Focus Event '05 MG—Triumph Challenge

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The Mitty '05

Vol 25, No. 2
August, 2005
Greetings once again to all MG Vintage Racers. Welcome to our MGVR Focus Event 2005 Commemorative issue. Many of us enjoyed the better part of three days of racing with fellow MG Vintage Racers and Friends of Triumph, at HSR’s Walter Mitty ’05 at Road Atlanta. I thank all who contributed to collective memory of this fantastic event. I also want to thank all who contributed to the success of this event., including (but not necessarily limited to) Mark Palmer, Bob Spruck, Bill Bartlett, Jerry Richards, Greg Prehodka, Bob vanKirk, Joe Alexander (FOT), the folks at HSR.

Since our last newsletter I have enjoyed track time at New Hampshire with the Vintage Racer Group, Lime Rock with the VSCCA, VIR for the Gold Cup Historics, Pittsburgh Vintage Grand Prix at Schenley Park, and Vintage Racer Group race school. You will find race reports on some of these events within these pages. With the exception of one cracked engine block, #162 (Smudge) has maintained composure. I admit I roughed up one wheel at Pittsburgh while attempting to pass Jim Weissenborn. Gary Anderson had one helluva bird’s eye view of that ’oops’. You will find some yellow paint on one curb at Schenley Park. Anyone know of any shops that straighten steel wheels? The VRG driver school was one rigorous event, with car control exercises Saturday, and track time Sunday to apply the techniques we learned. I recommend a few weeks in the gym before taking this school, as I was still sore Wednesday after the school.

You have not lived until you have experienced Northwest Connecticut (read Lime Rock Park) in the fall. Imagine celebrating the MGA’s 50th anniversary at LRP with all its scenic beauty coupled with an all MG race courtesy of the Vintage Sports Car Club of America. If enough MG’s participate, there most likely will be two MG race groups, fast, and slow. Rumor has it the David Ash of MG racing fame will be the guest of honor. You will find the latest participant list in this issue.

I have included in this issue the MGVR Standard Excuse form courtesy Gerald Storch, adapted for those who plan to miss next year’s Focus Event ’06, MG Vintage Racers Silver Anniversary Celebration at Hallett. Mark Palmer, Reed Yates, and CVAR MG racers have been busy working on the finer details of what could once again raise the bar on MG Focus Events. This event promises lots of track time, along with customary camaraderie, folk tales, down right lies, etc. that we all expect from a MGVR focus event. For you folks here in the Northeast; I plan to hire transport to haul Smudge to Hallett. We should receive special consideration if enough of us choose to transport. I promise to look into it. If any of you have an ‘in’, let me know.

Now the begging and pleading paragraph. I could use a few race reports from the West coast, the Mid West, and the Southwest. Are there any artists out there. I can draw stick figures at best. This newsletter could use some fresh, new artwork. MG related. Pay is double what I make at MGVR editor. Please apply per above address.

May your next race be a Safety Fast race...Chris Meyers
Hi Mark
I’ve been most remiss in not communicating recently, and in particular not thanking you from this side of the pond for all the hard work that you put over the years to both maintain the Newsletter and to take it forward to fresh heights. Chris sure has a job following both you and Greg. The Newsletter is without doubt a fundamental part of the superb success of MGVR in the US. Sincere congratulations, long may the Marque of Friendship prosper.

On matters other I was particularly interested in the article on coatings, has anybody tried these out on T series road engines in particular on the cam or followers? Most will be aware of the high failure rate of cam lobes which certainly affects engines that are not revved to hard.....yes I know that lets out most of your group!! We have over the years carried all sorts of experiments to try and reduce failure which can occur within as few as 1000 miles, full synthetic oil maintained clean has as good as a result as any, but still problems occur. Some T,s in the US do very high mileage compared with Europe, has anybody any comments??

Ron Gammons

Managing Director
Brown and Gammons Ltd

...I was very pleased, flattered and surprised to receive the "Master of speed Deception" award. Bill was a good and longtime friend, knowing he and Allison at our GOF south long before our vintage racing days in the late 70's. I shall wear the mantle of the "Master well and with honor. Received my personal trophy, not a copy but a nice piece of marble with helmet, wheel and checkered flag and a nice personal note from Ford, (He started SVRA). You probably heard, Allison received the news and approved, she passed away several weeks later. Saw the copy in Moss Motoring, and the TSO. THANKS again, Hope I'm included in the Selection next time. Please pass on to Carl George …

Will (Bowden)

Our congratulations to Will Bowden from all his fellow racers at HSR and SVRA!

On behalf of HSR and SVRA, we also want to express our sincere thanks to all the MG racers who participated in last fall's event at the and recently at the Mitty. Both were outstanding events and we want all your fellow MG racers to know that it has been a distinct pleasure for us and the fans to see the mighty Octagon so well represented. You have a great bunch of racers. Thanks again! …

Best Regards,

Howard Turner (HSR, SVRA)
Letters

…we were racing at Shannonville. They held a special memorial race on Sunday for all the vintage historic people. On these regional weekends all classes of vintage cars race together and so the guy leading the race right from the start was driving a purpose built race called a Kiki. It looks like a Lotus 7 on steroids and is powered by a 289 Ford V8.

Everyone was having a great battle, particularly myself in the B, Nick Pratt in a Midget, John DeMaria and Brian Hunt both in Bugeye Sprites. We were swapping positions frequently, I had fallen back as far as 4th place at one point and almost went down to 5th.

Near the end, for a variety of reasons I found myself back in 2nd place. Just before the end of the race, Doug Durrell driving the Kiki pulled off into the pits. I almost followed him, thinking I had missed the checkered flag in the excitement. Luckily I didn't as that was the last lap and so I won the race and got to be presented with the trophy in front of my fellow racers.

When it was over, I thought to myself, there is no way that Doug's car needed to pull off the track. When I questioned him about it, he just grinned and said " the trophy needed to go to someone who was actually racing, I was just cruising around watching the race in my mirrors".

