

Upcoming Events!

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

January 2-11

LA Auto Show
Los Angeles Convention Center

January 6

RFCC Club Meeting
Jag's New American Grill

January 20

RFCC Board Meeting
Al & Nancy's home

January 24 & 25

VARA School

January 31 & February 1

AROSC TT & Race
Willow Springs

January 31 & February 1

VARA Technical Inspections
Irwindale Speedway

February 3

RFCC Club Meeting (Guest - Clay Artist)
Jag's New American Grill

February 15

Breakfast Run to Tom's Farm

February 17

RFCC Board Meeting
Bob & Heidi's home

March 2

RFCC Club Meeting
Jag's New American Grill

March 6 & 7

AROSC High Perf. Driver's School
Streets of Willow

March 16

RFCC Board Meeting
Larry Malony's home

March 27 & 28

Blackhawk Museum Tour
Danville, CA

If you have any events to add to the club calendar, please contact me Doug Magnon at DMagnon@aol.com or 909 684-0860

JOHN'S CHRISTMAS MOUNTAIN DRIVE, DECEMBER 2003

By Clark Taylor - Photographs by John Reikes

At 3:30 am, Sunday, December 28th, my clock radio awoke me with softly playing music. Ordinarily I'd be sleepy, grumpy, and wouldn't arise at this hour for even the chance to meet Santa Claus. But on this particular Sunday, there was an adventure afoot! My friend John Reikes, who's studying law at Loyola, had sent me an invite for a "Santa Monica Mountain Run - at Dawn." He offered us the chance to watch sunrise over the beautiful and peaceful Pacific Ocean, and then drive through fabled mountain canyons with friends and enthusiasts above the City of Angels. Maybe I'm nuts, I'll admit that much, but then maybe that's also why you're reading this!



Stunt Road rendezvous. 360 degree panorama - you could see forever!

Before we go much further with this story, you need to understand how cold, dark, clear and beautiful it was that Sunday morning. With only streetlight illuminating our neighborhood, the house's roofs and everyone's lawn appeared snowy white from ol' Jack Frost. The stars above were pinpoints of light so sharp you could have counted the stars in the Milky Way. But I'll admit, this clear and cold eliminated any machismo driving me to venture to Santa Monica topless, so hooded (in the English sense) and double-fleece jacketed, I set out onto the 60 freeway to begin the adventure.

There weren't many people driving about those wee Sunday morning hours, so my trip to Santa

Monica went very quickly. Where just a few days earlier millions of people were stuck in a massive last minute Christmas shopping traffic jam, I cruised in at a steady 70-75, rarely seeing another set of headlights. Maybe I was meeting Santa Claus after all; or maybe this was my gift?

At John's apartment, he proposed a short walk to Starbuck's for an early morning eye-opener, and he'd buy! Sold. As we started across the street, SLOMOVE, a Birkin 7 pulled up to the curb with a very well insulated Gert Berkhart at the wheel. His Seven was hooded but open on the sides with only wind-wings to deflect the frosty blast. His car looked dazzling in bright yellow and polished ali, and sounded terrific sporting a new polished stainless exhaust. Gert didn't need much convincing to join us for heartwarming fresh brewed coffee!

At 6:30 sharp, we left John's apartment and headed for Pacific Coast Highway to begin our journey. Cars in our caravan included John's black Honda S-2000, a very masculine sounding Mustang Cobra, a pumped up Camaro convertible, Gert's Birkin, and my Caterham 7. While heading North on PCH, we saw the sky brighten until the sun finally appeared over the water with an explosion of diamonds! There wasn't a cloud in sight on this beautiful and chilly winter morning.

From PCH we turned right onto Latigo Canyon Road. Yeow, my shoulders still burn from this workout! This wonderfully challenging 10 miles of climbing road is all second and third gear with undulations and switchbacks grabbing for attention. It climbs high above Malibu and brought us near the legendary Mulholland Highway. On Mulholland we stopped at a favorite biker hangout named the "Rock Store" for brrrrreakfast. Man it was cold there, but inside was warm with good coffee and hearty food.

Hunger pangs satisfied, we drove to a rendezvous spot at the Stunt Road lookout to meet with some local friends. While waiting and as the sun rose higher, the air warmed and it was time to go topless. We could hear my friends Michael and Ross

driving up the hills with their Sevens, and greeted them when they arrived. Michael and Ross live in Malibu, and these canyons are their backyard playground. We chased Michael and his Cosworth powered Caterham up and down a couple of canyon roads, dancing over frost patches and pitching through the switchbacks. I can't get it out of my head, the smell of hard working machinery, the chill coastal air, and the sound from high revving motors bouncing



Breakfast stop at the "Rock Store" on Mulholland Dr. A popular biker hangout!

through the canyons: *pure sensory overload*. This was the adventure I hoped for!

