

Events Calendar 2006

Be sure to mark your calendars for the following upcoming events.

February

2-7 Tuesday RFCC General Meeting – Bossa Nova Grill
 2-21 Tuesday Board Meeting – Riverside Int. Automotive Museum
 2-25 Saturday Tour of Reagan Library - Simi Valley

March

3-7 Tuesday RFCC General Meeting – Location TBD
 3-18 Saturday Esther's Chili Cook-off
 3-19 Sunday RFCC Show & Shine
 3-21 Tuesday Board Meeting – Larry Maloney's
 3-25 & 26 Sat & Sun AROSC Driver's School - Streets of Willow

April

4-4 Tuesday RFCC General Meeting – Location TBD
 4-8 & 9 Sat & Sun. NASA Hi Performance Driving Exp.- Buttonwillow
 4-16 Sunday RFCC Show & Shine
 4-18 Tuesday Board Meeting – Bob & Heidi's

May

5-2 Tuesday RFCC General Meeting – Location TBD
 5-7 Sunday Breakfast Run to Tom's Farm
 5-11 Thursday Cars & Guitars of Rock 'n Roll – Peterson Museum
 5-16 Tuesday Board Meeting – Mike & Michele's
 5-21 Sunday RFCC Show & Shine
 5-27 & 28 Sat-Sun AROSC TT, Race & Enduro - Buttonwillow

June

6-6 Tuesday RFCC General Meeting – Location TBD
 6-18 Sunday RFCC Show & Shine
 6-20 Tuesday Board Meeting – Ester Whitaker's
 6-23 to 25 Sat-Sun HSR Vintage Races - California Speeday

July

7-6 Thursday RFCC General Meeting – Location TBD
 7-8 Saturday RFCC Breakfast Run to Lake Arrowhead
 7-16 Sunday RFCC Show & Shine
 7-18 Tuesday Board Meeting – Riverside Int. Automotive Museum

August

8-18 to 8-20 Monterey Historics Weekend – Cooper is featured

September

9-2 & 3 Sat & Sun AROSC Driver's Schools - Streets of Willow
 9-5 Tuesday RFCC General Meeting – Location TBD
 9-17 Sunday RFCC Show & Shine
 9-19 Tuesday Board Meeting – Riverside Int. Automotive Museum

October

10-7 Saturday RFCC Banquet
 10-15 Sunday RFCC Show & Shine
 10-17 Tuesday Board Meeting – Bob & Mary Ann's
 10-21 Saturday RFCC Rally to Oak Glen
 10-27 & 28 Ghostwalk Riverside

November

11-5 Sunday Best of France & Italy - Woodley Park, Van Nuys
 11-7 Tuesday RFCC General Meeting – Location TBD
 11-21 Tuesday Board Meeting – Al & Nancy's

December

12-5 Tuesday RFCC Meeting & Christmas Party – Location TBD
 12-19 Tuesday Board Meeting – Mike & Michele's



Featured Member's Car

Quattroporte II Frua - Doug Magnon

This prototype car was designed and built with coachwork by Pietro Frua and displayed at the 1971 Paris Auto Show and 1972 Geneva Auto Show. Built on the chassis of the production Indy and powered by a 4.9-litre V8 engine, gives this car an extremely reliable mechanical profile. The styling, although traditional, was for that period elegant without being too exotic. Exceptionally refined, it represented the logical successor to the Quattroporte I.

However this model never reached the production stage and remained a prototype, due largely to the political situation at Citroën, the then owners of Maserati, who encouraged a policy of producing cars utilising as many French components as possible. This car was originally sold to Juan Carlos, King of Spain. A second car AM 121.004 was ordered to be constructed for the Prince Aga Khan.

RFCC 2005-2006 Board

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www.riversideforeigncarclub.org

CLASSIFIEDS FOR SALE

1981 Fiat X 1/9 runs good, needs paint, extras \$1,500 – Call 951-789-9630

1967 Morris Mini 850 red/gray, new paint, tires, bumpers, runs good, extras \$5,800 – call 951-686-4937

WANTED

6 months storage space for one car - call 951-789-9630



Hello RFCC

President's Notes by Larry Maloney

This has been an interesting year for the **Riverside Foreign Car Club**. It has been to quote someone important, "the best of times, the worst of times." We have added more new members than in any recent time. They have brought to us some interesting vehicles such as Aston Martin, Lotus, Morgan and Maserati. We repeated some interesting tours and Rallies such as Clark's "Breakfast Run to Tom's Farm". Our RFCC Rally was fun but not as well attended as hoped for.

