

# Rolex Monterey Motorsports Reunion

WeatherTech Raceway Laguna Seca  
August 15-18, 2019



As new events are added every year to an ever more crowded vintage racing schedule, there is still something magic about Monterey. In a way it's the Granddaddy of them all (with acknowledgement to the Rose Bowl and the late Keith Jackson!). There is a cache for drivers, owners and cars to say they have competed around the curves and up & down the hills of WeatherTech Raceway Laguna Seca. It would be foolhardy to attempt to cram four days and over 500 cars into a manageable number of slides, but this is our attempt to do just that.



# McLaren M8D Demonstration

Mika Häkkinen



Again in 2019 Mika Häkkinen visited the RMMR to demonstrate a legendary McLaren racecar. This time it was Zak Brown's 1970 McLaren M8D driven in period by Dan Gurney and Peter Gethin.

Motivated by a mammoth all aluminum Chevy V8, the car made wonderful noises that reverberated all around the course. To the right, do you think two-time World Champions make Vroom-Vroom sounds when they pretend they're driving?



# 1980 Triumph TR-8

Bill Warner  
Team Amelia

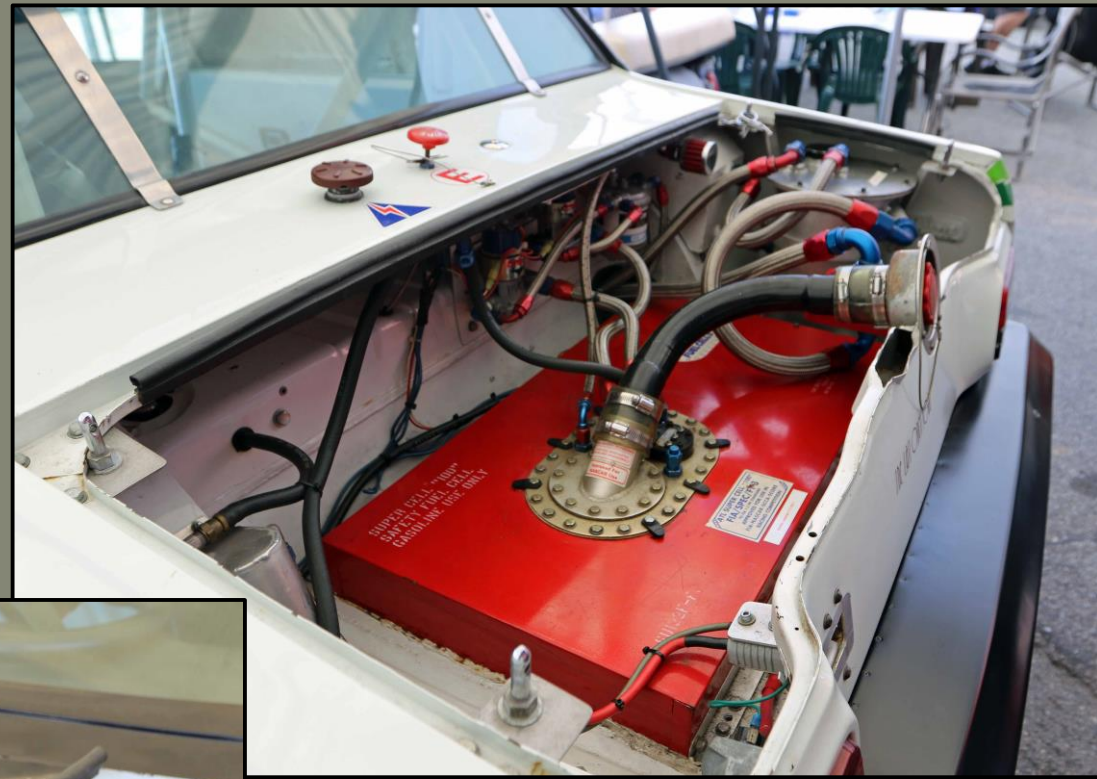


Triumph's TR7 & TR8 were supposed to be life savers for the struggling automaker. It didn't quite work out that way as their somewhat controversial styling combined with checkered build quality and troubles at BL, resulted in lackluster sales. On a positive note the cars were monsters in the rally and road race worlds. Bob Tullius' Group 44 built this example and took on the forces of SCCA and IMSA, coming away with excellent results. It's flares and spoilers add a purpose-built look.