As our day in the Santa Monica mountains came to an end and I was driving back to Riverside, I couldn't help reflecting on the drive. We had driven great roads and seen magnificent exquisite panoramic vistas. But I asked, "what's the point to the adventure?" It makes no practical sense, and indeed has a high danger component. My conclusion is that we do the things we love with passion - to be with our friends and reaffirm the relationships. Our vehicles are an extension of our souls and the drive gives us the excuse, no the context to relax, play and explore. It's in that exploration where we ultimately bare an honesty and vulnerability from within ourselves that draws us closer together, and that's good. Peace, and Happy New Year!!



Hello RFCC

President's Notes

Here we are kicking off another year and a new format for the *Exhaust Notes*. In the past year we have enjoyed events such as the **Riverside Raceway Reunion** at the Peterson, our annual **Chili Cook Off**, the Banquet and Christmas Party and **Clark's Rally** to Deer Park. For the first time this year we participated in a Brunch at **Club 33** (courtesy of the Maserati Club and Doug Magnon).

We have some interesting plans and possibilities for the upcoming year including a trip to the fabulous **Blackhawk Museum**, another **Rally by Clark** and much more. We want and need your input and ideas. We are continuing to explore the possibilities for a Riverside Grand Prix. While there are some major obstacles in realizing such an event, including location and backing, it is still a possible and worthwhile goal.

Your board has authorized a **Riverside Foreign Car Club website**. If you have any thoughts on what you would like to see in a website contact Jim Southard, Clark Taylor or Bob Giese.

What we need from you our loyal members, are ideas, more events and of course more members. One major challenge for the upcoming year is expanding our membership through one on one contacts with those like-minded people we each come in contact with each day.

As you appreciate the new format for the Exhaust Notes courtesy of Maryanne Stewart and Doug Magnon remember we need articles, news items, adds and any other personal and automotive items you have or find. If you have a car for sale or know of some interesting cars for sale, let us know. If you hear of an upcoming event (such as the driving school at **Willow Springs** in March or other tidbits please let Maryanne or Doug know.

Don't forget the monthly meetings. I am hoping to see each of you on the first Tuesday of each month, or as often as possible, at our meetings a Jags or one of our events.

--LARRY MALONEY

Exhaust Notes Riverside Foreign Car Club - January 2004

RIVERSIDE RACEWAY REUNION

Honoring Legendary Racer Dan Gurney



Thursday, November 20 was a very special evening for more than a dozen lucky members of RFCC. That evening was a celebration and reunion of Riverside International Raceway, one of the most famous of all the American race tracks. Honoree Dan Gurney and his fellow Riverside Raceway competitors joined in to honor RIR at the Petersen Automotive Museum in Los Angeles.

For thirty years, from 1957 to 1987, RIR saw a broad variety of racing machinery and famous racing drivers from all over the world. Riverside figured prominently in racing history during the golden era of sports car racers. No other driver mastered the RIR track like Dan Gurney. Gurney won more races in different types of cars than anyone other.

With over 500 in attendance, the evening included dinner and a program featuring vintage film footage of Riverside Raceway. Dave McClelland, host of Hot Rod TV for the Speed Channel, conducted on-stage interviews with many of the drivers and



Some Riverside locals enjoying the evening!

LOS ANGELES AUTO SHOW

LOS ANGELES (Nov. 19, 2003): Led by five World debuts from General Motors, automakers will be spotlighting a number of entirely new vehicles at the LA Auto Show, Jan. 2-11, 2004. The first major auto show of the year will feature additional production and concept vehicles making their World or North American debut during the show January 2 - 11, 2004.

"General Motors is aggressively leading the way with the World debuts of four 2005 production models, the Saab 9-2, Buick Terazza, Chevrolet Cobalt and Saturn Relay, plus the Hummer H3T concept," said Andy Fuzesi, general manager of the LA Auto Show. "We're pleased one of the Detroit Big Three is putting a major emphasis on the LA Auto Show in order to reach a key trend-setting market." A host of other automakers are rolling out new



A '57 Scarab veteran of RIR

personalities who were so important to Riverside.

The drivers in attendance is a roster of "Who's Who" of RIR's grand history: Dan Gurney; Phil Hill; Carroll Shelby; Parnelli Jones; Bob Bondurant; Chuck Daigh; Bill Krause; Peter Bryant; Tony Adamowicz; Shav Glick; Dick Guldstrand; Jim Hall; Deke Houlgate; Jim Jeffords; Ak Miller; Milt Minter; Pete Biro; John Morton; Lothar Motschenbacher; Scooter Patrick; Ruth Levy Raymond; Eric Rickman; and Louis Unser all in attendance. William Edgar, son of Riverside financier and car owner John Edgar, was also be on hand to relive the beginning of the famous raceway. Les "Coach" Richter RIR manager extraordinaire was unable to attend as he was recovering from back surgery.

