



Exhaust Notes

Riverside Foreign Car Club – April 2009

www.riversideforeigncarclub.org

THE EDITOR'S DRIFT BY CLARK TAYLOR

I sure hope you didn't blink, because if you did, you missed a lot! The 2009 vintage track season is well underway, with Tony "a2z Racer" Adamowicz driving his 1969 F/5000 championship winning Eagle, and Doug Magnon driving the Denny Hulme 1969 USAC Indy Eagle in the VARA - Route 66 Classic at Fontana's Auto Club Speedway. Then drafting tightly on the heels of tire to asphalt racing, the Riverside International Automotive Museum (RIAM) hosted the enormously successful "Legends of Riverside" event. More on these below.

On a very sad note, we recently lost two dear friends; one old and one new. On Sunday, March 8, long time RFCC member Ken Bertino passed away. Ken Bertino had the honor of dying in peace, at home with his entire family in attendance at his bedside.

In sending the news of Ken to me, Charlie Budenz wrote the following: Ken was a true American hero, who flew Boeing B-29 bombers against Japanese targets during WWII. Ken and Kay became sweethearts after they met at a moving company in Orange County. Although moving up in years, Ken remained spry and agile almost to the very end. He is best remembered for his spirited drives in Mini-Cooper production races against other RFCC drivers such as Ralph Covell, Bruce Dingman and, of course, Jim Southard, competing at every venue within reach, including French Valley Airport, Laguna Seca, Sears Point, Button Willow, Willow Springs and Las Vegas in either vintage or SCCA series.

His loving and very caring wife, Kay, will always have the support and remembrance of Ken in the hearts of all RFCC members who knew him. To me, Ken was always a gentleman, and a sportsman of the highest caliber.

Following the Legends of Riverside Film Festival, Doug hosted a special dinner at the Cask 'n Cleaver restaurant for all those who helped. Finally, there was time to relax with some good food, friends and quiet conversation. And then Peter Brandt showed up! He entered the room singing a bawdy song, ending with a special line just to Tony Adamowicz. No longer was this going to be a quiet evening of relaxation, much to our combined JOY! Peter had stories to tell, limericks to rhyme, and songs to sing. The man had a twinkle in his eye and a smile on his face that just wouldn't stop. He's brilliant and his ideas never stopped flowing. I didn't realize it at the time, but when Peter asked us to sing his very theatrical version of "Swing Low, Sweet Chariot", it was a dress rehearsal. He asked us to sing it at his wake, and that time is upon us. Peter, your moment with us was too short, but the sparkle in your eyes, that will live with me forever. Enjoy the ride our new and dear friend, I've heard it's a titanium chariot!

So as we swing into Spring, heel and toe your downshifts smoothly, and clip those apexes!

PRESIDENT'S NOTES BY CHARLIE BUDENZ

The best parties are always for the "workers" after each event. The food and drink always tastes better, plus there is a certain special tiredness that comes from working hard to contribute to the success of the event. Thanking Doug Magnon, as well as his father Ray Magnon, for just such a "workers" party at the 'Cask 'n Cleaver'...after such an immensely successful premier "LEGENDS of RIVERSIDE" event. To be sure, they will be receiving many many well deserved accolades for putting on such an excellent show! You will be reading and hearing about just how terrific it was from many media outlets. Hopefully, you will read about it first right here!

But my story is ahead of itself. Since its formal founding in 2006, the Riverside International Automotive Museum (RIAM) has had such an event in mind, with more projects in future. Recent workups to this event have included The Desert Classic Concours d'Elegance in Palm Springs on March 1st, where Doug Magnon received a Special Award for the presentation of the Best Preserved Original: 1968 Maserati Mexico. This was followed the next weekend by the VARA Historic Route 66 Vintage Racing event held at the Auto Club Speedway at Fontana. For this even RIAM entered two cars; the white #7 Gurney Eagle, driven by our own Tony 'a2z Racer' Adamowicz to a first in class (3rd overall) after a fine drive from the back of the pack; then in his group, Doug Magnon showed the impressive performance of the blue #42 Gurney Eagle, clicking off a few quick laps!!

