

DEL MONTE TROPHY RACE GROUP

BULLETIN NO.3, OCTOBER, 2023

Fellow Racers, CSRG's LAPS FOR LAGUNA is over. Those who attended were treated to some good racing and surely a good time on the Monterey Peninsula. Hopefully, the cars that are entered for VELOCITY INVITATIONAL in four weeks, finished with good, useful seat time and no major problems. I'm assured by John Mote that even the fabulous (temporarily 3-wheeled) Sorrell Kurtis GMC will be back on all four by then.

At VELOCITY, our Group will have it's own run group and tented paddock section. We've got a stellar grid of Jaguar XK 120s, C and D Types, an Allard, an Aston Martin, a Kurtis 500S and an extraordinary showing of Specials in the big engine class along with the U2 class of Siata, Triumph, Porsche and Fiat Production cars and Specials. The starting grid will be a photographer's dream.

We have several cars that are new to the Group for 2023. John Mote's Sorrell Kurtis GMC was a big hit at it's first outing, at the REUNION in August. It was chosen for the run group Rolex Award. Bill Rooklidge's spectacular restoration of his California Jaguar D-Type not only raced at the Reunion, it was shown on Sunday on the lawn at the Pebble Beach Concours and placed 3rd in it's class. (Everyone who had seen it at the track thought that it should have won) We will get to see Gary Cox's fresh restoration of the Sutton Jaguar Special and the Barlow Simca Special will have it's first track outing since being tucked away in a private collection in the mid-1990s. It will be joined by 3 other (bigger) French Blue cars, 2 Talbot Lagos and a Delage. These early post-war GP cars should be a treat to have with us.

2023 has been an odd season for the Del Monte Trophy Race Group. We started off in April with a fun get together a Sonoma with CSRG's DAVID LOVE MEMORIAL event. There were 12 DMTRG entries for a well run club event that gave us all some good seat time and a first opportunity to sort the cars out.

Due to the weather and delays to the track work at Laguna Seca, the rest of the season got packed into the second half beginning with the MONTEREY MOTORSPORTS REUNION in August. Our run group was made up of DMTRG sports cars with some of the front engine cars in the later 1956-1960 sports racers. For our part, we rolled out the David Gentry Pebble Beach Road Races panels as part of our paddock display. Unfortunately, the Group lost several cars before and during the Reunion weekend due to mechanical issues as did the sports races class. We hope to work with the organizers to get a representative early/mid-50s entry for 2024. Improvements in car recruitment and context communication are especially important for both the Reunion organization and the Pebble Beach Concours as we approach the 2026 celebration of 75 years since the first Road Races and Concours were held on the Monterey Peninsula.

We have had cars and drivers at both the Sonoma CSRG CHARITY CHALLENGE and the Laguna Seca LAPS FOR LAGUNA events but not enough of a turnout to justify a discreet run group.

VELOCITY INVITATIONAL in November is the last event of the season and also the one with the greatest number of our entrants. Even though this event has moved it's dates and it's location every year, it's organizers have been able to stage a unique and creative show that prioritizes both entrants and spectators. This year will likely be the best yet.

2024 will probably follow a more balanced calendar. Most of us favor events where we have our own race group. With sufficient interest, DMTRG could gather at three events next season. Let's work to that objective. The first could be early in the first half. We have been offered a March date at Laguna Seca by HMSA's Cris Vandegrif. We would be a featured race group. This could be an alternative to the CSRG DAVID LOVE MEMORIAL at Sonoma. We would need a minimum of 15 entries to get a run group at either event.

Please let me know as soon as possible your interest in either of these opportunities and I will follow up with the organizers.

As mentioned above, we will work to achieve a more representative run group for the REUNION in August. Finally, although we don't have dates yet, we can continue to push for a dedicated race group at VELOCITY in the second half of the season. This will require 25-30 entries from our group which is a number similar to what we have this year at VELOCITY and what we have had in past years at the REUNION.