This year we lost one of our oldest and most prominent members. Jim Southard will be remembered. Jim was a stalwart for RFCC. Jim was a member since, well, long as I can remember. His love and vast knowledge of all things automotive will be missed.

For Jim and for ourselves we will go forward. I will continue as the acting president, at least through the first of the year.

We have started planning the RFCC event calendar for 2006. I hope to publish this for club members early in the year and anticipate including favorites such as the Chili Cook-off, the Breakfast Run, and a Fall Rally to Oak Glen. We also hope to organize a trek to the Monterey Historic weekend and automotive overdose. Finally, we are going to host a monthly Show & Shine once the New Year starts to warm up a bit, perhaps starting in March. There are still a lot of open dates on the calendar, and I am sure we will find events to fill these as we move through the year.

I look forward to seeing you at one of our general monthly meetings held on the first Tuesday of each month at the Bossa Nova Grill, gathering at 6:30 p.m. Bring your special car or news of interesting events, or just come for the fun and friendship!

Exhaust Notes

Riverside Foreign Car Club - Winter 2006

www.riversideforeigncarclub.org

THE EDITOR'S DRIFT BY CLARK TAYLOR

What else could I say while we're winding down 2005 and making plans for the New Year? What a year 2006 could be! Our RFCC event calendar is filling-up quickly with interesting and exciting automotive and not-so-automotive things to do. I guess you could say one of the great things about this club is our flexibility to enjoy activities in many different venues, from racetrack to roads, kicking tires in the parking lot, touring through museums, and eating chili! That about sums us up!

In this issue you're going to find a variety of interesting articles. Larry Maloney starts things off with his "President's Notes" where he provides his insights, recollections and vision about the club and the coming year. Also as our new Director of Events, he's done a great job getting next year's event calendar organized. Though still a work in progress, our event calendar is attached to help with your planning. Michele Richman submitted an enthusiastic recounting of their recent trip to Germany to pick-up their new Porsche. I've often heard that the Porsche factory gives new owners taking European delivery the VIP treatment, and Michele's article certainly proves it. Norm Kear, one of our newest members, provided an interesting article from an earlier day when as a young man, he lived in New York. He looked into the history of an impressive but abandoned building and found out how Rolls Royce and Brewster

coachbuilders came to be associated. I think you'll agree this was an impressive bit of research, and pertinent to our club's automotive history interests! Then please excuse my timing as summer is well behind us now. But for nostalgia and reminiscing, I've provided a story about an evening drive I took to and around Lake Mathews. I do hope you find these articles interesting reading.

This being the first "Exhaust Notes I've put together, things may seem a little different to you than before. However, I promise you that each issue will contain news of recent club activities, articles of pertinent automotive interest, plus a calendar of upcoming events. Hopefully each issue will get better and better! But please, this is the RFCC newsletter, and you are its life-blood. If there's something automotive you've done, I urge you to put pen to paper, or fingers to keyboard and write it down. Your articles will be published and will help keep this newsletter interesting to read and up-to-date! Also, we need pictures, lots of 'em. Digital photos are terrific for reproduction, but don't be shy with your regular prints either, they're easily scanned. The photos you provide will make our articles more interesting and memorable for all of our members to read!

Until next time, keep it sideways or keep it straight, but always have fun enjoying that special ride!