Harking back to high school days of youth in Riverside, Ray Magnon and son Doug have enthusiastically networked their long standing friendship with Dan Gurney into making him the first honoree at this first LEGENDS gala! As attendees looked around the tables, it quickly became apparent that among the great number of personalities, ranging from race driver Tony a2z to Linda Vaughn (aka: Miss Hurst Golden Shifter), there were many overlapping influences among the circles of friends, enthusiasts and participants, including our own RFCC stars such as Davey Jordan & Scooter Patrick.

It is difficult to imagine all of the large and small details to be considered for this LEGENDS endeavor. RIAM Director Bruce Ward benefitted from the unwavering support of Museum staff members Bill Losee & Morris. Bruce Ward may have felt he was "herding cats" sometimes, what with organizing so many parts of the event, the speakers, panelists, as well as guests, but it was very heartening to see the turn out by RFCC volunteers in every capacity needed, led by Bob Giese, Larry Maloney, Bob & Karen Keyes, Wally & Helen Mackenzie, Clark Taylor, a lovely turn as dinner waitress by Esther Whittaker as well as assistance by long time RIR Publicist Pat Flynn. These folks did everything there was to do from cleaning, dusting, putting up posters/banners, security, and moving cars to their proper displays. These efforts went on for many days and special mention must be given to the team of Davey & Norma Jordan + Paula Southard for decorating, especially those spectacularly appropriate table decorations as well as registration 'PIT PASSES', goody bags and/or registration. Even Bruce's wife Melissa cordially pitched in to tend to the cash register. There were others who also contributed to the "LEGENDS" success, so I apologize for not having their names to include here.

For my part, with a recently replaced right knee, I was honored to serve as Duty Driver for racing legend Bob Bondurant. This was a great gig! Ironically, it included a two hour private driving lesson from The Master...while parked on the I-10 FWY, stuck behind a three vehicle/tractor trailer crash and fire, which closed the freeway in both directions. Being a generous businessman, Bob indicated he would "bill me later." Also deserving of special mention is Leland Lowe who drove down from Santa Rosa to work the event. At the beginning of the Dan Gurney panel discussion, he gave a unique trophy to Dan, attributed to certain "Fork Lift Racing" events in Dan's very early career by a certain individual with the initials "P.R." You'll have to ask Dan, Doug or Leland about that.

What an honor it was for Doug, after all of his hard work and putting his money where his mouth was, to have the turn out of personalities and guests that attended. Dan Gurney HAD to be the first and best choice for induction, and he was genuinely humorous, erudite and generous with his anecdotes, making it a wonderful evening indeed! It was amazing to see just how many stalwarts there were who stayed up to watch the old racing movies, waiting for the Grand Prix to come on in the wee small hours. All of the comments heard during and after the event have been most favorable. Without question, 'LEGENDS' was a roaring success for the Magnons and RIAM! There will be more!

Just as the Riverside International Raceway became a focal point for RFCC, my suggestion would be that RIAM will also make a fabulous catalyst for the RFCC as well as its members. There is a smorgasbord of activities here from which RFCC members can pick & choose their level of participation. I certainly hope they do. With my sincere congratulations to Doug Magnon for working so hard to make his first 'LEGENDS of RIVERSIDE' the outstanding success that it was, I wish to thank him for including Riverside Foreign Car Club and offering RFCC so many opportunities. Who knows, perhaps in the very near future this venue may become the next 'Monterey Historics' equivalent, right here in Riverside, Southern California!

Route 66 Classic

Auto Club Speedway

March 6th – 8th, 2009

By: Clark Taylor

Chances are you've heard about U.S. Route 66, the Mother Road that stretched through the U.S. heartland from Chicago, Illinois to Los Angeles, California. As Bobby Troup sang: "If you ever plan to motor west, travel my way, the highway that's the best, get your kicks on Route 66!" However today, much of that old road is deserted; passed-by and passed-up by our modern and sanitized, if somewhat ill-maintained Interstates. Anyone who has watched Pixar's entertaining and nostalgic movie "Cars" knows that many of the colorful old towns and roadside rests along Rt. 66 have been relegated to Ghost Town status (By the way, people might not realize that most of that movie, including characters, cars, places and the plot itself were based on real people and places along Route 66!).

