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Are you and your MG ready for Christmas ?

From The Editor:

Hard to believe the year is almost over. It was only last week we were in sunny Florida at Sebring. Only a few days ago at Mosport in Canada and Put In Bay for our focus races.

Now MGVR is working hard to make our 100th celebration with Lime Rock Park the biggest, baddest, best MG gathering of all time. We hope you have put that Labor Day weekend Sept 1-4, 2023 on your must do calendar.

Inside or down below (in this day and digital age) you'll find a story from NAMGAR magazine about George Eyston's 1931 run at Montlhéry in France breaking 4 International speed records – each one over 100 mph – in a baby MG. The best part is it was written by George himself. Be patient, his English is quite different from our American.

Dominic Cullen writes a terrific tale of what it is like to start vintage racing. He calls it “Notes from a Newbie”. Dom is now the caretaker of an MGVR iconic racecar – Greg Prehodka's very famous #53 MG TD.

We are all familiar with the Collier Cup, but inside you'll read the story of Leonides, a car forever associated with the Collier family. The tale of a racing MG that started life as a factory prepared MG PA that raced LeMans, made its way to the US, had an unfavorable encounter with a NY City taxicab, was rebodied and renamed and returned to LeMans. Leonides is now a part of the Revs Institute.

And perhaps our last race report of 2023 comes from John Fontanella. A very complete report on all the MG happenings from the VRG Turkey Bowl at Summit Point.

We are MG Vintage Racers. And what we report on is racing. Race reports, stories about racing long ago, or interesting historical cars.

But we can also help you sell a car, an engine, wheels, accessories, you name it and we'll publish it – never a charge. Bring them on.

Notes from a Newbie!

Dom Cullen

Growing up in rural Ireland in the 70's and 80's, the culture was most interested in horse power of the four-legged variety than four wheeled. However, my brother and I were more interested in the various cars on American TV shows such as Starsky + Hutch, A Team, Knight Rider and of course the Dukes of Hazard. Cars were cool and could get you out of my small little town. Every now and then we would see a really cool car on the road we lived, the odd Porsche 911, a Triumph Stag or the coolest (at least to my 9 year old perspective) a TR7 AKA "The Wedge". Boyhood dreams gave way to adolescence and then college, and I find myself living in NYC, where car ownership is mostly unnecessary. Working as an engineer I was fortunate to be able to escape to a weekend house in Pennsylvania where time and space allowed me to rekindle my interest in cars and while initially dabbling with some Jaguars, I eventually found my true love, a 1954 MG TF 1250cc. Slowly I started to learn the basics of vintage car maintenance, oil changes/ battery maintenance and refilling a leaking cooling system.

I joined a local MG Club hoping to learn more but found snail pace car rallies usually ending at a local diner with a mostly retired crowd was not particularly trilling. So just as the pandemic was winding down in late Spring 2021, I signed up for a 3 day Skip Barber Driving School (@ Lime Rock). About a dozen students signed up for the school. On the 1st morning I pull up in my sedan car and realize the rest are all 20 years younger and driving Porsches. I graduated and even won one of the mini races we had at the end of the 3 day course. The bug had bitten and I was ready to go racing.....but with what?

I had joined the SCCA and had dreams of driving a Mazda MX-5 or a Spec Ford Racer. But the more I looked into , I realized I did not have the technical capability or the funds to race in either groups. I was also aware that starting racing at the age of 50, I would be at a disadvantage with respect to experience and physical strength to younger drivers in each of those groups. I also realized SCCA would be more expensive due to the carnage of bumping and grinding. A few google searches later and I was signing up for VSCCA and VRG. Next job was to find a race car. I had previously bought my 2nd MG, a 1952 MGTD with a 1500cc engine on Bring a Trailer. After a few weeks a dove grey 1959 MGA race car (#595) popped up and I purchased it for half of what a Mazda would have cost. Better yet it had a VSCCA logbook and had not been modified since. The MGA had sat at the well-known "Tivvy's Autocraft" in Danville Va. for about 6 years. Tivvy was happy to get the car out of his shop and was very generous with his time and information. A set of new Vredesteins, new seat restraints and some minor tweaks and the car was on its way to its new home in Pa.

1st Race weekend : VSCCA White Mountain Grand Prix July 2021.