Left - Steve Boyle (L) , the project's Engineer and Chief Mechanic stands with the car's owner/driver, Bill Warner, Founder and Chairman of the Amelia Island Concours d'Elegance.



Right - Under all of that Lucas mechanical fuel injection, lies an aluminum V8 as originally fitted to scores of BOP & Rover sedans. It's 385 HP pushes the car's 2,000 pounds along smartly.



The Amelia Island Concours d'Elegance has become the kickoff to our "Car Season" each year. Here's a friendly reminder that the AICE is scheduled for March 5-8, 2020. We have our arrangements made, do you?





## 1995 Riley & Scott Mk 3A

Elliot Forbes-Robinson

Driver

Al Petkus

Owner



Above - Elliot Forbes-Robinson.  
Right - Al Petkus (in car) warms up the engine.

Elliot Forbes-Robinson drove Al Petkus' R&S Mk 3A as he had done twenty years ago. This is Chassis #002. In 61 races, it would finish on the podium 31 times with 11 overall victories, taking home Can Am and American Lemans Series season championships. Power is derived from a Ford based 6.0-liter engine making a rules restricted 650 HP.





# 1999 Panoz LMP

George Krass

After the FIA disbanded their GT1 class at the end of 1998, Panoz began the process of converting their GTR-1 racers into LMPs. They would compete on both sides of the Atlantic in their Ford powered racers. By the end of the season, David Brabham and Eric Bernard would score a number of podium finishes, including wins at Portland and in the Petit Le Mans as well as taking the Team and Manufacturers championships in the ALMS.







## 1985 Buick Somerset

Mike McNamee

The McNamee Somerset holds the distinction of being the only Buick to win a Trans Am race. Elliot Forbes Robinson guided this car to victories at Detroit & Sonoma in 1985.

It would continue racing as the team's backup in 1986 before being sold on to a privateer. It made a race appearance at Daytona in 1989 powered by a V8, finishing 40<sup>th</sup>.





**1985  
Buick  
Somerset**  
Mike McNamee

During the 80's race organizations were experimenting with lowering displacement and cylinder count to better reflect what was happening with street cars. Smaller powerplants were given a weight break in Trans Am. This one has a 4.5-liter Buick V6 with Stage 2 heads & block producing over 500 HP. Its chassis features several innovative touches from the mind of Ron Nash.





## 1972 Elden Mk 8

Courtney Crone  
Driver

Paul Pfanner  
Owner



At the RMMR Courtney drove Paul Pfanner's Elden to help celebrate the fiftieth year of Formula Ford.

The Elden is typical of the early iterations of the FF, still rolling on steel wheels. These cars were closely related to the Formula Juniors that came before them. As the class matured, bodywork and suspension along with engine tuning took a more sophisticated approach.

Courtney Crone is a very accomplished racer from speedway bikes to midgets to formula cars. Her ultimate goal right now is to climb the ladder to the IndyCar ranks. For more on this outstanding young racer, please see her webpage at <https://courtneycroneracing.com/>





# 1948 Holden 48/215

Chris & Paul Freestone



Holden was an Australia only, GM product, introduced there in 1948. Styling follows GM practices of the period; not surprising as it was originally designed by Chevrolet in Detroit. These were produced until 1953 and then in facelifted form until 1956. They were well suited to Australian roads and won a loyal following.

Chris & Paul Freestone brought their 1948 Holden all the way from Australia. We caught this photo early Sunday morning as the car was ready to take to the track. Chris & mechanic Daniel Keohane were busy elsewhere, so we missed them



# 1948 Holden

Chris & Paul Freestone



Built from a derelict car, the Freestone Holden is all racer now. The engine features Weber carburetors, an aftermarket cross-flow head, dry-sump lubrication and headers. All together these combine to raise HP from 60 to 190. Power is transferred through a close ratio four speed to an LSD differential. Four-wheel discs provide the stopping power.