However during its heyday, that old road came right through our Inland Empire. In its honor, the Vintage Auto Racing Association (VARA) named their event at the Auto Club Speedway the "Route 66 Classic". What could be more fitting? This race meeting, held during the long weekend of March 6-8, brought many beautiful and significant vintage race cars together to show their stuff right beside that famous old road. It's very possible, some of the racecars had traveled on Rt. 66 during their youth!

The Route 66 Classic featured a huge array of race cars. In their own words, "For the first time VARA welcomes IMSA & FIA cars to run". These new categories were in addition to their traditional showing of ex-SCCA racers. Also for oval enthusiasts, the event featured a veritable history lesson in Indy cars.

Of personal interest for RFCC members, we had Tony Adamowicz racing his '69 Continental Grand Prix championship winning #7 F/5000 Eagle, and Doug Magnon demonstrating his 1969 Denny Hulme/ AAR Eagle - Indy 4 cam Turbo Ford, both from the Riverside International Automotive Museum! In addition, one of my friends from the California Caterham Club came down from Northern California to race his F/2000 spec formula car.



a2z Racer's F/5000 Gurney Eagle
Photo by Dave Johnson



California" Speedway is a beautiful and modern racing facility. From track surface to rest rooms, it's all first-rate. However for spectators of road racing events, it's virtually impossible to get close to the action, smell the rubber and watch the drivers work their machines. Your best bet for catching the action is to climb up high into the infield bleachers and bring your binoculars and stop-watches. A lot of the track is visible from up there, so you can watch

the progress and keep track of lap times.

When I arrived at the track on Saturday, it was easy to find the RIAM "equipe". They were in the North end of the first garage next to a fabulous row of historic Indy cars, endurance racers and formula racers. At first glance, I found Bill Losee tending to Tony's Eagle, then Doug and the nearby Indy car. Turning around, I found Tony relaxing in a "director's chair" talking with people passing by. He wasn't lacking for interested parties, either!



The wonderful thing about VARA events is the openness of the entire pit area. Tony and Doug were both scheduled to run later in the day, so there was time to amble about and take in the scenery. Going from one garage to another, there were Lotuses, Porsches, Elvas, McLarens, Lolas, MGs, Bugattis, Triumphs, and the list goes on. When I came upon my friend and his F/2000 car, I got a lesson in engine/chassis tuning, 21st Century style.

He and his team were all sitting down pouring over data on their laptops!! So, ...I guess that's progress!



Michael & Woody studying data from the morning's track session – Tuning the car!



Rear suspension detail – F/2000



I watched this driver get out. He had to be very limber!



Lotus F/B – Pure, Beautiful, Simple and Elegant



March 87B



Powered by BMW V-12



Among the cars that I saw was a beautifully restored 1916 National racecar. This car is one of four that have survived, and is powered by a 303 cubic inch inline six, producing 51 horsepower. Shifting is through a three-speed non-syncro gearbox with a leather cone clutch. You sit high and upright in this car and hang-on. A car similar to the one pictured here won the 1912 Indy 500, averaging 78.72 miles per hour!

Soon it was time for the mixed field formula car qualifying race, and from my vantage point high in the stands, it was fun watching Tony cut his way through the field. After several laps, he was quickly gaining on Tom Malloy's beautifully prepared # 48 Eagle. At one point, only three seconds separated them, and then Tony didn't come around anymore. Later we learned that he'd had some problems with a sticky throttle, and shut it down out on the track (with a quick breathtaking spike to 10,000 rpm before hitting the kill switch!). Luckily, the engine builder was at the track. He went over the motor and gave it the okay to race on Sunday.



#48 Eagle F/5000 racer. Evidence that this car was driven by very capable hands during its track career.



The “Business End” of Tony’s #7 Gurney Eagle.
After stuck throttle over-rev to 10,000 RPM - Gets approval to Race Sunday!