I purchased a car dolly and hauled my race car from Pa up to the wonderful track in Tamworth New Hampshire. Arriving at midnight, I was too late to unload at the track, so went there in the am. I arrived in the lot and parked beside a fellow MG driver (Frank Filangeri with his immaculate #928 51 MG TD). I unloaded my car in a monsoon, 6 inches of rain fell that day. Within minutes, everything was soaked. But hey I am from Ireland, I should be used to that.

With an inch of standing water everywhere, the car sailed through tech inspection (Thanks Tivvy!). I took to the track. Many racers chose not to go out. So it was more like a track day. I needed the seat time and spent the day almost matching a lotus 7 lap times in the rain. At

1.30pm the sky cleared and we had blue sky driving for the rest of Friday and Saturday. I was no longer close to the Lotus 7's lap time! But no issues running all day long



Saturday came and my luck ran out.

1st session the car would not start. Frantically trying to figure out why, many of my fellow racers looked it over (my complete lack of how the car worked was evident) . It turned out the car did not have an alternator, total discharge system. So I ran to get a new battery. Problem solved, back on Easy St.!

2nd session: Car overheats on track.... air lock in tube between radiator and overflow tank so both tanks looked full. Fixed that, all good.

3rd Session: Running wonderfully, I over rev the engine forgetting to upshift and next time I upshift to 4th at start of straightaway, the engine starts knocking . By the end of the straight away I am coasting with no power and pull off into the pit out lane. I bent a pushrod and gouged a piston sleeve (not that I knew that then).

It was a long 425 mile trip back to Pa. But at least I hadn't crashed or messed up some other driver's weekend. I was still grinning a few weeks later when the full damage to the car became evident. I sent the car down to a shop in Philly in early August but I missed the remaining VSCCA race weekends in 2021.

So I made a decision, go all in and buy a 2nd race car! That way you won't miss a weekend. As luck would have it, one of the members of my local MG club had a race car for sale, a 1953 MG TD. This was not just some car, it was Ole #53 ! Owned since 1969 by Greg Prehodka who raced it with his brother, friends and his daughter from 1977 to 2016. We quickly came to an agreement.

I was soon to learn how lucky I was to meet Greg. He is the original MG Vintage Racer. Over the course of the winter, Greg installed an engine (1200cc Morris Minor). I was impressed with his knowledge and his generosity with his time and expertise. I think I impressed Greg with my enthusiasm and hutzpah to buy a second car while knowing so very very little.

I raced the MGA at VSCCA school/spring sprints, Empire Cup, Thompson and Tamworth in 2022. Each weekend gaining seat time I encountered more challenges, more assistance from other racers, and slowly started to gain the knowledge needed to be self-sufficient on race weekends. All the time gaining new friends.

Greg had Ole '53 ready in July. I entered the Lime Rock Fall Festival; it would be its 1st time on track in 6 years. Greg was skeptical I could get the car ready and through tech. I replaced the race seat, replaced the brake system, new radiator hoses, new fuel cell, new fuel pump, new starter, new starter switch, new generator. I kept the old tires on, Vredesteins (I like how they squeal, it is as if they are talking to you).

1st Race weekend: Lime Rock Fall Festival 2022.



I am placed in the Prewar and slow post war class. Most of the cars are MG TDs, TC along with some prewar Bugatti's, Stutz and a pre car Alfa Romeo original grand prix car. I started near the back and stayed there. Driving '53 on track was completely different than the MGA. Lower but slower the car felt unsteady when braking, or when easing off the throttle. My eagerness in the 2nd session on Friday resulted in a uncontrolled tank slapper + slow hands to correct it coming out of turn 2, resulting in a nice 540 degree spin and trip on the grass.

Luckily nothing was hit. Once the traffic cleared, I went on my merry way to report to the pit officials. At least I gave a show to the crowd gathered on the hill. At the end of the session, I found out I had left a nice pool of transmission fluid at the spin spot and when I had pulled into the pits. Once again fellow racers came to assist, and I replaced the fluid and added a new washer to the transmission drain plug. Saturday 1st session, car is running but sluggish in 4th gear. Lap time goes from 1.19s to 1m27s. Car is making rough noise on front Straightaway. So I spent the session trying to stay in 3rd, then upshifting to 4 only at start of straightaway. I avoided using the brake, except at turn 1/Big Bend. Saturday 2nd session: Car overheats on false grid (running the car with no fan and no sides). I shut the car off at the 1st sign of steam. The car wont restart but the grid workers gave it a gentle push and away I go! The car cools down as soon as its on track.