## 1954 Porsche 356 - Ron Goodman



Ron's cars traveled in a shipping container that also provided the basis for his impressive paddock area. It was a little taste of the Outback. The cars were very well prepared as you can see from these shots.







## 1954 Porsche 356

Ron Goodman

The Goodman Porsche has American racing history in period. It traveled "Down Under" where it was also raced. Additional preparation made it into the Outlaw racecar it is today. It returned to America and impressed with its speed, taking home Group 2B honors.





**1915 Ford Racecar**  
Ed Archer



Ed Archer and his Ford are RMMR mainstays. Somehow, we can't let a year go by without including a shot of him. We liked the brass spittoon to catch oil drips. It was very much in keeping with the totalvibe.





# 1967 Porsche 911S

Randall Smalley

This Porsche is one well-traveled racecar. In period, it was campaigned by renowned Porsche privateer Bruce Jennings. As a vintage racer, it has passed through several hands and competed from one coast to the other. All the while being lovingly and sympathetically maintained.







## 1967 Porsche 911S

Randall Smalley

1: Jennings always kept the wind windows fully opened to push air into the cockpit. What looks like frosted glass (arrow) is actually the result of years of track debris "sandblasting" the glass. 2: The roof mounted identification lamp is a sailboat mast head light. Before race only shops became common, racecar parts were sourced from marinas, farm implement dealers, hardware stores and the like. 3: The engine grew in displacement as well as tune as the car's racing career progressed. 4: The fire bottle, steering wheel and seat are all Racemark parts. Bob Bailey founded one of the first racecar only shops and Jennings liked his products.





# 1955 Mercedes-Benz 300 SL Gullwing

Guido Haarmann

Germany's HK Engineering arrived at the RMMR with a car normally reserved for the Concours' lawn in the person of this Gullwing. Originally a "Barn Find" in the U.S., the car was taken back to Germany for restoration. Further examination reveled it to be too far gone for that purpose, so it was converted to a vintage racecar







## 1955 Mercedes-Benz 300 SL Gullwing

Guido Haarmann

1: This car has an extensive race history in Europe as well as appearances in the modern version of the Carrera Panamera. 2: In race tune, the SOHC, three-liter straight six produces 240 HP. The car weighs 1,280 kg or approximately 2,800 lbs. 3: The car is prepared to FIA standards including for safety. The interior sports a roll cage, harnesses, racing seats, etc. 4: Around back the rear window is replaced in plastic as well as being screwed and clipped in place



## 1964 Ford Falcon

Jim Beatty

Before Ford brought the Mustang to market and began using it as their competition weapon of choice, the humble Falcon filled that role. The Falcon was raced almost from its inception in late 1959 in events around the world. This car served as a Ford development mule before being acquired by Bob Johnson and raced at the 1967 round of the Trans-Am. This supposedly resulted in Johnson being summoned by Carroll Shelby who told him "We are trying to sell Mustangs, not Falcons! Get rid of that car or you can find another team to drive for !!" Johnson heeded the warning and the car went through a series of owners who raced it as an A Sedan at tracks in the Midwest, autocrossed it and used it as a street car.







# 1964 Ford Falcon

Jim Beatty



Johnson supposedly availed himself of several parts from the Shelby GH350R program that found their way onto the Mustang. This isn't surprising as the Mustang was essentially the underpinnings of the Falcon with swoopier body panels overlaid across them.

At Monterey, the Falcon was presented in unrestored condition. It represented a true time capsule





Chuck Manning was an aerospace engineer who applied his skills to building a racing special to take on the best sports racers of the time. A frequent front runner, he took an overall victory at Palm Springs in 1952 over competition costing considerably more. Based on his success, Manning went on to write articles that appeared in "Road & Track" magazine giving the home builder the benefit of his knowledge and experience. As demand for his advice grew, he began to offer plan sets to other would be racers.