You can't get "in the vintage spirit" more than that.

Joe (Lightfoot) from MGVR newsgroup

Dear Mr. Palmer,

I want to thank you and the group for the kind gesture of sending us the great remembrance photo. We plan to find an area to hang it proudly in our facility. We were glad we were able to assist with your event and ship the cars to Watkins Glen. We now have over 105 cars in the collection. We receive so many requests to participate in events that it is impossible for us to consider all of them, even though we would like to. John Arsenault and our transport driver and wife, Fred and Cathy Cole, spoke very highly of the event. The hospitality shown to them throughout the event was greatly appreciated.

We know how important the Collier brothers were to early racing and to the early MG presence. We were honored to be part of this special weekend.

Sincerely, Scott George, President, CH Motorcars/The Collier Collection

...As a special MG display, Miles Collier, Jr. sent two of the family’s MGs up to the event from their car museum in Florida. Their "Leonidis" custom bodied MG-PA/PB - which raced at Le Mans in 1939 - and their MG-K3. Both were on display at the MGVR hospitality tent.

Photo and excerpt taken from MGVR web site www.mgvr.org
Editor’s note: This note was retrieved from MGVR e-group. To put it into perspective, a discussion on MGVR’s upcoming 25th anniversary races at Hallett led to reminiscences of ‘all MG’ Collier Cup races at the Glen starting in 1959.

Frank, 
As President of the Frank Mount Fan Club, I feel a responsibility to expand on your story. I was barely out of my teens when the first all MG race was contested in 1959. For those of us who knew chapter and verse of "Maintaining the Breed" we were thrilled when we made the short trip from Binghamton, NY to the center of our universe, Watkins Glen. Upon our arrival we were thankful we were only spectators and not the workers who had to wear those silly sailor hats.

You have modestly overlooked the fact that the Canadians figured prominently in every race. Of course, my personal heroes Bob Bucher (MGA#029) and Sherm Decker (MGA#16) won their share of races the two years they were on the calendar. However, what I really remember is how fast the Canadian T-types were, and you were one of them!! At the time Canadians ran what was known as "prodified" so it was thrilling watching pumped-up TCs running down the As I also remember the North American distributor (J.S. Inskip/Hambro?) providing free parts. Didn't one of your fellow invaders get a free crankshaft? All of this generosity meant the Canadians had more money left over for beer, which they shared with the likes of my friends and me. A much belated thank you, except by the end of the day I was wearing a sailor hat.

After the races were over, everybody simply drove their race cars home. Ok, that might not be 100% true but why let facts get in the way of established folklore? When I'm in the old folks home it will be those glorious old days I will remember with great fondness and not the vintage races we are so fortunate to experience today. This might explain why I drool whenever I see your car. Thanks for being part of history.

Joe Tierno (MGA#029)
FROM DISGRACE TO FIRST IN CLASS,
or what it is like being the only MGA at MidOhio
by
Tom Baumgardner MGA 254

The SVRA MidOhio weekend in June used to be a really big deal as the vintage races and racers were sometimes out numbered by the Car Show types. But both sets of numbers were way down this year. I knew that Manley Ford was not going to be there and when I found out that John Targett was going to Mosport I thought it might be lonely in the paddock for lack of good MG company and mechanical and racing advice. I need both, and they usually provide my fix.

I went out for the Friday morning session and was relearning the track and being a little tentative as the engine was just back together. I had burned a hole in a piston on a practice weekend at Nelson Ledges with the Mercedes Benz club in April and had run a spare, mostly stock, one at Road Atlanta Focus Event.

After a couple of laps I got passed by a sports racer that I could not identify but I could gain on the straights and even keep up with through the corners. Back in the paddock I finally found the car and it was Bob Colaizzi, an old MG TD guy; the car was a Mark II Elva. And Bob was the hired shoe. I was pleased with myself that I did not lose any ground to him through MO’s technical back side. I thought he was just playing with me on the straights but he said the Coventry Climax in the Elva was down on compression and he could not get any more out of it.

The Australian/US Healy challenge was in its 5th and last weekend so there were a lot of Sprites and 100-4’s in group 1. Friday afternoon convinced me that the engine was up to the task at hand for the weekend but racing luck struck on Saturday morning. For this event SVRA decided to use the “pro circuit” taking out the “bus stop” going into the keyhole. While shifting down at that corner I blew out 3d gear and limped back in high. I do not carry a spare tranny in the trailer, do you? Two of my crew said they would drive back to my house to take the tranny off the spare engine in the garage and while they were gone Jim Pesta and I pull the engine using a hoist we borrowed from the Aussies. In analyzing what happened, and finally owning up to missing a shift. I realized that with the 4.3 differential that was in the car, I drive all but the back straight in 3rd gear. I call to have them bring the 4.875 that is sitting also in the garage. They bring the needed stuff and we get it all back together in time to go to the track provided evening meal but I have missed the Saturday afternoon qualifier.

Sunday morning warm up and I am out on the track again. My faithful crew members are standing along pit wall and when I come by they think I have blown an engine, so much smoke all of a sudden! I don’t notice a thing. Gauges look good, car is handling fine and with the higher diff I can be in 4th gear a lot more. I check my mirrors and think “Wow, someone lost an engine!” But there is no one between me and the smoke. Now I notice a drop or two of oil out of the louvers in the bonnet. But nothing else seems amiss. At the black flag station I see my number so I pull in to the pit lane and shut off at the steward.

I know how bad it feels when you have to get towed in from a corner station. Now I know it is a worse feeling to have to be towed off of pit lane. What had happened is that the feed line to the oil

(Continued on page 6)
cooler came into contact with the alternator fan and wore a tiny hole in it. Oil at 70 psi aimed straight at a fan turning over 5000 rpm gets thrown everywhere! I did not lose even a pint of oil but that pint got everywhere in that engine bay.