At the end of the session, I wait for the car to cool down and open the radiator. A beautiful chocolate mousse like material has boiled its way to the top of the radiator. Addition of radiator detergent and some radiator washes later, and we are back in business. Took the car for a few laps of the paddock and the car was running smoother. I also refilled the car with 89 octane gas. The stock 1200cc engine appeared to run smoother than the 98 I had previously put in it.

Monday 1st and 2nd sessions: A misty light rain kept most of the spectators

away. With a cleaned up radiator I started at the back and was able to keep up with some TC's. The cars brakes seemed not to be pulling to 1 side as much. Lap times improved to 1m24s even with damper conditions.

So at the conclusion of my 1st full year racing, I realized the following:



1. that each of the cars is quite different from the other.
2. Racing school is worth it, makes it easier to understand the track
3. Getting help from fellow racers is great.
4. Being able to solve your own problems is better.
5. The work that goes into the car is a large part of the fun
6. The car always needs more work than you think
7. Bring all the tools, and then some to the track.
8. Smile and say hi at the track, you never know who you will meet

Most importantly to all who have helped me get to this point..... Thank you

The Hundred Miles an Hour Baby



In 1930, George Eyston met Cecil Kimber for the first time. With the MG Factory's support, Eyston was able to set the 5 kms, 5 miles, 10 kms, and 10 miles records at over 100mph in a 750cc MG Midget.

In his book "Flat Out", he describes his runs at Montlhéry, France on February 16th, 1931 to set the records.

Later he became well known for racing supercharged MGs. In 1938 he raised the land speed record to 357.5mph in his 2,000 hp Rolls Royce engined "Thunderbolt" at Bonneville.

George Eyston Gets a 750cc MG Midget to 100mph (from "Flat Out" first published in 1933)

"I ran into Jimmy Palmes by chance in the paddock at Brooklands when on a casual visit. He told me he was thinking of preparing a car for a 24-hours record which was, at present, held by the Austin at 64mph average, and this he would attempt with a standard M.G. Midget car converted from 847cc to 747 cc by reducing the cylinder bore with liners. He asked me whether I would like to co-operate in this attempt. He had already started work on the cylinder block and had the car at his works in Wimbledon.

"It seemed to me that this little M.G. car would be the best proposition of all, as I thought we stood a reasonable chance of "hotting" it up sufficiently to get some of the fast records at any rate. We would have resources behind us, and British at that. Instead of having a homemade job, we should have factory resources, because, as it turned out, Mr. Cecil Kimber, Managing Director of the M.G. Car Co., Ltd., Abingdon, gave his whole-hearted support to the proposal, and we went ahead preparing the car.

"I therefore gave up both my other projects, went over to Paris, paid what was due to Mr Ratier, and started on the M.G. venture. Palmes was just the man we wanted for the work of collaboration, as he was in close touch with the M.G. firm. Ernest and I paid numerous visits to Abingdon, and we found in Cecil Kimber, Mr. Charles, the chief of the Drawing Office, Mr. Propert, the General Manager, and

Cousens and Jackson, of the Experimental Department, very willing cooperators. All went smoothly and the car in its unsupercharged form was ready for the track during the latter part of December 1930.



Group at Phoenix Park, Dublin, 1931, Earl Howe, Sir Henry Birkin, George Eyston, Can Campari.

“It was shipped out to Monthéry and given a final test, whereupon I started on a record attempt on December 31st.

“We succeeded, in the unsupercharged form, in taking the following records as a preliminary – 50 kilos at 86.38 mph; 50 miles at

87.11mph; 100 kilos at 87.30mph – which was most promising, and fully justified the confidence we had in the M.G. A piece came out of an exhaust valve, which stopped further running.

Now I had spent a great deal of time, together with colleagues, in perfecting a novel type of supercharger, which absorbed less power to drive than anything yet known. So the advent of this blower in its final form coincided with my desire to gain the distinction for M.G. of being the first baby car to record 100 miles an hour officially.

“I remember that a great many folk who should have known better were willing to bet that development had not reached this stage at present. But we took them on and won.

“I heard, however, that a very serious rival was in the field, so this made all of us think and act quickly. We took only four weeks to carry out the modifications, and everything was fitted up ready for shipment to Monthéry again.

“On arrival the weather was awful – intensely cold, ice on the track, and sometimes deep snow. The cold was so intense in the garages under the track,

which we had to inhabit, that I wondered if the mechanics could work under such arctic conditions.