**1952 Streets Manning Special**  
Marcus Bicknell

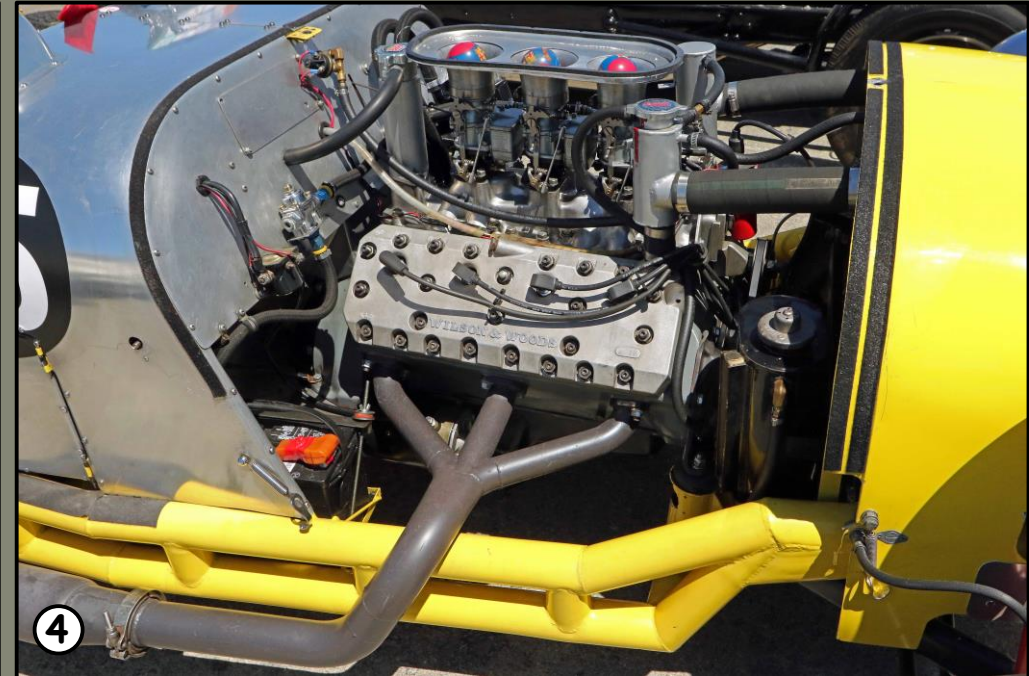




# 1952 Streets Manning Special

Marcus Bicknell

1: An example of Manning's attention to detail is in the use of 1939 Ford brakes & wheels. Their wide bolt pattern netted the lowest weight for a Ford wheel & drum. 2: The frame is made from round tubing and completely triangulated, resulting in a stiff, light frame. 3: The transmission is modified to move the lever and thus the driver further back, improving weight distribution. Chassis cross bracing is robust. 4: The whole thing is powered by a Ford "flathead" wearing period speed equipment.





# Fiat Abarth 850 TC/TCR

Jerry Peters

Whether you call them Diminutive Dynamos, Mighty Mites or Giant Killers, you must be amazed at what Carlo Abarth was able to achieve with parts of humble Fiat origin. Peters' car produces 135 HP from 982 cc. It has history in Europe before coming to this country as a vintage racer.