As the last event of the day, the Indy Cars were called to the hot pit for their demonstration laps. Doug got strapped into the chassis of the RIAM’s #42 ex-Denny Hulme racer, and with white smoke trailing, headed out. I’m in awe. Seeing the variety of Indy cars circulating the track was a very real and tangible treat, from the chugging National to the screaming Eagle. Watching Doug accelerate onto the front straight gave me a whole new respect for the horsepower of those cars (and Bill says he had the wick turned waaaay down!). No more smoking, that car was running clean and fast.



Indy Cars lined up, fired up and ready to shine on the Auto Club Oval



Doug Magnon and the #42 ex-Denny Hulme racer



Indy 4 cam Turbo Ford powering #42

Later Saturday evening, Doug and the RIAM hosted a reception for the Historic Oval Racing organization, and most anyone else who wanted to attend. Some good food, some good wine, surrounded by wonderful people and all those beautiful cars. That was a fitting end to a beautiful day at the track!

Sunday I could not attend, but did get the results and stories. What can we say about Tony? He had given me a driving lesson during the enduro he and I drove with my Caterham 7 several years ago and you must realize he's a great talent. Because of his DNF on Saturday, Tony started from the back of the grid on Sunday, and literally carved

his way through the field. On the last of 11 quick laps, posting a race best lap of 1:41.9, Tony caught and passed Mr. Malloy's #48 Eagle. The championship is looking good! Also finishing out his weekend of racing was my friend, Michael Murphy and his F/2000 car. But first, a little history about Michael. I met him one weekend when our California Caterham Club members descended en-masse upon a Los Angeles Shelby American Automobile Club (LASAAC) open track event at the Streets of Willow. Two remarkable things about Michael were his lack of ego and his strong desire to learn how to drive a racing car on a track. He's come a long way since those early days, first qualifying as an instructor in the National Auto Sport Association (NASA), then competitively racing his very quick Seven, and recently moving up to the world of formula car racing. As good as Michael has become as a driver; and in my opinion he is very good, F/2000 has taught him that as you approach the summit, it gets very steep.

After a year of racing the F/2000 car, he continues to be a back-marker. But with experienced guidance from his crew chief Woody Harris and all-around help from Doug Liedblad, Michael has sharpened his driving talent and made effective improvements to the car; enough to cut his lap time deficit with the class leaders in half. It's incredible to think that at his first F/2000 race at Buttonwillow Raceway Park last year, he was running ten seconds a lap slower than the pace-setters and getting lapped every race. Ten seconds is like a geologic age in formula car racing. But with Michael's and his team's determination, that deficit this weekend was down to under five seconds, and that's with an asterisk or two**. During Friday's practice, one of the parts on the car that hadn't previously broken, broke. This allowed his rear diffuser to drag a half-lap on the track surface and smooth it down to uselessness. For the rest of the weekend, the downforce on his rear tires was cut in half compared to the other cars in his class. I think this weekend showed that Michael's days chasing the pack will soon be over. His team's effort is going to come together. He's going to be in the thick of the race, and he's going to be a player.



Quiet solitude in the Pre-Grid
Doug and Woody standing by.



Michael heading out for the pre-race
warm-up lap

The Track View

By Tony - a2z Racer - Adamowicz

Editor's Note: After the Route 66 Classic at Auto Club Speedway, I asked Tony if he would provide some of his own thoughts and commentary "from the driver's seat" for the event article I planned to write for "Exhaust Notes". Well, if you know Tony, you know he's always got something to say, and you can bet he's put a lot of thought into it. What he sent to me is priceless. In the story below, you'll find the inner and private thoughts of a man who has been at the top of motorsports; a driver with professional championship credits on his resume, and an accomplished sportsman who has stood atop the podium at Le Mans. What Tony wrote deserves to stand alone. Please take a comfortable seat and enjoy "the track view" - from Tony's perspective.



Regarding the final race on Sunday, of course I was disappointed to have started from the back of the 23 car field. As you may know we won the Sunday Morning race and the results would have put me on the front row. This was not to be, as the Saturday qualifying race results where I had a DNF stood for the after noon Sunday race starting grid. What a Bummmmer !