“And the car gave trouble. For some reason, which it took a long time to discover, the car would only run a short distance and then stop. The ignition setting was perfect, and we could see nothing wrong with the mixture strength. But we were using alcohol fuel on account of the high compression pressure in the tiny engine, and it did not occur to us for some time that the extremely low temperature under which we were operating was the cause of this fuel freezing solid in the narrow passageways and jets of the carburettor. For this particular kind of fuel contains a certain percentage of water which keeps the motor cool, and this froze solid as the car rushed through the chilly air when approaching its maximum speed, with the perplexing result of an enforced engine stoppage on account of the lack of gas. The motor would cut right out. So the only thing to do, in the short time available, was to box the carburettor completely with the intake close up to the radiator, from which warm air could be drawn. It took a day or two to perfect the device, but in the end the trouble was conquered. The weather improved and the stage was set for an attempt on the 100mph speed mark.

“Conditions were by no means ideal. A strong wind with low clouds and threatening rain at any moment made the task pretty difficult. It was to be an entirely new experience for me, as previously I had never lapped the track at more than about 88mph with a baby, and the speeds I now contemplated were quite out of the ordinary.

“We were out to get the records set up by the French “Grazide” car – records for distances of 5 kilometres, 5 miles, 10 kilometres, and 10 miles. To get all these in one run meant winding the car up to do a stretch of at least 15 miles at over 100mph.

“After a couple of laps to warm up the Midget to its work, I took a quarter-mile run at the “tape” and saw the revolution counter creep round to just where I wished it to be, by calculations, about 100 mph.

“I had never touched this speed before, even on a trial run, so I had a real thrill when I entered the timed stretch at 6,500 rpm. I simply put the car at the tape for all I knew. The Midget and I were off the straight and on to the slippery banking before one could say knife. Luckily, I planted the car on the right spot, for as we tore round I had the sensation of being on a pair of gigantic roller skates, which wanted to climb higher and higher up the banking. “Round into the wind we sailed, and I found it much easier than I had expected to hold a true course.



Keeping up air pressure in the fuel tank needed continual attention. I had to twist myself to one side to reach the pump handle, but when I got hold of it I worked it for dear life; I was almost exhausted before the gauge registered the desired pressure,

with the result that we had struck the far banking again and were half-way round it before I could wriggle myself back to the normal driving position. During that time the car did sundry slides and I was not feeling altogether too happy.

“Whenever I turned my head slightly to listen to the engine, it seemed to be emitting an unbroken high-pitched squeal from the exhaust, and every time I glanced at the revolution counter I found the needle dancing all over the dial. It was not its fault, since it was affected by the tremendous rear wheel spin due to the wet state of the track.

“Back down the straight and over the tapes once more. I had actually completed my first lap, but I wondered whether this had been at 100mph average or not.

“More pumping became necessary, and all round the banking I shoved and shoved at the pump handle, the car slewing about all over the place in consequence. “As I crossed the tape for the third time I saw a steady 7,000 rpm on the counter, and knew, at last, that we were travelling!

“When I was signaled in I went straight up to the timekeepers’ box. As each result was “ground out” the announcement made that I had passed the 100 mark, we all had cause to remember February 16th, 1931.

“The run was quite successful, since all these records were taken at the following speeds:

5 kilometers – 103.13mph

5 miles – 102.76mph

10 kilometers – 102.43mph

10 miles – 101.86mph

Leonidis, Miles Collier's aero-bodied MG racer

[Kurt Ernst](#) 01/26/2018



1935 MG PA/PB Leonidis. Photos by Peter Harholdt, courtesy The Revs Institute, unless otherwise noted.

It began life as a factory-prepared MG PA race car, driven in the 1935 24 Hours of Le Mans by Margaret Allen and Coleen Eaton. Later sold to American racer Miles Collier, chassis number 1667 would become a familiar sight in Automobile Racing Club of America (ARCA) competition. Now part of The Revs Institute collection, the unique aero-bodied MG will be displayed as part of the Prewar MGs class at the 2018 Amelia Island Concours d'Elegance, taking place from March 9-11.