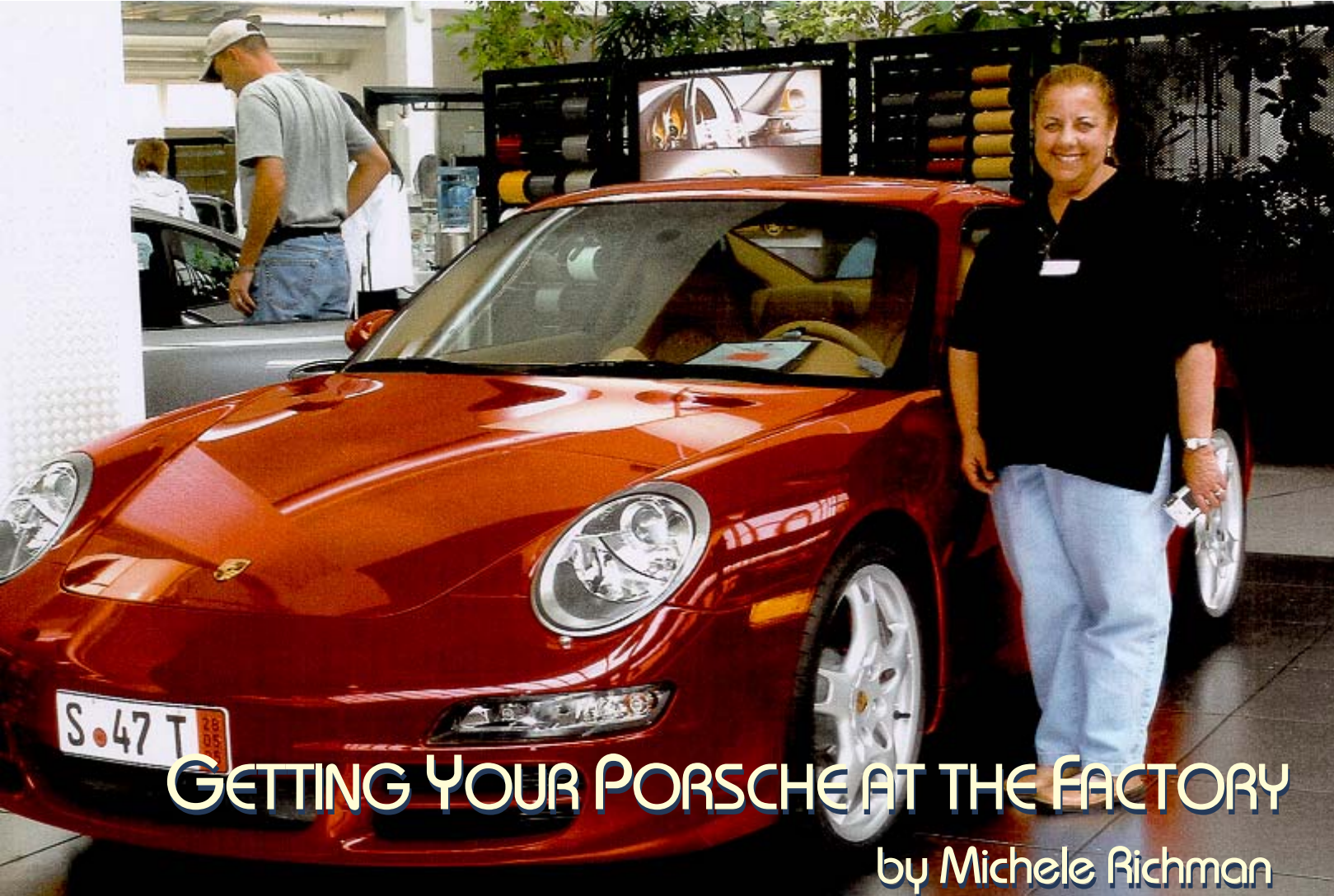
A SUMMER'S EVENING DRIVE

Late one Saturday afternoon here in Riverside near the beginning of July, the sun was just a glow over the foothills and I got the notion to go for a drive. Not fast, just a cruise around Lake Mathews, our closest reservoir. During our summer around dusk, the humidity rises, and with it the aroma from orange blossoms mixes with wild sage and lilac to form an intoxicating blend. Driving a roadster lets you sense these things, sensations that folks running off to grandma's house in their coddled air conditioned SUV's playing gameboy and chatting on their cell phones can't even begin to know. So many things - the hawk looking for his last meal of the day, and the owl looking for his first. Up on the ridge there's a nervous coyote making his first foray into the night. And the hills around the lake absolutely glow in the soft evening light refracted with rising mist. What a great

place to see, hear, and sense what's in nature, nestled down in our Seven!

Coming around a bend in the dam I saw a group had gathered, mostly with hot Asian coupes. First one, then soon they all heard and noticed the Seven winding out. Keep the mystery, they haven't a clue. Stay hard on the gas and drift through the next two bends in a flash, shifting gears in crisp staccato. Speed is there in a moment - it's a Seven, you know.