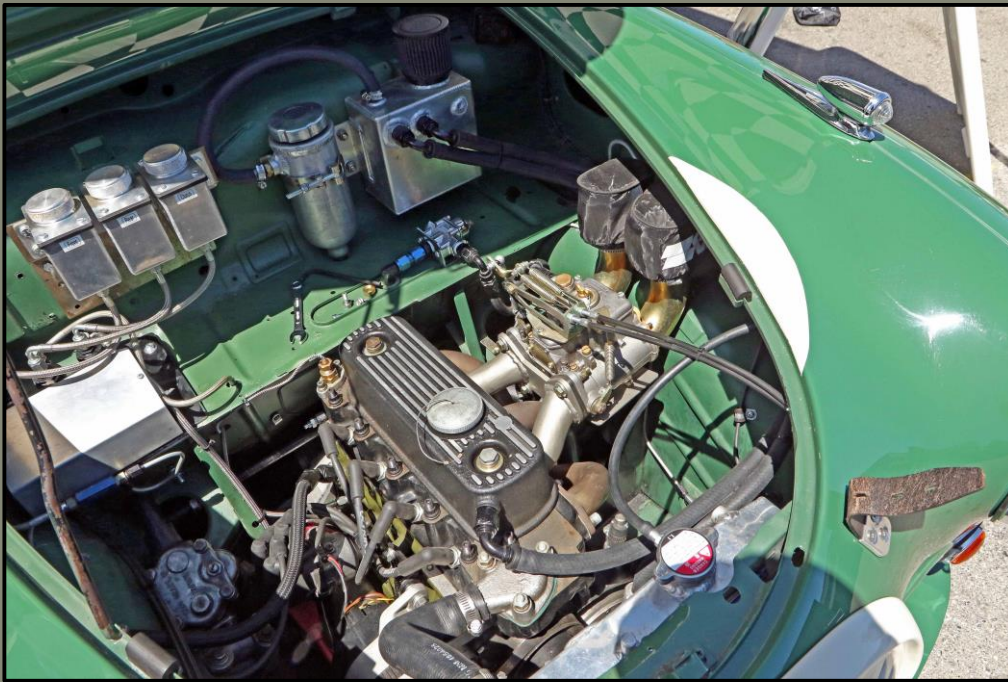




## 1957 Austin A35

Bill Rocklidge

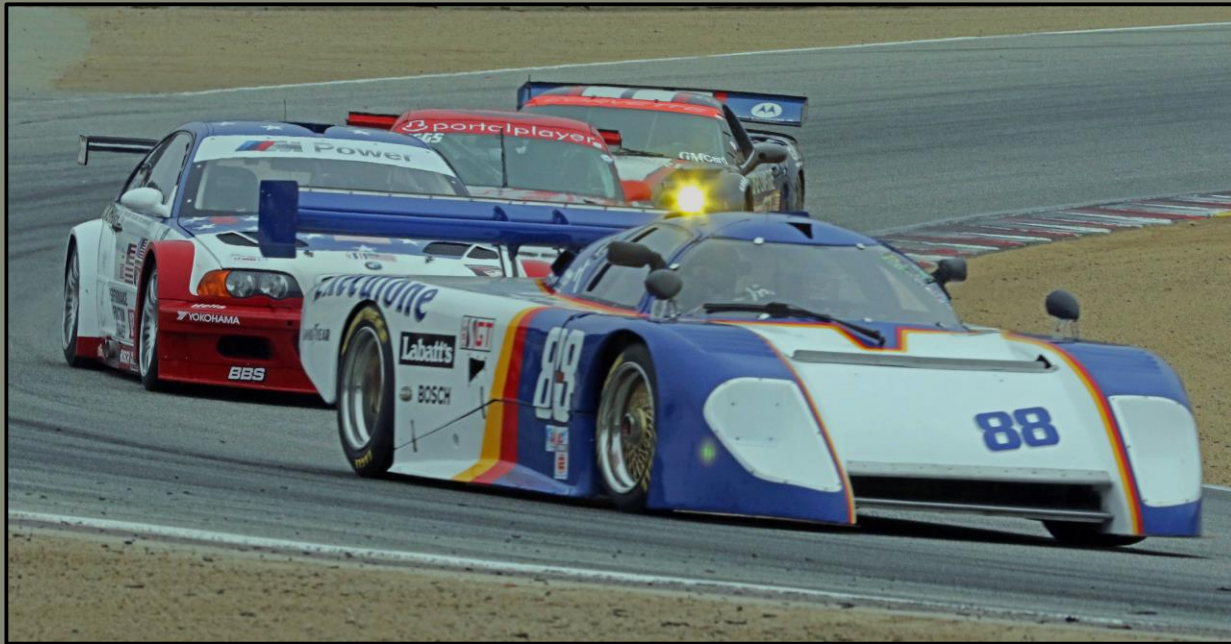
Chances are you have never seen an Austin A35 stateside, let alone a racing version. They are common in the UK where a special class exists and full grids of just these aren't uncommon. Under the skin, this one is all racer including a 95 HP 1275 cc engine pushing through a close-ratio four-speed. Rocklidge explains his race team is named after British slang for a clumsy oaf and the car name is slang for an impudent person.





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Next year's RMMR is scheduled for August 13-16, 2020. If you plan to attend, you should start making your plans now!

Thanks to Brandy Falconer and her staff for their help with credentials and during race weekend.