Seeking to gain publicity for MG by demonstrating the reliability of the new PA model, racer George Eyston was tasked with forming an all-female team to compete in the 1935 running of the 24 Hours of Le Mans. In addition to drivers Allen and Eaton, Eyston recruited Joan Richmond, Eva Gordon-Simpson, Doreen Evans, and Barbara Skinner – all experienced racers – to compete in the endurance event. Dubbed “Eyston’s Dancing Daughters” by the media, the team

managed a respectable showing, finishing 24th, 25th, and 26th overall and experiencing no mechanical failures of any kind during the span of the race.



Eyston's team at Le Mans in 1935. The car that would later become Leonidis is front-and-center, carrying registration JB 6157. Photo courtesy RM Sotheby's.

Preparation proved to be the key to success. Starting with a production MG PA, the Abingdon crew spent 205 man-hours building each team car. The 847-cc four-cylinder engines were balanced, then fitted with polished heads, a lightened flywheel, Q-Type valves and stouter springs, and carefully matched manifolds. Aluminum cycle fenders and an aluminum hood shed pounds, while an extra bonnet strap, safety catches on the doors, Q-Type drum brakes, and twin fuel pumps ensured durability. Aside from refueling stops over the 24 hours, the sole repair required was a single bulb change.

Following the outing on the Circuit de la Sarthe, the cars were returned to the factory and converted back to road-going status for use in the Torquay Rally, a trials competition held at the end of June 1935. In September, chassis 1667 was

purchased by Miles Collier, who specified that the engine be bored from 57 mm to 60 mm per cylinder – yielding the same 939-cc displacement as the later PB model – before being equipped with a Marshall supercharger and MG NE differential.

As delivered to Collier, the car looked nothing like it does today. Used as a daily driver, an April 1936 encounter with a New York City taxicab damaged the original MG PA coachwork, so Collier enlisted the help of John Oliveau in designing and fabricating a new lightweight aluminum body. Instead of mirroring the PA's original (conservative) lines, Collier opted for a streamlined body, one that hinted at the car's performance potential even when standing still.



Collier named his giant-killer MG *Leonidis*, likely in deference to the Spartan warrior King Leonidas I, who fearlessly took on a larger and more formidable enemy at Thermopylae. Collier began entering the MG in ARCA events, scoring a win in the 1938 Round the Houses Race held in Alexandria Bay, New York. In 1939, he entered *Leonidis* in the 24 Hours of La Mans, sharing the driving duties with friend Lewis Welch. Eight hours into the race, on lap 64, *Leonidis* developed a split in its fuel tank, fabricated specifically for the Le Mans race, and was forced to retire in 33rd position.

Once back on U.S. soil, Collier continued to race *Leonidis* in ARCA, and later, Sports Car Club of America (SCCA) competition. The car's last race with Collier behind the wheel was at Bridgehampton in June 1950, where he finished seventh overall and first in class. Just three months later, brother Sam Collier was killed in a racing accident at Watkins Glen, prompting Miles to walk away from his beloved sport for a number of years. Though he'd return to the cockpit in 1953, in April 1954 Miles Collier died suddenly, at age 40, after contracting a rare form of polio.



Sam

& Miles Collier at LeMans 1950

MGs at the 2022 VRG Turkey Bowl, 18-20 November

By John Fontanella

Fourteen MGs (6 Bs, 5As, 3 Midgets) made up about half of Group 1 at the 2022 VRG Turkey Bowl that was held 18-20 November at Summit Point. Dave Nicholas pointed out that a MkII Sprite and an MG Midget are the same car with slightly different badges and some interior differences so we'll include them in this article. That makes a total of 17 cars—an impressive turnout. A picture of each car should appear somewhere below. They are outstanding examples of what vintage racing is all about.

In the “old days” the Turkey Bowl was held during Thanksgiving weekend but, for the past few years, it has happened the week before. Presumably, the shift in the date has led to fewer divorces.

The weather for this year's event was a bit chilly but dry. Temperatures for Friday and Saturday were in the 40s and about 10 degrees colder on Sunday. As fellow MG racer Drew Cullen likes to say, “there is no such thing as bad weather, only bad clothing.” That's definitely the case for racing in cold weather. While some drivers always wear a belaclava, others only break them out for use in cold weather. For racing in cold weather, one has to also worry about badly prepared cars. In addition to using anti-freeze, a few practice runs to determine the amount of air flow/cooling restriction necessary to keep engine temperatures high enough are also useful. With just a few adjustments, racing in cold weather can be quite enjoyable.