Showtime's over and time to just enjoy the few remaining miles home. The sun has set and it's dark, time to turn on the headlights and take it easy. Watch stars through the treetops and look at street light reflections moving over the headlight pods to infinity. So many sensations while driving the Seven. Thank-you Colin, it's good to be in your embrace!



GETTING YOUR PORSCHE AT THE FACTORY

by Michele Richman

On May 13th, Mike and I boarded a Lufthansa plane for a non-stop flight to Frankfurt, Germany. The ten-hour trip was long, but enjoyable because of the quality of the service onboard. The purpose of the trip was to pick-up, at the Porsche factory, my new, much anticipated 997.

We arrived at the Steingenberger Graff Zeppelin hotel tired from our journey, but ready to get up. Though late in the day Germany time, it was morning back in Riverside.

Day one in Germany was devoted to documents for car delivery, meeting other tourists, a Cocktail reception and a welcome dinner. On Day Two, we took a bus for a tour of the Porsche Exclusive and Classic center and restoration shop, transferred to Weissach, the Porsche R&D center for passes, and the test track. We had test drives in various models – Turbo, Carrera S and Cabriolet. Wow!!! What a great ride, let's do it again!!!! We then went back to Zuffenhausen for lunch at the factory "Casion", the cafeteria where some four thousand employees are served lunch

daily. Next we toured the museum and locked up our cameras for a tour of the Production facilities – two hours and lots of walking. The factory is bright, clean, immaculate and highly automated. Old movies of the Porsche factory show stacks and stacks of parts at each workstation. Now, a little robot cart brings the right parts to the proper workstation, just as they are needed for a particular 'build'. Each Porsche is built to an order and no two in a row are alike. They even mix Boxsters in with the 911s in the same production line! At the end of the tour, back to collect our cameras and take delivery of our new Porsche and drive it back to the hotel.

The bus departs the hotel at 7 pm for cocktails and dinner at the restaurant Castle of Hohenbekstein. Gabriele McFarland was our tour guide and what a great job she did. Mike and I recommend taking the factory experience (you'll never forget it).

The next day, Mike and I took our new Carrera S 2005 997 coupe for a drive on the Autobahn. Driving the Autobahn is a pleasure. All the roads in

Germany are exceedingly well maintained, the shoulders are clean and the drivers are polite, courteous and well behaved. Gas however, is as much as \$7.00 a gallon. The car ran great all the way. Our top speed was 145 mph, and cruising along as fast as we wanted (it took only 6 hours for the trip from Frankfurt to Salzburg, Austria, where I had relatives.) A Chrysler 300 Hemi came up behind, and sailed by.

It was recommended that we pick up an Austrian tourist sticker before entry into Salzburg. The cost is only \$22 and enabled us to receive VIP 'Guest' privileges several places. After visiting with my family in Austria, we took a quick trip back to the factory to leave the Porsche for shipping to the States. Then we flew down into Italy and the Ferrari Factory. Though much smaller, like at Porsche, the factory was clean and well run, the workers were efficient and motivated, and the 'hosts' were very polite and friendly. Both tours were very pleasant to take. From Italy we flew back home, arriving on June 1st. Our car showed up on July 9th. Mike and I would take the trip again in a heart beat!



Many years ago, when I was a great deal younger (*and a lot thinner*), I lived in the New York City suburb of Queens and worked in Manhattan. On occasion, my travels took me to a rather dingy, semi-industrial part of Queens called Long Island City. Adjacent to the elevated subway (*now that is an oxymoron if there ever was one*) station I sometimes used in Long Island City was an enormous, many storied and utterly imposing square-block building. It boasted a granite façade that would have done justice to a major banking institution. During the many times I passed, it seemed always deserted. And it was, like its neighborhood, in need of a good cleaning. The real curiosity about this magnificent edifice, however, were the two huge brass plaques that adorned the corners. One said simply "Brewster & Co.," the other "Rolls Royce."

Needless to say, the plaques intrigued me, but this was before my interest in old cars and automobilia had matured. It was only many years later that I became aware of the legacy represented by that old building.

