

## Upcoming Events!

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

### RFCC - MARCH, APRIL, MAY EVENT CALENDAR

DATE	EVENT	HOSTS
Tuesday, March 1	General Meeting - Jag's Restaurant, Riverside	RFCC
Tuesday, March 15	Board Meeting	Lary Maloney - 951-789-9630
Saturday, March 19	Birthday Bash in Escondido [rooms are available at the Best Western in Escondido - 760-740-1700, mention RFCC]	Charlie Budenz & Maureen 760-747-5725
Saturday & Sunday April 2 and 3	Rolex Grand American Championship at California Speedway	Doug Magnon & Maserati Club 951-712-1401
Tuesday, April 5	General Meeting - Jag's Restaurant, Riverside	RFCC
Saturday & Sunday April 9 and 10	Open Track Event - Streets of Willow	LA Shelby American Auto Club <a href="http://www.lasaac.org/Default.htm">http://www.lasaac.org/Default.htm</a>
Sunday, April 17	Show & Shine - Canyon Crest Twon Center, Riverside	RFCC Clark 951-780-9087
Tuesday, April 19	Board Meeting	Bob Giese & Heidi 951-686-5121
Saturday & Sunday April 23 & 24	Palms to Pines Tour	Alfa Romeo Owners of So CA <a href="http://www.arosc.org/">http://www.arosc.org/</a>
Saturday & Sunday April 23 & 24	VARA at Willow Springs	VARA <a href="mailto:vara@msn.com">vara@msn.com</a>
Tuesday, May 3	General Meeting - Jag's Restaurant, Riverside	RFCC
Saturday & Sunday May 7 & 8	Cobra Owners Club at Willow Springs	Clark Taylor 951-780-9087
Sunday, May 15	Show & Shine - Canyon Crest Twon Center,	RFCC Clark 951-780-9087
Tuesday, May 17	Baord Meeting	Bob & MaryAnn Stewart 909 872-1892
Sunday, May 22	Tom's Farm Run	Clark Taylor 951-780-9087
Saturday & Sunday May 28 & 29	Alfa Romeo Owners Club at Buttonwillow	Alfa Romeo Owners of So CA <a href="http://www.arosc.org/">http://www.arosc.org/</a>

#### March Birthdays

2 Paula Southard  
16 DJ Stewart  
22 Charlie Budenz

#### April Birthdays

3 Jim Southard  
4 Maureen Covell  
5 Ann Dengate  
13 Esther Whittaker  
16 Ralph Covell

#### May Birthdays

4 Bob Stewart

### RFCC 2004-2005 Board

<b>President</b>	Larry Maloney	951-789-9630
<b>Board Members:</b>	Charlie Budenz	760-747-5725
	Bob Giese	951-686-5121
	Jim Southard	951-686-4937
	Bob Stewart	909-872-1892
	Clark Taylor	951-780-9087
	Esther Whittaker	909-783-1180
	Al Williams	951-369-9739

<b>Publication:</b>	Doug Magnon	951-712-1401
	Jim & Paula Southard	951-686-4937

[www.riversideforeigncarclub.org](http://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**

**2001 Toyota Camry LE 3 liter, fully loaded, alloys, silver/gray, needs paint \$9,850 - call 760-747-5725**

#### WANTED

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

### RFCC ROSTER ADDITION

Dallas Dengate's e-mail: [snoopyinperris@juno.com](mailto:snoopyinperris@juno.com)

### NOTES OF INTEREST

Be sure to visit our club website: [riversideforeigncarclub.org](http://riversideforeigncarclub.org)

**Our thoughts to the family of Doris Budenz who passed away, February 13, 2005. Doris was a major supporter of son Chairlie's RFCC activities.**



### Featured Member's Car

Citroen SM - Jim Southard

Everything French is a little strange and we've grown accustomed to it. Nothing is more strange than the early 70's takeover of Maserati by Citroen's parent Michelin Tire and their joint effort. Could the French and the Italian's get together long enough to build an interesting car? Doomed from the start, the SM project had some merit. Maserati engineer's wanted to make the joint car with a small V8 they were developing and Citroen wanted to have a V6 to compete directly with Peugeot and their new V6. The result was chopping two cylinder's from the new V8, a task that proved much more difficult than the engineer's imagined. Citroen redesigned the DS 21 with sleek new lines and retained the quirky hydraulic suspension and self centering steering.