In conjunction with the event, great racing cars that competed at RIR were on view in the Museum including the Grand National stock cars, formula cars, and sports cars. This was a memorable evening that will probably never be repeated. Great friends and great memories from a famous racing venue, like sitting on Turn 6 all over again!

models at the LA Auto Show as well, including the U.S. version of the 2005 Lotus Elise, Porsche's exotic supercar, the Carrera GT, the all-new Maserati Quattroporte, and BMW's 6-series coupe, among others.

In addition to GM's World introductions, GM North American President Gary Cowger will be the keynote speaker at the Motor Press Guild (MPG) Media Days kickoff breakfast on Dec. 29. Cowger's speech is expected to focus on GM's approach to competing in the increasingly competitive market and outline future plans for the automaker's growth and product development.

The 2004 LA Auto Show will be open to the public from Jan. 2 through 11, 2003 at the Los Angeles Convention Center. For additional information, visit www.LAautoshow.com.



Ford GT on Display at LA Auto Show

SPORTSCAR WORLD REMEMBERS PETER MORGAN

Bill Wykeham Wednesday November 5, 2003 The Guardian

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There is something uniquely British about a prewar-styled, canvas-topped Morgan sports car. Its anarchic handling and barely adequate creature comforts are outweighed by the excitement and sense of freedom generated behind the wheel, so lacking in much modern machinery. Customers wait years to buy one and, extraordinarily for a producer of fewer than 1,000 cars a year, the Morgan Motor Company is renowned around the world.

Presiding over this eccentric marque for more than half a century was Peter Morgan - "PM" to everyone he knew - who has died aged 83.

It was somehow fitting that he was born in a house next to the company's factory in Worcester Road, Malvern, where his father, HFS Morgan, had established the business 10 years earlier. After the Link school, Malvern, and Oundle, he studied at the Chelsea College of Automobile and Aero Engineering (1937-40), and joined the Royal Army Service Corps. From the motor shop, he was posted to Freetown, and later Nairobi, where he was put in charge of army workshops.

Demobbed with the rank of captain, and following a brief period with the United Africa Company, Peter joined the family firm in February 1947. Under his father, it had been successful in



Enjoying open cockpit English motoring

the three-wheeler market that the tax policies of the day encouraged. Peter's arrival coincided with its decline, and so he focused on the development of the Morgan 4/4 - four wheels and four cylinders.

When asked at motor shows why he had not produced more user-friendly models, better protected from the elements, Peter maintained that there were only ever going to be a small number

of people who would be happy owning a Morgan, which, in any case, was more comfortable than a motorbike.

Always putting charm ahead of litigation, Peter built a worldwide network of dealers, who served him loyally, often preferring not to process warranty claims they had fulfilled for fear of offending him. However, he was also a shrewd negotiator, notably with

Rover in obtaining the use of their coveted all-aluminium V8 engine to make the Plus 8 so special.

In a celebrated television programme in 1990, the BBC's small-business trouble-shooter, Sir John Harvey-Jones, for once found no welcome for his recommendations for improvements at Morgan, in this case that the company try to double its production and raise prices by a third. But while Peter had no interest in seeing how sales would fare in an open market, in subsequent years output per week rose from eight to 11, the highest level since the 1920s, with each vehicle produced in 17 days rather than 48. Ironically, the attention generated by the programme boosted the order book still further, and, three years ago, Harvey-Jones himself saluted the



Aero 8 factory racing, new frontiers for Morgan

new, all-aluminium Aero 8 model in a follow-up series.

In 1999, Peter passed operational control of Morgan to his son Charles, who became managing director, while he stayed on as chairman. As well as Charles, Peter is survived by Sonya and Jill, the two other children of his marriage to Jane Christie, who died last July; and by his second wife, Heather Williams, whom he married in 1983.

- Peter Henry Geoffrey Morgan, sports car manufacturer, born November 3 1919; died October 20 2003



Morgan retains its classic style in +4 and 8 configuration



A Trip to Modena

by Douglas Magnon



Growing up in Riverside, California, one could not have helped becoming an automotive enthusiast, racing fan, gear head, or just plain car crazy. After all, the centerpiece of regional activity here was centered on approximately 350 acres of parched hilly land, striped with a ribbon of black asphalt. Riverside was home to one of the first permanent road racing circuits in America, and hometown to local hero Dan Gurney. So don't blame me for being a car nut, it is my birthright.