We bypass the oil cooler and get set for the Sunday afternoon feature. I do not have a grid spot having missed the qualifying race on Saturday so I start in the back. I work my way through some Spritgets and on the 7th lap as I am getting lapped by the leading Minis I see the only other car in my class, a Lotus 7 America, sitting in the grass with no left rear wheel. It was a heck of a way to get a class win but it was my first.

West Coast MG Action

Greetings MGVR -

Seems the MGVR contingency is fairly small out here on the west coast. While Jim W and Gary A were racing with you, Ed Lamantia and myself (Scott Brown) held down the west coast fort with the only two MGAs in the Portland Historics. Lots of Sprites, Healeys, and Bs but As were in hiding. We towed 750 miles from our home in Redwood City (Jims home too) to Portland on Wednesday as the track was open Thursday for test and tune. This was our first trip to Portland International Raceway so we were looking for all the track time as possible. We managed to get 2 sessions in before the rains came. We had lots of help finding the track with the more than friendly local British car owners. Friday came and we were first out for practice and qualify for the Saturday race. Also my 50th birthday (what more could you ask for) I qualified second on grid with a 1:36.0 behind a Louts 11 at 1:34.1. Ed just behind me with a 1:36.3 with an Elva at P4 with a 1:36.4 - Very slow start - 2nd gear at around 5000 rpm - that darn Elva shot past me as expected and my good buddy Ed right on his butt. Long story made short, Lotus 11 P1, Elva P2 myself 57 MGA P3 and my buddy Ed dead last due to an (ahem) driver error, cars ok. Sundays race was in the rain, but that's for another time. What a great birthday, what a great event. HMSA puts on a wonderful show.

VSCDA Blackhawk Farms

Superb weather last weekend at Blackhawk Farms in IL for the VSCDA race. Group 1 (pre-war and T-Types) had 18 cars, including 7 TC's, 4-TDs, and Jack Heist's TF along with Marv Primack's Lester-MG, Bob Sterling's MG NA, Frank Mount's MG TB Special, Bill Goulette's J2 and Scott Fohrman who was racing both his pre-war MG (a C-Type, I think?) and an MGB over the weekend. The only non-MG entrants in Group 1 were a pre-war Aston Martin and a Model A Ford powered sprint car. We paddock almost all of the Group 1 cars together and it makes quite the sight. Blackhawk is a nearly perfect track for these cars quite a few of the MG guys actually drive their MG T-type racers over from Chicago, camp out in the infield and then drive home at the end of the weekend. Can't get much more authentically vintage than that!

The other race groups included two or three MG Midgets and at least 7 MGB's. MGA's were thin on the ground, wonder why we have so few of them in the Midwest? Kevin Clemens 52 MGTD
Unlike John in Group 3, Group 4 got rained on in their Qualifying race on Saturday and things got a bit hairy though generally speaking it was a ton heart-in-the-mouth fun. I realize now that racing must be like war - 90% boredom sitting around waiting for the next session and 10% terror out on the track.

Our group had a sports racer monstrosity 10' wide that just couldn't quite make Turn 1 when the rain really started coming down so his 360 made for a whole bunch of threading the needle from cars behind. Throw in a twitchy Camaro, a superbly driven Mustang and a couple of Datsun 510s with slicks for good measure and look out small bores! The turn 4 hairpin and uphill right was everyone's nemesis - either you hadn't enough power to get up the hill or you were feathering the throttle just to hold the car in a semi forward direction or like Fred Danovitz in the Triumph, you simply tromped it and voila - another 360 - though no damage done. And in the Group 1 Qualifying, a female racer rolled it and voila - another 360 - though no damage done. And in the Group 1 Qualifying, a female racer rolled her car when the left rear wheel fell off the curbing and she tried to bring it back on the track too quickly. Her husband, who was videotaping her from the top of their camper, apparently got hurt more than she did when he fell down the ladder in his scramble to get over to see how she was.

The Friday and Saturday morning practice sessions were great. Lovely weather, not too warm and they left our group out for 22 laps on the final Friday practice. Gasp. Wheeze. Speaking of wheezing, I got mildly asphyxiated by the green Genetta's chronic oil plume again following him around in various sessions until I could pass.

As John said, we got 20 VARAC guys to tow to Loudon (and 16 to BEMC?). Go figure. Mind you, there were the usual Quebec contingent there who have an ideal tow from the Montreal area. It's always great seeing those guys out and enjoying their company. A pleasant surprise also were all the significant others who came along for the weekend.

Ross Smith somehow conned me into trying to bump start his FF solo around the paddock because of a wonky starter until I succumbed to fibrillation so I had to rope in two younger guys who finally got him going and on his way to the grid.

The Driver's meeting was a 90 minute epic where we all learned about the VRG philosophy, driver conduct, discipline, spirit, fairness, etc. etc. It really sunk in I must say - 3 black flags in the first two qualifying race sessions the next day. Considering VRG was trying to get their insurance nailed down and needed a clean weekend, it was a bit of an inauspicious beginning. Had the rain not intervened Sunday I'm sure we would have had a second, shorter, blunter Driver's meeting - and rightly so.

The Saturday banquet was as good as last year with delicious clam chowder, steamed clams, lobster, steak, bbq'd chicken, etc. etc. My Jack Russell had his first foray into the United States and did well so he's go for more excursions in the future. Richard Navin and his wife were taken down at the US border coming through and had their 4 hamburgers seized - BSE and all that you know - I'm sure it made Eyewitness News. The Customs guys for some reason never took their steaks though which was a damn good thing because I ended up eating one of them on Friday night for dinner.

(Continued on page 8)
Speaking of Customs, I had to pull over and undergo a thorough inspection of the Midget, including a demand to show proof of purchase of the car. Something to consider for all of us in the future as the border continues to tighten up.

Sunday was...well it wasn't really. Once it started to rain in our Qualifying on Saturday, it never stopped and we (Pratts, Navins, Lightfoots) decided that waiting around for our 3pm feature race probably wasn't such a good idea. But heck, two thirds of the weekend for $150 and all that time on the track - how could you go wrong?