The Brewster Company was founded in New Haven, Connecticut in 1810 and was later reorganized in 1848 with a New York branch coming under the leadership of a Henry Brewster. Some thirty years later the company had attained a solid reputation for carriage design and construction. It won a Gold Medal at a Paris exposition over all

other European and American competitors in the field. This established Brewster as the foremost carriage body builder in the United States.

Early in the 20th Century, Brewster entered the automobile body business using imported French Delauney-Belleville chassis. They soon were mounting their bodies on Rolls Royce models and other prestigious cars of the period.

In 1915, Brewster decided to begin manufacturing its own complete cars as World War I had prevented Rolls Royce from shipping chassis' to the U.S. The then popular and famous Knight sleeve-valve engines powered these all-Brewster automobiles. The early Brewsters had distinctive oval-shaped radiators, as did later models, which used a Ford chassis. The cars were easily recognized by the luxury-buying public, particularly because of the earlier established association with Rolls Royce.

The British re-entered the picture in 1925 when Rolls Royce actually bought the Brewster Company. This allowed them to claim that the best coachbuilder in the United States had combined forces with the best car builder in the world – Rolls Royce, of course... The arrangement lasted until 1934 when, in during the Great Depression, Rolls Royce ceased all production in the United States.

So, the story of my mystery building is

ROLLS ROYCE & BREWSTER

AN EARLY ANGLO-AMERICAN MARRIAGE Story by Norm Kear

solved. I still have no idea to what use it was put from 1934 until I first saw it some forty years ago. As I have not been back to Long Island City since then, I have no idea whether or not it is still standing or in use. For one thing I am sure, it would take a major demolition effort to remove it. Perhaps it is



still there – a monumental tribute to an era of automotive history long ago.

Note: Metropolitan Life Insurance Company has taken over the entire building to be used as their offices. As of fall of 2001, they had moved into the upper floors and have occupied the rest of the building since the spring of 2002.

Photo Top: Main entrance with brass plaque above door.

Above: Rendering of building as it is today.

FRENCH CURVES AT THE PETERSEN MUSEUM BY LARRY MALONEY

Last year, Sandy (the artist) and I made a trek to the Petersen Automotive Collection. Sandy had never been there. And I felt that she, as a watercolorist, a person who appreciates form and color, should have the opportunity to see the unique class of vehicle identified as the French Coach-Builders.

The Petersen was featuring an exhibit called "French Curves". The exhibit included several notable examples of Jalbot Lago, Delahaye, Delage and Bugatti vehicles. The chassis were cloaked in coach work by Figoni and Falaschi, and Vanvooren, and Poutout. The "goutte d'eau" or teardrop profile was considered a nearly perfect shape for representing an object in motion. The vehicles displayed represent the epitome of "Tear Drop" automotive sculpture. These vehicles represent excellent examples Art Nouveau style and superb workmanship.

The most interesting vehicles were, I think, the Dubonnet with its overtly aircraft inspired design, the yellow/black 1934 Voisin and the multi-hued yellow Peugeot. Some of the vehicles are shown on the Petersen website (www.petersen.org).

The Petersen is, of course, much more than just the French Curves. They have, as a permanent exhibit, the Cars of Hollywood. Although the vehicle displays change from time to time, there are always fun cars to indulge your senses. On this Saturday they had the most recognizable vehicle in the world, the Batmobile (or Batmobiles). The high rise creation of Professor Fate was on display. This vehicle is from The Great Race, a movie loosely based on the New York to Paris race. Of course there is the ever changing Main Street on the first floor. If you've seen it before it is ever changing and worth your time.

The Petersen has some interesting exhibits planned for the foreseeable future including: The Decade of Collecting, an exhibit highlighting the collection and objectives of Margie and Robert Petersen (1912 Buick, 1919 Harley Davidson, 1946 Kurtis, 1953 Bertone bodied Dodge Storm, and the always interesting Kaiser Darrin). The exhibit Speed, will be a showing of the world fastest cars (featuring the Green Monster, Mooneyes Streamliner, Lightning Rod, and the original Belly Tank Racer). Check out the website for more details.

As the day wore on and sustenance became more than an option, the Artist and I elected to hike to the famous Los Angeles Farmers Market. For someone such as me who is attempting to manage intake, I felt like a kid in a candy store with handcuffs. We found many culinary delights to stimulate the palate and the imagination. If you have not visited this attraction recently, you should.