I can remember vividly as a teen, reading in issues of Autoweek, and other such publications, of the land of Ferrari, Lamborghini and Maserati. The names Maranello, Sant'Agata, Imola, and Modena have been etched into my brain at a young age. For me Modena, and its suburbs, is the place where dreams come true, that is, four wheeled dreams. I have made many a trip to La Repubblica, the land also known as Italy, and though I have traveled through this part of the peninsula, due to time constraints, travel arrangements, and especially girlfriends, I had never been to this wondrous dreamland of automobiles.

I suppose to most of the natives, this is just another place of thriving industry in the heartland of the Po

After a typical Italian breakfast consisting of a cornetto (croissant) and a cappuccino, we hopped in the taxi and sped across town to Carrozzeria Campana. Campana has a long history with the Maserati Factory and is the repository of the NOS (new old stock) parts from the factory for many of the older Maserati cars. Campana is also a body repair shop for the Maserati factory and correcting any major paint or body defects that may have occurred along the way at the factory. They also prep and repair the racing bodies and livery of the Trofeo series



The Panini Collection in Modena

cars that race. We were greeted by Sylvia Vaccari, who gave us an overview of the company and a tour of their facilities. We were fortunate to be there shortly after the Grand Prix, as there were about a half dozen of the Trofeo series cars in bad need of major body repair! Sylvia said "They sure must have fun racing in the Trofeo Series, because we get numerous banged up cars after every race." I was then directed to Mauro, so I could order some hard to find parts, doing my best to remember the Italian words for each item. It was better to have the parts shipped home, avoiding the 20% VAT tax. To my surprise, the part arrived almost before we did!

Next we were on our way to see the Panini Collection. Matteo Panini is a hero to the worldwide Maserati community having saved the factory collection from being piece milled across the auction block after Alessandro DeTomaso decided to liquidate assets from his failing empire. One would not expect to find a collection of such caliber located in the middle of the farmland that produces the prized Reggiano-Parmigiano cheese. Even our taxi driver passed right by it! But there it is, in the middle of the farm buildings is a tall warehouse with automated glass doors that lead you to many famous Maserati cars.

The list of Maseratis in the collection is too long to cover here. Highlights include: early race cars; a Pininfarina A6GCS Berlinetta; two Birdcages; one off prototypes such as the Simun, Medici, and Chubasco;



The Pininfarina A6GCS whose styling cues have been used on the new Quattroporte

motorcycles; a 5000GT; and many street cars with almost no kilometers on the odometer. Matteo Panini was not available when we were there, but his father Umberto was very generous in insisting that his employee drive us back to our hotel after I asked him if he could call us a taxi. Grazie, Umberto!

After our lunch, we made our passage to the Maserati Factory located on Viale Giro Menotti, for our appointment with Signor Cozza, head of marketing at Maserati. He gave us a complete tour of the factory, which was now in full swing with the production of the Quattroporte underway. Unfortunately all cameras were required to be left behind. It is amazing to see all the Coupes, Spydors, and QP's being assembled at the plant. I think the factory is more impressive in person than even in the amazing photos published by the factory. Everything is neat, clean, sanitary and definitely high tech. Noise levels are low, not what you'd expect at a car factory. The Maserati factory has to rank at the very top in technology and sophistication of all the small production automotive manufacturers.

Sig. Cozza explained to us that the bodies of the Maseratis are made in Torino, and that the drive trains



The newly remodeled Maserati Factory

are manufactured and assembled by Maserati employees at the Ferrari factory. Bodies and drive trains arrive at Viale Giro Menotti ready to be assembled. They are mated on a sophisticated work line of cradles that move the car forward on the production line. The cradles are capable of rotating the car bodies 360 degrees for outfitting with electrics, hydraulics, convertible tops, instruments panels and interiors. Later on the line the rolling drive trains with engines, suspensions, and transaxles are mated to the bodies. We were told one car rolls off the Coupe/ Spyder line every 23 minutes! Doing the math, the production numbers equal approximately 5000 Coupes & Spydors annually. Next we viewed the Roller Dyno room and Water Leak testing room. The last process before the plastic wrap and shipment of the cars is the detailing area. Each one is gone over with a fine toothed comb. Color sanding and polishing, interior detailing, and the finesse of hammering out any slight imperfections in the body panels occurs here before shipping these works of art. After our tour, we were generously given the brochures and the new book on the history of the 5 generations of Quattroportes.

Our last stop before near Modena was to Bologna. After all, no Maserati trip would be complete without paying homage to the mother city of the House of Trident. We visited the Piazza del Nettuno and took the opportunity to take several shots of the statue that lent its trident spear to adorn our cars. Modena and Bologna are wonderful and magical, and definitely my dream factory.