I'll be back next year fersure.

Nick Pratt

New Hampshire Vintage Celebration /Editor's Report

I enjoyed my third year at NHIS this year. It just would not be NHIS Vintage without some 'liquid sunshine'. With, or without the rain, it is truly a bargain with lots of track time, and a great time watching the bikers. At least this year #162 decided to keep her oil within the confines of the engine bay, although she decided to crack #3 cylinder bore and mix fluids. She held together long enough for me to clock a 9:36 lap; surely a record for NHIS Vintage. I pulled into the pregrid near the back. When I caught sight of Tivvy Shenton and a few other unfamiliar cars, I thought for sure that I was in the wrong group. After almost a full lap, I came in and drove to my trailer. I quickly consulted the grid sheet, realized my mistake, and sprinted to the pregrid, was waved on, and completed my first lap. Duh.

That's my story, and I'm sticking to it...

Your Humble Editor

2005 VIR Gold Cup Historics

Let's see, in the "fastest four cylinder" group, we had Tom Cotter present in his Huffaker National Championship-winning Midget, Jack Cassingham up front in his Midget, Tom Kent in Glenn Hawes' old Midget, then a whole scad of B's with Jim Allen in his GT, Tim Handy, Larry Blankenship, Alan Tosler, Fred Danovitz, father and son Kent and Jesse Prather (who finished third OA in the Group A race and established the first sub 2:19 lap for a historic B at VIR!) as well as John Targett in their Roadsters or hardtop-equipped Roadsters.

Bill Bartlett put on a great show in Group B along with Jay Nadelson, who was "promoted" up from Group C based on his stellar performance in his 1500cc MGA.

Chris Meyers and I had some great racing until I succumbed to overheating woes and he just flat got quicker! Congrats, Chris! (apprentice at speed deception—ed.) Les Gonda put on a hell of a show in the V8, can't wait for Keith Burnett and Jerry Richards to join in that battle!

Thanks to all the MGVR members for coming out!

-Peter Krause
Simms Cup at VARAC Vintage Festival

As you know, the Festival was last weekend, and despite the date conflict with Mid Ohio was very successful, attracting about 230 entries. There were 17 MGs entered, (not enough for a separate race), so they ran in groups VARAC laid out to assure fairly equal sized grids of around 40 cars. Thus there were classic sedans, and historic and vintage sports cars in the mix. The T cars, Midgets and MGAs ran with other Vintage cars, plus small bore Historic Sports and a gaggle of very quick Minis. The MGBs ran with Historic Sports plus a selection of larger displacement Classic Sedans.

VARAC indicates they want to put more emphasis on the Simms Cup going forward, and thus this year the Cup was awarded at the Saturday evening Banquet.....thus it was based on Saturdays races and Qualifying. The winner this year was John Target with following a super drive in his immaculate MGB. John finished 3rd overall in a large field, beaten only by a Porsche 914/6 and a Corvette. Attached are digital pictures from the Banquet showing John with the main Trophy and the Keeper. Also attached is a "human interest" shot of Dan Leonard’s young grandson busy cleaning the engine bay of the TD... the young fellow was very proud that he had a job...Dan sure knows how to recruit crew. At Mark Palmer’s request I attached the MG entry list... he indicated you wanted to draft one of the guys to write a race report.

John Greenwood (VARAC President) talked to me on Saturday, and he is quite keen to work with MGVR to hype up the Simms Cup so it can again attract enough cars each year to allow for an MG only race....recommend you contact him....I would be happy to help if you think of anything you want me to do

Regards.

Tony (Simms)

VARAC Vintage Racing Festival – June 24-26, 2005

MG Entrants

Group 3: Historic Production Sports Cars (’62 – Pre ’73)

<table>
<thead>
<tr>
<th>Name</th>
<th>Year</th>
</tr>
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<tbody>
<tr>
<td>Nick Pratt</td>
<td>1967 MGB</td>
</tr>
<tr>
<td>Alan Tosler</td>
<td>1964 MGB</td>
</tr>
<tr>
<td>John Kinnear</td>
<td>1972 MGB</td>
</tr>
<tr>
<td>Joe Lightfoot</td>
<td>1965 MGB</td>
</tr>
<tr>
<td>Dan Di Cesar</td>
<td>1972 MGB GT</td>
</tr>
<tr>
<td>Richard Navin</td>
<td>1968 MGB</td>
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<tr>
<td>John Target</td>
<td>1964 MGB</td>
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Group 2: Vintage Production Sports Cars

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<th>Name</th>
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<tbody>
<tr>
<td>Bob Grunau</td>
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<tr>
<td>Frank Mount</td>
<td>1946 MG TC</td>
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<tr>
<td>Dan Leonard</td>
<td>1953 MG TD</td>
</tr>
<tr>
<td>Ed Cronin</td>
<td>1953 MG TD</td>
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<tr>
<td>Ron/Cameron Watson</td>
<td>1961 MG Midget</td>
</tr>
<tr>
<td>Jim Holody</td>
<td>1959 MGA Twin cam</td>
</tr>
<tr>
<td>Jason Di Cesar</td>
<td>1960 MGA</td>
</tr>
<tr>
<td>Bill Slota</td>
<td>1969 MGB</td>
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John Targett, Tony Simms
CLASSIC MOTORSPORTS MAGAZINE
“Walter Mitty Challenge 2005”
Road Atlanta is a day-and-a-morning trip from Connecticut. I pulled into the Road Atlanta pro paddock late morning Thursday. The weather, 70’s and sunny, was a far cry from the cold damp New England weather I left behind. Slowly, MG and Triumph racers arrived and set up for the weekend, which promised to be special with two challenge races scheduled for Sunday, along with the usual HSR group races. Thursday was a set up and catch up day for most of us, with the exception of those who participated in the test and tune day (high carnage factor). This was my opportunity to set up the Winnebago and trailer, tech #162 (Smudge), visit with old friends and make new ones. I recharged my personal batteries Thursday.