The brakes use a button on the floor that senses preassure and distributes it as needed to the 4 wheel discs. Overly complicated, it works as well as early ABS. The subject car here has only traveled 46,000 and some odd miles as it had been sitting with it's suspension colapsed for a number of years. A Citroen down on it's knees is nearly impossible to move and with the car not running is absolutley impossible to raise off the floor. Quirky and odd come readily to mind, but the car when right is a joy to drive. Contemporary reports compared it to the V12 XKE and the 450 SLC.

It was faster and handled better than the MB and was only beaten on top speed by the big Jag. Bigger than my 2+2 Ferrari both in length and width it is still somehow smaller inside than my 67 Morris Mini. I just sold the car to a Frenchwoman who had both eyes open, but I still wish her lots of luck.



### Hello RFCC President's Notes

Well, here we are starting the last year of the first half of the first decade of the second millennium. We have several objectives we need to accomplish this year.

The first is represented by this document, the one you are reading, our Newsletter. We plan to get one out every quarter. We want to have articles about the things our members have done. We will give you notice of events planned for the future, some pictures, classified ads and articles of general interest to car people. I hope this first edition of 2005 meets those goals.

Those of you who come across interesting car information ... let Jim know by phone, fax or dog sled (no actual dogs are anticipated in the making of this flippant remark). He may be reached at [jimsouthard@charter.net](mailto:jimsouthard@charter.net) for those computer equipped souls.

We will email each member or interest party the newsletter. If you are not e-mail friendly we can mail you a copy by snail mail. Notify us if your physical address or e-mail address has changed.

Second we need to have some kind of an event, whether it is a tour, rally or field trip every month. After-meeting events will also be a valuable edition to the program. After-meeting events may occur spontaneously, so come out to our monthly general meetings and see what we are doing. At our last General Meeting Doug found and showed us a classic "Route 66" episode filmed at R.I.R. and the Mission Inn. Doug was able to verify that some of the footage was in fact from the Riverside Grand Prix in 1961.

Peruse our Calendar and see what we have posted for the future. If you have any ideas, contact the nearest board member and let us know.

It has also been suggested several times that R.F.C.C. become involved in a future Riverside International Raceway Museum. While this is still in the planning stages, it is well worth our time. Who is better qualified the Riverside Foreign Car Club to be at the heart of such a project.

Oh and don't forget our meetings, still the first Tuesday of each and every month at Jags, good food, good people and talk of the automotive variety. - **Larry Maloney**

## Exhaust Notes

Riverside Foreign Car Club - Winter 2005

[www.riversideforeigncarclub.org](http://www.riversideforeigncarclub.org)

### THE GENERAL'S DRIVE WHAT YOU WANT DAY

Several weeks ago I responded to spam that offered the opportunity to drive "any of our cars and those of our competitors". Well as it turned out, that is what happened.

The event was scheduled to run for 4 days. I chose to take a day off work during the week.

When I attempted to drive to Pomona Fairgrounds on the appointed morning I discovered that you can't get there from here at 08:00. It took me almost 90 minutes just to get past, through or around Riverside. Fortunately once you pass the Riverside parking lot, traffic actually moves at a respectable pace.

