n 13383

**Beautifully Executed Conversion to Group 4 Competizione Specification.
All Alloy Body, A/C, Power Steering, FIA Papers. Fresh Cosmetic &
Mechanical Restoration. Eligible For Premier Events.**





Parts/Trailers for Sale

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](tel:9259802673).

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	jrncsr@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	jrncsr@alfapartscatalog.com
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 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. 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!

Images are best viewed on a large screen. Historical images are sourced from [itsawheelthing.tumblr.com](#). No commercial gain is intended or desired by CSRG from the display of images, historical or otherwise, in Contact Patch.

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