The Del Monte Trophy Race Group has two internet communication channels which are constantly updated by Marcus Bicknell. They are the <https://dmtrg.com> web site where all of our cars are shown and news and press releases are posted. Please take a moment to look it over and to review your car's description. If you'd like to add period photos, modify the description or add other DMTRG cars, Marcus is at marcus@bicknell.com. We are also on Facebook at MontereySportsCarRoadRacers This is where photos and items of interest from our Group and other like minded folks and organizations are constantly being posted. Please pass Marcus photos and event commentary that you think others would enjoy.

We have recently updated the description of the Del Monte Trophy Race Group for the introduction to the dmtrg.com Home page. Your comments and suggestions are always welcome.

The Pebble Beach Road Races were first held on November 5, 1950. The Pebble Beach Concours d'Elegance was first held on the same weekend. Since that time, the Monterey Peninsula has become an internationally recognized destination for motorsports fans. The annual August Monterey Car Week and the Laguna Seca Raceway owe their existence to those two seminal events.

The Del Monte Trophy Race Group is a group of racing sports cars that represent the early post-World War Two era in the United States, fundamental to the history of motor racing in the world. This is the period when European style road racing was introduced to the West Coast and in particular the Californian cameo niche which is The Pebble Beach Road Races. These were held on the twisty, narrow and pine tree lined roads in the residential development of Pebble Beach, California from 1950 through 1956. The "Del Monte Trophy" was not just the trophy for the winner but the name given to the Sunday main race itself, in the later years. ^{1 2}

A simple definition of the Del Monte Trophy Race Group cars is those, primarily, front-engined, drum-brake sports cars **which would have raced at the Pebble Beach Road Races.** Any 1947-1955 correct-in-period Jaguar XK 120 and C and D-Type, Ferrari 750, 857 and 860, Allard K2 and J2, Austin-Healey 100, MG TC, Triumph TR2, Aston Martin DB3, Frazer-Nash, Siata or Morgan would be considered a Del Monte Trophy car. The California Road Race Specials are a particularly attractive and unique part of this group. The Del Monte Trophy is still with us and is presented to the winner of our race group at the Rolex Monterey Motorsport Reunion every year, with a replica retained by the recipient. The Del Monte Trophy is a perpetual trophy. The winners of each of the Sunday Main Race and of the 1500cc Final are listed for each of the original 7 years. The current honorees are similarly listed.

The following are additional details of the Del Monte Trophy Race Group.

1) Not all cars that raced in 1956, the last year of the Del Monte Race at the Pebble Beach Road Races are automatically considered part of the Del Monte Trophy Race Group. This is because the introduction and rapid race development of the small block Chevrolet V8 engine skewed competitors in its favor as did the introduction of disc brakes. Therefore the Del Monte Trophy Race Group generally consists of the cars that raced up to 1955.

2) The smaller engine class today is below 2 liter, not below the 1500 cc of the original Pebble Beach classification. This is because engines over time get bored out, simply to keep them going, and 2 liter is now considered the correct cut-off point for the smaller engine cars.

3) Each year, the Rolex Monterey Motorsport Reunion, makes its own judgement for the make-up of the Race Group of this period. For example in 2023, the organizers added front engine 1956 to 1960 Sports Racers and GT cars to the Class, in practice, a bevy of Lotus 11s. This is intended to make for good racing and a different selection of cars and drivers each year
The Del Monte Trophy Race Group is administered informally by Rob Manson of Carmel Valley, owner of several of the California Road Race Specials and publishes its register at www.dmtrg.com

Looking forward to November 9-12 and the VELOCITY INVITATIONAL at Sonoma and what will be a great final event of the 2023 Season for or Del Monte Trophy Race Group entrants and all of you who come out to enjoy the wine tasting, spectating and spectacle.

With Best Regards,

Rob Manson

r3teknon@sbcglobal.net

831 601 0645