Some of you may have been to these "Drivers Days," but since this is my first I will describe the venue. The General has organized his cars into 6 groups or classes. A parking lot course is set up for each class (Passenger Car, Luxury Car, SUV, Large SUV, Truck, Performance Car and Hummer). The invitees drift up and down a central walkway stopping at various tents to select cars within each class to drive. Within each class General Motors offers the opportunity to sit in the driver's seat and drive a sample of their cars and those cars that they consider "the competition." There are no salesmen. All this and a free lunch too. What a deal.

During the day I stopped at each tent and drove a full spectrum of vehicles. Here are my observations.

The Passenger Car Class: the Honda Civic SiR was the most interesting and the sub group of Pontiac Performance Cars, the Pontiac GTO (5 Speed) was very responsive and interesting to drive.

The Luxury Car Class: First, luxury doesn't seem to mean what it used to. Apparently now the term Luxury is used to describe a merely nice group of sedans from the Saab9-3 and BMW 325Ci to the Cadillac de Ville. The Saab 9-3 felt very responsive.

The SUV Class: I didn't spend much time here. But of the vehicles I drove the Buick Terraza handled badly with excessive body roll and an uneasy lurching over the bumps; however, the Toyota 4Runner inspired confidence, relative to its class.

The Large SUV Class: What can I say ... but D\*\*\*!! These things are BIG. It is

sort of like driving a house. Here I experienced the Cadillac Escalade and Lincoln Navigator. The term "handling," in this context refers to a whole different experience.

The Performance Car Class: Apparently GM believes there are no competitors for the Chevrolet Corvette and the Cadillac CTS-V. As nice as these vehicles are who is the General trying to fool? The Cadillac CTS-V is certainly fast but is it a sports car? In my humble opinion, No! The Chevrolet Corvette is really really fun to drive. I am not a fan of this vehicle but my mind and dance card are open. I would like to have more time in both.

The Hummer Class: I have driven a Hummer on the street but this demonstration was set up to demonstrate the vehicles abilities on parking lot hills. And it left a favorable impression indeed. The vehicle inspires confidence no matter what the angle. There was only one model available. The General may be right, there is nothing quite like a Hummer.

The Truck Class: I have left this group for last. I almost passed it up. I just could not envision a truck in my garage. But then I postulated those immortal words ... "Why not?" So I drove several vehicles supposedly intended for hauling stuff. And here I met and drove, and drove again, and then drove again what was, for me, the unexpected surprise of the day, the Chevrolet SSR. This is a retro styled truck inspired by the '49 Chevrolet Pick-up. The preproduction models were called the 49. This "Truck" is not only cute (Ok, looks are in the eye of the beholder and this beholder thinks it is cute) but it was great fun to drive. While it is not much of a truck if hauling is what you're after, it is great if eye appeal and boulevard cruising are what you want. And it is Bloody fun to drive. This "truck" sounds good, handles good and is really quite quick. I have never considered a "truck" as a possible member of my stable but I would consider the Chevy SSR. It is better looking than the Plymouth Prowler with some pretense of practicality and superior lookability and urban driving potential. Check one out.

All in all it was a good day. Next time you see such an offer in your spam, give it a try. A worth while day all in all and certainly better than actually working.

## No Longer a Corkscrew Virgin by Clark Taylor

"Blimey, this must be England" I thought to myself while traveling North to Monterey in our diminutive Caterham Seven. I purposely took an extra day off from work for the trip to relax and enjoy the scenery, but instead for two days we persevered through pouring rain. Despite, or perhaps because of the weather, it was a perfect English experience being snuggled down in the Seven, protected from the precipitous elements with full weather gear. In-route we endured wet coastal mountain roads shrouded with fog and covered with road slicking leaves, scurried past intimidating lorries tossing big spray, and splashed our way through puddles; more like lochs for as broad and deep as they were. But alas this England was a dream seen through a looking glass, for we were driving on the right and the place-names were central California: Carpenteria, San Luis Obispo, Morro Bay, Cayucas, Gonzales, Spreckles, and Monterey. In reality, the Seven and I we were driving North on Hwy. 101/1 to the Alfa Romeo Owners Club of Southern California (AROSC) Race and Time Trial at Laguna Seca over the November 9/10 weekend! With two transit days of driving rain, it just seemed like England.