Friday promised to be another beautiful day. How long would this gorgeous weather last? The MG-Trumiph contingent had two on-track sessions to enjoy; practice in the morning, and qualifying 1 in the afternoon. As I looked over my car, it hit me that I left my Hoosier Vintage TD’s in the driveway at home. Rats. This race would be contested on “vintage” vintage Dunlop L’s. In the end, it really didn’t matter. More on that in a bit. First session my fan belt shredded to bits. But I watched some fine racing from turn 10B. A donor generator gave me hope that the spare belt would last the weekend (thanks, Henry).

By the second session, a pattern emerged. I would dice with a group that included Dan Leonard, Tom Baumgardener, and Lou Marchant. I could enjoy racing with this group anywhere, any time. The weather, and track conditions could not have been better Friday.
afternoon.

After Friday’s wheel to wheel stuff, I took the opportunity to visit with two high school friends who I haven’t seen in over 20 years. These characters would become my ‘crew’ for the weekend. After sharing a few(?) adult beverages with Rob and Steve, it was up the hill to the MG/Triumph Dinner and Party at the Classic Motorsports Tent. Dinner was Chinese Buffet; shrimp/chicken fried rice, chicken teriyaki, other chicken items, stir fried vegetables, etc. After dinner, we were treated to guest speakers Kas Kastner, and Peter Thornley. Kas Kastner served up story after story of his years as Triumph-US Competition Director. Whatever it took to win, Kas either had it, or found it! He brought a level of intensity to the racing scene that few others could match. Peter Thornley, author of *Mr. MG*, talked about his life as son to John William Yates Thornley, General Manager of the MG factory from 1952. John Thornley understood the good and the bad to factory backed competition motor sports. As a young man, Peter had an insider’s exposure to MG factory competition cars. Sometime during the evening Mark Palmer and Joe Alexander, (Friends of Triumph) conducted necessary MGVR and FOT business, including the handing over of MGVR Editorship to yours truly. Phew, what an evening!

Saturday morning’s weather was questionable, at best. This vintage racer decided to pass on the morning session in favor of a well rested car and driver for the afternoon qualifying session. This strategy shaved 4 seconds of my previous best lap time. Dan, and Tom also improved their times, indicating to me that a new strategy was needed. Dennis Delap in his TR-3 decided to join us in our own little race.

Saturday evening’s bench racing commenced at Dan and Vicki Leonard’s bivouac. With wine and beer aplenty courtesy of our hosts, the bs seemed endless. Ben the Wonder Dog taught us how to sneak up on a foam frisbee. Afterwards, some again went up the hill to the Walter Mitty Social and Auction, while I prepared dinner at the camper for Rob and Steve.

Sunday arrived with sunny skies and a cloudy mind. There was much happening at MGVR Central. Will Bowden was awarded the second annual *Bill Parish-Master of Speed Decep-
tion award (see article, page 27). Lou Marchant received the MG Spirit Award, The Copper Bucket (see article, page 27). The MG-Triumph Challenge spilled over to the paddock where the Valve Cover Race was won by Prehodka/Finne piloting the MG Midget ‘Eliminator’.

At 2:30, MG-TR Challenge Race Group A began. Do to an “oops” at Saturday’s qualifying, a small group of faster Group 1 cars started at the back of the grid. This group passed me just after turn 1. Smudge and I held our own at first, dicing with Lou, Tom, Dan, and Dennis. About lap 4 the wheels came off (figuratively). I immediately blamed the scoundrels who kept me at the poker table ‘till 3 am. Turn Seven, arguably the most important turn on the course, became a mystery to me. Out of the blue. Several wave-bys later, I fell into chasing mode and tried (but mostly failed) to recover some dignity. I admit to sneaking by Dan Leonard as he came up on slower traffic. At the front, Henry Moore broke into the early lead, holding off Stan Edwards while the larger displacement TR-3’s of Jeff Snook and Randy Williams gave chase. Then the race was over! Jeff Snook and Randy Williams, who started in the back of the grid, finished 1-2 while Henry Moore finished third in his MGA. By all reports, everyone had fun.

MG-TR Challenge Race Group B was a photo finish with the MGB V-8 of Jerry Richards besting Les Gonda’s GT V-8 by .042 seconds! Mark Thomas finished third in his ‘71 Triumph Vitesse. There were several Triumph/MG duals in Group B, including Bill Babcock in the Triumph Peyote Special, and Jesse Prather’s MGB (B.B. by .11sec), and Bill Dula (MGB) vs. Eugene Hammer(TR 4)-Dula by .8sec. Some exciting Triumph on Triumph, and MG vs. MG action as well. Joe Edwards (TR 4) bested Jack Drew (TR 4) by .7sec, while Dave Burrows’ MGB roadster nipped Stacy Rogers’ Midget by .2sec. In the battle of the Midgets, Chris Silvestri edged out Steve Coleman by .4sec. What a great race.

By most accounts, everyone treated their brother and sister racers with respect on, and off the track.

A report by your humble editor
It was a fantastic time. I’m really glad we signed up for both the MG/TR group and the HSR Group 2 races. Track time became reasonable for the length of the tow and entry fee. Particularly since the Saturday morning sessions were basically rained out and the Group B afternoon session was (ahem) rather short. What a fun track! It was our first time. We probably wouldn't have gone to the Mitty without the MGVR “Focus Event” and we're very glad we went…

...Made some new friends, including Craig Chima, who gave me some great advice on some mods to the Midgets. Got to meet Kent Prather, who seems like a very nice man. He committed to going to Oklahoma, which is not too far from his base in Kansas. While on that subject, I encourage all of you to consider coming to Hallett, Ok. next year. It isn't necessarily a legendary track and there aren't any wineries nearby, but you'll get a warm welcome along with more track time than you've ever had before! Particularly when compared to the Mitty, the Zippo, the BRIC, etc. The seat time/entry fee ratio will probably be the highest you've ever seen. Although a half-mile shorter than RA, for example, the length is taken out of the long straights, so you won't have time to file your nails waiting for the next corner to arrive. There are lots of corners and elevation changes. It is a great track for MGs! I realize it is a long way to tow for the northeasterners, but, hey, I've gone to the Zippo twice and that's 3200 miles round trip from Houston! Time for you guys to make an effort.