During the Saturday qualifying race, we had 3 separate incidents of sticking throttle at 3 different places on the infield. I finally retired the Eagle to be towed in on the hook. Fortunately we were able to determine what the problem was that caused the sticking throttle. The gas pedal had bent over from repeated brake to gas pedal usage and caused the throttle cable to scrape against the bulkhead and under full throttle caught up on the front bulkhead and rivets. With the car back in the pits, this was quickly determined and corrected by Bill Losee by merely bending the throttle pedal back to the normal position.

Fortunately for us, the PICKS Chevy Engine held up from the 10,000 rpm over rev with the sticking throttle incidents. Doug Magnon spent his money for the engine well, because the internal pieces within the valve train, etc are the best quality as proven by PICKS engines. I can't speak any higher of the quality of engine we have in the RIAM Gurney Eagle.

FYI: A permanent throttle pedal fix will be made by RIAM, adding a gusset to prevent the same situation from happening again. **The one biggest killer of racing drivers is sticking throttles.** Had there been inexperience

on my part, the sticking throttle could have been disastrous of both man and machine. I keep thinking of the 190 mph entrance to turn one. HmMMM we were very fortunate indeed!

During Sunday's final, the biggest race concern I had was keeping the Eagle safe from any unknown driver pulling out unknowingly from the pack. My charge through the field was greatly aided by my driving instructor experience as to what was a high or low percentage pass. Although there was some pretty good equipment and drivers out there, I for one was not taking any chances. I believe that my Instructor experience with Driving Concepts and the AROSC (Alfa Romeo club) instructing helped in this regard. While the race was underway, Doug kept me informed by spotting for me, and providing my position on the radio. I proceeded to work my way through the field deliberately and consistently gaining on the leaders by 2 seconds per lap. Interestingly enough, the fastest lap time was the Ralt RT5 ground affects car. He was quicker by 5 one-hundredths of a second!

I must say that all the hard work performed by RIAM chief mechanic Bill Losee was indeed starting to pay off. Bill worked with Can Am designer Peter Bryant (author of the award winning Can Am Challenger book) to provide a greatly improved 21st century platform for me to race. I say that because during the race, the majority of the gained time was made up in the infield portion of the track where the car's handling and the ability to put down the power were key. VARA Track announcer Alan Bolte, from high up in the announcing booth said we were eating them up in the fast portions of the infield consistently lap after lap. I suspect from his vantage point the race was indeed exciting to watch. Again, three cheers to RIAM, Doug Magnon ,Bill Losee, Peter Bryant and our UK transplant & RIAM fabricator, Morris Jephcott, for providing me with an excellent vintage 1969 Gurney Eagle to race.

On the last lap of Sunday's final 11 lap race, I finally caught up to the 1973 AAR Jorgenson Eagle, driven by Tom Malloy. Coming out of the last 180 turn, I could see he was taken by surprise to see me there and for his split second lapse of concentration; I was already on full throttle exiting the turn and accelerated passed him easily!

My thoughts of an easy victory were short lived however. When I was exiting from the last infield turn onto the front straight, low and behold there were 2 slower cars blocking the way. I could see from my right mirror, the 73 Jorgenson Eagle was taking the outside clear line to accelerate pass me to the finish line. Then suddenly the 2 cars in front of me parted just enough for me to squeeze through. I seized the moment and thundered between the racers to beat the 73 eagle to the finish line! **The moral of the story:** "When you Snooze, you Lose"

We are well underway to a good season with the RIAM F/5000 Gurney Eagle. We hope to provide another Championship, some forty years after my first to celebrate my 40th anniversary driving this historic Eagle!

Events Calendar - 2009

BE SURE TO MARK YOUR CALENDARS FOR THE FOLLOWING UPCOMING EVENTS!