Then Saturday, Mother Nature smiled upon us with sunshine, bright blue sky and puffy white clouds. How could she help herself? The Monterey Peninsula is one of her masterpieces and we were there to enjoy her finest work. Thanks Mom! To top it off for us lucky souls, the geniuses who designed and built Laguna Seca Raceway enhanced her work. Take away the beautiful countryside, wonderful people and great cars, and this track is just a major blast to drive!

Bright and early Saturday morning, finding a patch of dry asphalt in the rain-soaked paddock was a challenge. Water had soaked into every pore of the tarmac spread before us. Because there's no room to carry amenities like ground cloths in the Seven, high ground was more important than location. It's funny, but these events are kind of like building a small city, soon the paddock was full of happy people looking forward to a great track weekend, helping each other put up shelters and unload vehicles. Just as I was unloading, an e-mail friend from Alameda, Joe Hawkins pulled in, trailing his new Seven and anticipating his first track experience with the car.

This event was my sixth visit to Laguna Seca as a driver, and there is a feeling you get here that's missing from our remaining local venues. This place has History! Back in the middle of the last century, I grew up on the Monterey Peninsula and graduated from Monterey High School. As a kid, our family used to attend the annual sports car races held at Pebble Beach in the Del Monte forest, pre-dating Laguna Seca. And after Laguna Seca was established by the Sports Car Racing Association of the Monterey Peninsula (SCRAMP) on the grounds of Fort Ord, we attended these events also. I've seen Stirling Moss, Jim Hall, Jack Brabham, Graham Hill, Mark Donahue, Roger Ward, Augie Pabst, Milt Minter, Carroll Shelby and others compete here. I saw the competition debut of the porcupine head Chevy 396ci big blocks in "factory" Corvettes, and watched as Horst Kwech in an Alfa GTV knocked John Morton (Datsun 510) into a spin in the corkscrew during the U2.5 championship, but pardon my digressing. This place just knocks my socks off, and to drive the same twisting, diving, climbing asphalt as these great drivers sends shivers down my spine.

But even without the location and history, Laguna Seca is simply one of the most entertaining road courses in the world. Accelerating hard and cresting the rise at Start/Finish, oh my God your car feels so skittish and light, but you keep your foot in it until trail braking into the Turn 2 hairpin. This turn is just plain fun and sets up the infield section. Heading up the hill through Turns 5 and 6 takes power and finesse, but hold on for what's next. Pick an aiming point on the track to set up for the blind crest at Turn 7. Brake sharply and downshift before the crest, lest you become airborne and cartwheel all the way to Salinas! With speed scrubbed off, bend the car right through Turn 7 and hug the right of the track. Watch for the first glimpse of Turn 8 and rotate sharply left. You'll feel your world drop from under as the road pitches violently away from your field of vision! Using all your senses and timing, make a completely blind rotation to the right and plant your foot hard on the accelerator. Miraculously, if the moon is in your quadrant and the planets align for you, you'll hit the Turn 8A apex and literally shoot down the hill, no longer a Corkscrew Virgin! Most likely however, you'll be headed towards the edge of the

track in the wrong direction to set up for the falling away left Turn 9. Bring it back to the right and dive through the left sweeping 9 under full power. It's awesome, since Turn 8 the car hasn't stopped sliding except for a few unsettling transition moments, but it's not over yet. Turn 10 is grabbing your attention and provides some banking to help you carry speed, however this is a mixed blessing since it brings you back around to the Turn 11 hairpin for the Start/Finish straight, brakes Smokin'! Wheeeew!