The drivers of the Bs were Marcus Jones, Dave Good, Butch O'Connor, Steve Konsin Sr., Lynn Grimshaw and Maurice O'Donovan. Maurice is shown in the first picture. He tells me that this picture can be described as “Morris' with his Morris.” I like the blue sculpture in the lower left corner of the picture. The composition somehow looks very familiar.



Kudos go to Dave Good who came down from Canada for the races. He made the trip to Summit Point from Ontario via Buffalo the day before the snows began. Presumably, a little cold wouldn't bother Dave but 7 feet of snow (which they had in Buffalo during the race) might. A picture of Dave's B (#237) at tech is shown on the left in the next picture. The shadow on the right is that of Kenny Williamson whom many of you have raced against.



Thomas Dick, Eric Russell, Kevin Richards, John Faulkner and Rob Brownlee-Tomasso drove the As. Kevin Richards' A (#167) is shown in the previous picture on the right. The drivers of the Midgets were Thomas Van Auken, Larry Smith and Heather Richards. Those in the Sprites were Steven Hirschtritt, William Bazley and Alan R Patterson III. Heather Richards' Midget (#50) is shown in the next picture on the left and Eric Russell's A (#61) is shown in the picture on the right. I apologize for the views from the rear but it's the view that I'm used to when racing.



The pictures in the following sections were taken during qualifying.

Friday Race (Group 1)

The Friday race was won overall by Marcus Jones (#95). It was not unexpected because he qualified fastest in group 1. A 1957 Triumph snuck in at second but Steven Hirschtritt (#161), Dave Good and Larry Smith finished 3, 4 and 5. Hank Giffin in his Elva (MG engine?) was an interloper at 6th followed by Butch O'Connor, Brownlee-Tomasso, Van Auken, Kevin Richards, Lynn Grimshaw, Thomas Dick, Heather Richards, William Bazley, John Faulkner and Steve Konsin Sr.



Saturday Race 1 (Group 1)

The early bird gets the win. Butch O'Connor (#102) earned the top step of the MG podium in the early race. (As John Faulkner is fond of saying, "Where is that podium?") O'Connor was followed by Brownlee-Tomasso (#275), Faulkner (#228), Grimshaw (#90), Heather Richards and Kevin Richards. The good news is that they all finished ahead of one of those Japanese cars that we don't talk about..



Saturday Race 2 (Group 1)

While Butch O'Connor had another outstanding race, Larry Smith (#621) edged him by 0.027 seconds to take top honors overall. They were followed by Steven Hirschtritt. John Faulkner was 5th followed by Rob Brownlee-Tomasso, Dave Good, Eric Russell, Kevin Richards, Lynn Grimshaw, Thomas Dick (#147) and Heather Richards.



Saturday Race 3 (Group 1)

In the third sprint race of the day, Dave Good was the top MG finisher. The rest of the MG podium was occupied by Steven Hirschtritt and Larry Smith. They were followed by Brownlee-Tomasso, Eric Russell, Butch O'Connor, Lynn Grimshaw and Steve Konsin Sr. (#5), Heather Richards, Alan R Patterson III (#78), Marcus Jones and William Bazley.



Vintage Festival (Groups 1 and 3)

In the final race of the day, comprised of 2 groups, Marcus Jones finished second overall to a 1987 BMW M3 and ahead of a collection of BMWs, nameless Japanese cars and an Alfa Romeo. Thomas Van Auken (#13), Steve Konsin Sr., Steven Hirschtritt, Rob Brownlee-Tomasso, Eric Russell, Kevin Richards and Larry Smith had a good race.

Sunday Race (Group 1)

Steven Hirschtritt and Rob Brownlee-Tomasso finished 1, 2 in the morning race on Sunday. Kevin Richards was the third MG finisher and Alan R. Patterson III was fourth



Vintage Festival Reprise (Groups 1 and 3)

Steven Hirschtritt continued to race well on Sunday finishing second overall in a reprise of the previous day's Vintage Festival. The reprise was a last-minute adjustment to the schedule. Lynn Grimshaw was the second MG to finish, and Thomas Van Auken (#13) was third. Eric Russell, Rob Brownlee-Tomasso, Alan R. Patterson III and William Bazley (#88) were all very competitive.

In summary, VRG lived up to its reputation by providing copious amounts of seat time and safe racing. A lot of drivers had a lot of fun.



3 of the "Motto" MG TD's that came from the fertile mind of David Ash, Montgomery NY 1957