Dave Littlefield
1974 Midget “The Gnat” #57

********************************************

IN my humble view: It was a great weekend, by all measures, and while a couple of cars mysteriously broke (George Pardee's brand-new engine in his TF somehow seized early on) I didn't witness any MG or Triumph carnage - if you don't count:
- Will Bowden's traditional spin at turn 5 during the MG-TR "A" feature which is the same thing he did at the same turn in the same car - and probably the same tires - in 1983 (I took pictures then), so I guess Will's of the school that once you have a line that works, you stick with it!
- During practice on Friday, a TR3 and the gorgeous NA of Bob Sterling apparently ended up tussling for the same bit of track. Result: minor dent in the NA's
left rear cycle fender, and considerably more cosmetic carnage to the Triumph. "One of
them racin' deals" was the conclusion of the post-incident discussions.
- Mysterious gremlins seemed to haunt Joe Tierno's MGA, but when race time came, he was
among the leaders...
...My most fun of the weekend was in the Group 2 race (I had turned over the wheel of
the #76 TD to my truly vintage MG-vintage racer Mike Lewis for the MGTR race) where
Pam Littlefield shadowed me and filled my mirrors for the entire race...

**Manley Ford  MG TD #76**

******************************************************************************

First time running with MGVR. I have never been welcomed so warm, so immediately.
Camaraderie is # 1 with this club. Driving standards are above average, courtesy prevails
despite competitiveness.

**Stefan Wiesen  1959 MGA 1600, car # 7**

******************************************************************************

Wow ... really hard to boil it down to one favorite! Great track, really enjoyed running
with the T-series and MGA's, enjoyed the Panoz tour, lots of things. I suppose my per-
sonal highlight was seeing the Parrish Award go to Will Bowden, and the MGVR Spirit Award
going to Lou Marchant. I cannot think of two
more deserving candidates! There is plenty of
recognition for the fastest drivers on the track, but
I think our MG Vintage Racers have done a su-
perb job of recognizing people like Will and Lou
who might never win a race but truly demonstrate
the spirit of MG vintage racing.

**Mark Palmer (Editor, MGVR Newsletter)**

**1957 MGA roadster #185**

******************************************************************************
...had the most fun a guy can have “without a race car!” Gracious hospitality in the paddock from the Leonards, Smith’s, and others. I was even offered an unheard of “Noon time Beer!” (had to be Rob and Steve—ed.) The Texas contingent was awesome! And I got to watch my buddies race – a rare occasion, (hopefully).

Bob Schoeplein

********************************************************************************

Overall a fantastic weekend. Enjoyed meeting and racing with our Triumph friends, as well as all of my MG friends. Got to meet Kas Kastner of Triumph fame and hear some of his war stories, as well as some of Peter Thornley’s MG tales. His father was the “MG Works Manager” back in merry old England. Also, most significantly for MG racers – Mark Palmer, who has head MGVR for the past 10 years, officially turned over the organization to Chris Meyers, although Mark will stay involved in supporting roles. Kudos to Mark! Chris – you have your work cut out. Having my daughter Rachel crew for me was wonderful, as she waits until the day she is old enough to race my MG. MGVR “Focus Events” have become very much a “Family Affair”. Great to see old MG vintage racer Mike Lewis reappear again – sans MG – but Manley Ford graciously let Mike race his TD some of the races!

Greg Prehodka   MGTD, #53

********************************************************************************

My most memorable moment just had to be when the Road Atlanta corner workers presented my car with a signed checkered flag (signed by the corner workers) signifying the N-Type as their favorite race car that particular weekend -- something I’ll never forget.

Bob Sterling and Old #41, 1934 MGNA
What a great weekend with a lot of fun and some very close racing! I think the cars on the grid in front, beside or behind me were all within two seconds of each other for our best posted times! Mark Palmer and I had great close racing all weekend. I salute Manly Ford for his great driving with the fastest MGTD I have ever seen! It was a great feeling to present the Bill Parish Award to Will Bowden and seeing his pit crewman, Tony Roth. Will is very much like Bill in that it is always fun to be in his company and see the twinkle in his eye. Congratulations again Will! "Thanks" to Chris Meyers for taking over the newsletter and "Thanks" to Greg Prehodka for his vision and the preservation of MGVR

V. Carl George

I just wanted to pass on a small but important “anecdote” from the Mitty this past weekend. I was there on Saturday spectating.

As some of you may know, Eddie Beal’s Huffaker MGB has been in the throes of a full “rotisserie” restoration by Hap Waldrop at Acme Speedshop over the past six months. The car made its racing debut at the Mitty (reassembly was completed the day before), and the car still needed a bit of sorting (carb and distributor issues). Rick Haynes, Fred Thomas, Craig Chima, and Gary Johnson (and others I am sure) rolled their sleeves up and jumped in to help Hap and Eddie work on the car – until late Friday night. There are quite a few SCCA National Championships amongst this group, so the car was in good hands.

After limited track time on Friday, the Huffaker B went back out on the track on Saturday (once the rain had moved off). After the session, Rick Haynes found that the pinion gear was loose, and said we needed another 3.9 diff, preferably welded. So I offered to go find one in the paddock. I went down to Dick Luening’s Killer Beez paddock area, and asked around. About 30 seconds later, Dave Bralich walked out of his trailer with a 3.9 welded diff. No questions asked, just “here you go, see you out on the track”. One racer helping another get back out on the track to go racing. (Hap Waldrop stopped back down shortly thereafter to get return address information – to either mail a check or to return the diff).