I have no desire to belabor the point to absurdity, but amateur racing is so much fun partly because of what goes on off the track! The Saturday night banquet at Monterey Joe's was a total bash as over 150 of us descended on the place. Poor old Joe never knew what hit him, and he may never be the same again. Yes, the party was loud, long, and his benches got raced (no spins or flips). A friend of mine ordered up some of his favorite local Pinot Noir, helping my BBQ ribs to taste simply fabulous!

Sunday morning we had two practice sessions and then timed runs after lunch. The weather was a little iffy, but nothing serious fell from the sky, just a little spotty mist. After my timed runs it was time to re-pack the Seven and get ready for the Southerly trek back home to Riverside. Just as I was leaving, the heavens opened up again and the sweet rain began to fall. Mother Nature gave us our window. What a terrific weekend and what great memories to carry into next year!

For all the fun we've had running AROSC events this past season, I'd like to thank and acknowledge the corner workers at Laguna Seca and the other tracks we've run events at, for they are our eyes beyond the many blind crests and turns on any track. I also would like to commend the Alfa Romeo Club of Southern California (AROSC) for hosting its wonderful events. They cater to everyone from those with an inkling desire to see what it's like to drive on a track, to club racers with years of experience. Oh, and by the way don't think for a minute that the AROSC folks are Italian car snobs, they just have a little fun ribbing us English car guys about the need to avoid our car parts dropped onto the track! Ha, wasn't it an Alfa that blew its heart out??

## THE GREATER LOS ANGELES AUTO SHOW BY LARRY MALONEY



Each year for several years now I have made an annual pilgrimage to the Greater Los Angeles Auto Exhibition with special friends. In the past I have satisfied this imperative on a weekday with car guys. Of course my attendance at this event was for the serious purpose of narrowing the candidates I was considering for my new daily driver as well as to drool over the vehicles I will never have. But this year I did something different, I went to the Greater Los Angeles Automobile Exhibition to help Sandy narrow her choices for a possible future daily driver, and to drool over the vehicles I will never have, on Saturday.

On the preselected day our trip started from Corona in the rain, and as the day progressed, it RAINED. High humidity could not dampen the enthusiasm or the interest.

Attending this attraction during the week had several benefits. I now recognize that one of those benefits was the absence of children. The pervasive level of this infestation on this weekend was staggering. Almost

every vehicle in which one wanted to park his/her nether parts was infested with rug rats, ankle biters or nasty gnomes. The minders of these little beasts were apparently using these shiny show vehicles as babysitting stations. I felt something deeply disturbing as an adult with automotive sensibilities when seeing 4 year olds proudly marching, tiny shoes on leather, across the wonderfully appointed Corinthian seats of an XK8 or scuffing up the interior of the humble Crossfire, not to mention infesting the foot wells of an Audi tt Roadster.

Having overcome the nausea, we did manage to look closely at, sit in and evaluate the vehicles of greatest interest to us; the Mazda Miata, the Chrysler Crossfire, the Audi tt, the Toyota Celica GT, the Saab 9-3, the Jaguar XK8 and many more to numerous to mention.

We were disturbed to learn that the Toyota MR2 has been discontinued and that the Honda 2000 is in such demand that one could not get close to one.

I would like to report at least one surprise, the Pontiac Solstice. This car

seems to be a venture, for Detroit, into areas that, in the past, have been left to more experienced sports car builders. It is an attractive, well-proportioned vehicle from Detroit with interesting numbers: 170 hp, 5 sp. with rear drive for about \$20,000.

I was also pleased to show Sandy some of the vehicles one does not encounter on any highways and byways very often, the Maybach, the more attractive Bentley Continental GT, the all red Ferrari SuperAmerica, and the dramatic Lamborghini Murcielago and Lamgorghini Gallardo.

However, in the end the car that seems to please on the most fronts as a possible daily driver of choice is the Mini Cooper Convertible.

We elected not to accumulate the usual car ads and brochures which made our passage ... much lighter.

We ended the day as we started it, in the rain.

Above: The Pontiac Solstice was a hit at the LA Auto Show.