April 3, 4, 5	Maserati Club – Pismo Beach Rally
April 3, 4, 5	PCA Festival of Speed – Auto Club Speedway, Fontana
April 7, Tuesday	RFCC General Meeting – Cask ‘n Cleaver Restaurant
April 12, Sunday	EASTER!!
April 17 – 19	Long Beach Grand Prix
April 21, Tuesday	Board Meeting – TBA
April 25 – 26	NASA HPDE, TT and Race at Buttonwillow Raceway Park
May 2 – 3	British Extravaganza – Buttonwillow Raceway Park - VARA
May 5, Tuesday	RFCC General Meeting – Cask ‘n Cleaver Restaurant
May 16, Saturday	PCA 3rd Saturday Breakfast – Mimi’s in Moreno Valley
May 16 – 17	Rolling Thunder – Thunderhill Raceway Park – CSRG (NOTE: Tony a2z will run the’69 F/5000 Championship Eagle)
May 19, Tuesday	Board Meeting – TBA
May 23 – 24	NASA HPDE, TT and Race at Willow Springs Raceway
May 30 – 31	NASA HPDE, TT and Race at Lihrednuht Raceway
June 2, Tuesday	RFCC General Meeting – Cask ‘n Cleaver Restaurant
June 5 – 7	Porsche Owners Club – Tribute to Le Mans - WSIR
June 16, Tuesday	Board Meeting – TBA
June 20, Saturday	PCA 3rd Saturday Breakfast – Mimi’s in Moreno Valley
June 21, Sunday	Alfa Romeo Owners of Southern California Club meeting at RIAM
June 26 – 28	Vintage Grand Prix of Mid Ohio – SVRA (NOTE: Tony a2z will run the’69 F/5000 Championship Eagle)
June 27 – 28	NASA HPDE, TT and Race at Buttonwillow Raceway Park

BOARD MEMBERS FOR 2009

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[membership]			

RFCC Membership Application

Name _____
Birthday _____ Driver's License No. _____
Companion's Name _____
Birthday _____ Driver's License No. _____
Street Address _____
City _____ Zip Code _____
Phone (home) _____ (bus.) _____
E-mail _____ (fax) _____

Vehicles:

1.	_____	Model	_____	Year	_____
2.	_____	Model	_____	Year	_____
3.	_____	Model	_____	Year	_____
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5.	_____	Model	_____	Year	_____

(please submit additional page if there are over 5 vehicles)

Please rate 1-10 your interest in the following categories:

Rallies _____ Slaloms _____ Time Trials _____
Racing _____ Concourse/shows _____ Other _____

What would you like to do or see with the club? _____



RFCC Website: www.riversideforeigncarclub.org

Please submit completed application and \$30.00 annual membership fee to:

RIVERSIDE FOREIGN CAR CLUB
P.O. Box 56390
Riverside, CA 92507

For club use only: date of application _____ payment & method _____
Application accepted _____ Additional comments _____

RIVERSIDE FOREIGN CAR CLUB MISSION STATEMENT

The [Riverside Foreign Car Club](http://www.riversideforeigncarclub.org/) (RFCC) is the oldest non-marque club of automotive enthusiasts in the U.S. West of the Mississippi! Whether your interest is racing, rallying, touring, restorations and concours, or just kicking some tires and marveling at what wonderful machinery lies under your hood, our club has something to offer and invites you along for the ride! As a member, you'll be welcome at our monthly general meetings, will receive our newsletter, "Exhaust Notes", and be eligible to attend all club events, banquets and other social functions.

Having held 1st Tuesday of the month meetings since August of 1958, the club offers a friendly family oriented outlet for your automotive and social needs. Our members run the club with an elected Board of Directors loosely making recommendations to them. Informal gatherings, tours to museums and points of interest, mixed in with friendly competitive events are the norm. A number of RFCC club members also belong to specific Marque clubs, and our ties to these have afforded us many terrific opportunities such as exploring Disneyland without the crowds, tours of exclusive restoration shops and private museums, and invitations to special events including Auto Show previews and the Tribute to Riverside International Raceway.

The RFCC was instrumental in the formation of the SCCA SOLO I time-trial program with a great many of our members participating in it as well as SCCA Club Racing and SCCA Rallying. Aside from ties to RIR, we were involved in the OMS, and more recently the California Speedway called upon us to organize key positions.

We look forward to your interest and activity in the Riverside Foreign Car Club!



<http://www.riversideforeigncarclub.org/>

RIVERSIDE FOREIGN CAR CLUB
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