To borrow a line from Robert Duvall in “Days of Thunder” (albeit out of context) – “This is what it’s all about.” While I didn’t get a chance to drive with all of you this weekend, once again I was reminded of how much a privilege it is to be considered a member of the MGVR. It truly is inspiring to see a bunch of people helping each other out with the only goal being to see another MG get on the track. I look forward to having
the opportunity to race with all of you again soon.

Rick Starkweather

******************************************************

My gonads are still recovering from trying to keep the peddle down all the way thru the last high speed sweeping turn. Fantas- tic weekend, thank you for all those who organized and attended the event. (hope you are fully recovered by the VSCCA ‘Fall Finale-MGA Anniversary’—ed.)

Jim Holody #51 MGA Twin Cam

******************************************************

… I was driving Peyote (TR3 Powered special) not an MG. Still...Road Atlanta is a great track, some very technical sections, some very fast sections. Everyone says it’s been emasculated. I didn't experience the original, but I liked the track just fine. I'd rate the track in the top ten. The organizing body I'm not so sure about. I was surprised at the interpretation of vintage. I didn't mind it, I just didn't expect it. If I had known how wild and wooly they are Peyote would have been on slicks, not Hoosier Vintage TD's. I had really good races with a lot of folks. Group three was amazing--lots of 914-6's that were awfully fast. Lots of 240 Zs and recent BMW's, etc. I qualified second, finished the races somewhere about tenth. Fun. The MG/TR challenge was a hoot. Those V8 MG's were fun, and so were the fast MGB's. The Kastner/Brophy Vitesse turned out to be a lot faster as the event went on. I made a disastrous tire choice (tried some Bluestreak 50 series and didn't have enough ground clearance) so I went backwards and wound up 6th or seventh after a spin. The parties were pretty low key, I thought. But then I don't consider a party to be a success until at least one emergency service is called.

Bill Babcock

TR-3 Peyote Special

Goodbye Poker Nite!  Ahhh.! 'The Good Life!'
It was a privilege to be part of the organizing party. Glad it all went to plan and thanks to every one who made this event possible. Its gratifying now its over to have been able to contribute and give a little back to a wonderful organization. Jack Woehrle deserves thanks for the helpful attitude he demonstrated prior to and during the event. Please encourage our members to pass on thanks to Jack.

I'm sure we all have many Triumph buddy's and were glad to be associated with them at the event and thanks to Richard Taylor for encouraging his group to attend even though the Triumph guys don't like to be organized or so they say.

By the way that photo finish was a little closer than expected!!!

Jerry Richards MGB GT V-8
Photo Montage courtesy Walter and LuAnn Pietrowicz
Focus Event ’05 Competition

Photo Montage courtesy Walter and Lu Pietrowicz
Valve Cover Racing Rules

* Valve covers for the MG vs Triumph race must be from any of the cars produced by the marques. Any valve cover is allowed for the general race.
* Maximum wheelbase is to be 24”.
* Maximum track is to be 12”.
* Maximum weight is to be 30 pounds.
* Maximum wheel diameter is to be 6”.
* Each car must have four wheels.
* The only motivational force is to be gravity, nothing mechanical, electrical, etc.
* The launch ramp is to be 8 feet long, the track is to be an additional 20 feet.
* Any car crossing the centerline and interfering with the opponent's car, will be disqualified.
* Each car must have four wheels.
* The only motivational force is to be gravity, nothing mechanical, electrical, etc.
* The launch ramp is to be 8 feet long, the track is to be an additional 20 feet.
* Any car crossing the centerline and interfering with the opponent's car, will be disqualified.
* Each run will consist of three heats. The winner of any two heats will continue thru the competition to the next round of heats.
* The first car to cross the finish line without any disqualifications will be the winner of that heat.
* Lanes will be swapped between heats.
* Car owners are responsible for catching/stopping their own cars.
* The start gate is to be controlled by an independent person.
* All cars must be designed so that they are held in place at the start gate by the most forward portion of the car.
* You cannot have any portion of the car breaking the plane of the start gate.
* The object is to have fun, so do so

These rules are not designed to eliminate any car from competition. If your car does not meet any of the rules, please find a Valve Cover Racing official to discuss your problem. We will make all efforts to get your car in the race. Good Luck!

In some of the most exciting "Valve Cover Racing" the South has ever scene, the "Jersey Eliminator" blew away the competition and took home 1st overall honors this weekend, in a support race to the "Walter Mitty MG-Triumph Race" at Road Atlanta, Georgia. Although challenged by others as being overweight, it passed scrutineering OK. The MG Midget "Eliminator" valve cover racer was built by master valve cover engineer Jim Finne, and driven by noted vintage MG racer Greg Prehodka. It just kept blowing away the other valve covers one after another in elimination heats! In the final round of racing for the win, it just nosed out the other valve cover by a margin of two inches at the finish line, and was declared the "WINNER"!. There was only one minor incident during the event, when some stranger tried to stop the "Eliminator" just past the finish line with their foot, not realizing the forces involved, and was almost eliminated himself. Fortunately, no toes were broken.

The competition was sponsored by Classic Motorsports Magazine, and for the winning team, Jim will receive a free one year's subscription to Classic Motorsports Magazine, and the racing results will be published in the magazine.
Eyes are the third thing to go
Marchant Voted MG Vintage Racers' "Spirit Award"

The "MG Vintage Racers" award their prestigious "Spirit Award" (also know as the "Big Copper Bucket") every year at their designated "Focus Event" - and for 2005 it was at HSR's "Walter Mitty" races at Road Atlanta, where over 100 MGs and Triumphs diced together in the "MG-Triumph Challenge."

The award's winner is selected by the MG racers. They vote for a MG racer there best representing "The Spirit of MG Vintage Racing". This year Lou Marchant, from Keller, Texas was voted the high honor.

Lou's start in vintage racing began with a few "Test Laps" in her street MGTD at a CVAR race event several years ago. That hooked her and she bought a '59 MGA to race. It was "refreshed" for racing and 2001 became her rookie season - mostly with CVAR. Then she also began attending the MGVR "Focus Events". Lou's spreads her enthusiasm about vintage racing to those around her: "It is hard to get the guys at work to understand the passion and enthusiasm I have for the sport! They look at me with a kind of scowl as I chatter away about it." She tells them: "You just have to DO IT! ... Other things just don't compare to the adrenaline rush you have after the pace car leaves the track, your heart is pounding - along with the engine's roar in our ears, and everyone in the group is going for that first corner."

Outside of racing, Lou is an engineer for Sun Microsystems, and her 10 year old daughter Julia has already said she wants to become a race car driver when she grows up.

Bowden Receives MG Vintage Racers' "Bill Parish Award"

Will Bowden of Orlando, Florida, was chosen for this year's "Bill Parish Award". Supported by MGVR and Parish-Heacock Insurance, it is annually presented at MGVR's Focus Event - this year HSR's "Mitty" at Road Atlanta - in memory of MG racer Bill Parish, to a MG racer at the event participating in Bill's past spirit of "Having the most fun, and being a Master of Speed Deception, while racing their MG over the years - unconcerned about race winning."

Will, a retired Merchant Marine Officer and aerospace engineer, got his first MG - a MGTD - in 1960 and was a founder of the "Classic MG Club" of Florida. His first vintage MG race was at Sebring in 1978 with his MGTF in a support race. In the 80's, he competed in many vintage races down south, including SVRA's "MG Safety Fast Championships" at Road Atlanta, and was a charter member of the "MG Vintage Racers" in 1981. Will made special efforts to attend the MG races up north at Watkins Glen in '94 for the 40th anniversary of the Collier Cup, and in '98 for the Glen's 50th anniversary. And he was also noted for always bringing "Lots of extra MG parts" with him to races - which he always graciously loaned out to other MG racers in need of them.

Now, even at age 71, he still has the MG racing spirit in him - still racing his same MGTF some 27 years later, now in the "Walter Mitty MG-Triumph Challenge Races", where over 100 MGs and Triumphs had a go with each other.

In past years, Will raced with Bill Parish, and now we're sure Bill is smiling up there, that Will is honored in his spirit. Where there's a "Will" there's a way!
For years we were frustrated by not being able to find a safe, quality made, vintage correct race seat that would fit in our MGAs. Finally, we decided to design a race seat to fit our needs and the small confines typical of early production sports cars.

Our Vintage 31 craftsman has over 30 years of aluminum race seat building. Each seat is individually hand made from .090 aluminum with a reinforced hand rolled edge around the entire seat for the ultimate strength and protection. Flanged lightening holes give added strength while reducing weight to just under seven pounds. Specifications - 15” wide, 21.5” tall, 13” deep, 7° lay back, 7 lbs. (wider seats upon request).

We produce two versions of the seat. The V31 Lightweight Race Seat and the V31 Standard Race Seat.

If you race on west coast, we race with CSRG, HMSA and vintage SCCA. Come by our pits to see the both seats options installed in our MGAs #31 and #41. We also have inventory available at the track.

Vintage 31
Ed Lamantia - MGA 31
Scott Brown - MGA 41
www.vintage31.com
650 592 1726

Motor Oil For a Car Guy’s Soul

In December, 2004, my book, Motor Oil For a Car Guy’s Soul, was published by River’s Bend Press. The book is a compilation of selected essays from the columns and feature stories that have appeared in European Car magazine over the past eight years. At the New York Auto Show in March, my Motor Oil book was awarded the 2005 Ken Purdy Award for Excellence in Automotive Journalism by the International Motor Press Association. Many of the stories have had something to do with vintage racing and more than a few mention MGs. The book is available for $12 plus shipping from a variety of sources: directly from the publisher’s website (www.riversbendpress.com), from Amazon.com, or by special order at your local bookstore (ISBN 0-9729445-2-4). Some racetracks, (like Lime Rock Park and Road America) also carry the book in their on-track stores. I will have books for sale at the races I attend, so stop by and I’ll autograph a copy for you.

Kevin Clemens
Lake Elmo, MN

Editor’s note: The excerpt from MGVR subscriber Kevin Clemens’ book will be featured in issue 3, arriving sometime this fall!
Don't forget the **Columbia River Classic** at PIR in Portland, Sept 3-5 2005. Its in conjunction with the All British Field Meet, celebrating 50 years of MG. there's an all British handicap race, tons of track time (three packed days plus a test and tune day on Friday put on by the Lotus club), a full CanAm grid with a special noise permit so they can be run like they should be. And the biggest damn block party you're likely to experience this year with a Ferrari Transporter, probably both of Ken Miles' cars (the flying shingle and 001) and most folks are coming in vintage dress (prizes, drawing for a package trip for two to Goodwood, etc). Fun stuff, and all the proceeds go to the Boys and Girls Aid society.

For more information, contact Bill Babcock at BillB@bnj.com

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**VSCCA Fall Finale, October 7-8 at Lime Rock**

The momentum is building for this special event, *featuring "MG only" race groups* at Lime Rock Park. As of - *August 17* - we already have **39 MGs** entered in the event, and more entries are arriving daily! As a reminder, this event is open to all model MGs including MGB's, C's and Midgets, from all recognized vintage racing clubs. There will be two race groups for MGs - Faster MGs and Slower MGs.

We have been in contact with MG and British car clubs about this event and are expecting a large turnout of their members coming to watch the races. The "B" paddock will be exclusively for street MGs and will feature the MGA as we celebrate the 50th anniversary of the MGA. Even NAMGAR chairman Tim Coyne will be there and will make a special presentation to one of the racing MGA drivers at the VSCCA dinner Friday evening at the historic White Hart Inn. If you have never met noted MGA racer Dave Ash, this will be your opportunity as he will be our honored guest for the weekend and there will be a special group photo taken on Friday at the track of all the MG racers there with Dave seated in the MGA he raced at Sebring.

If you have not entered the event yet, there is still plenty of time. Contact me if you need an entry form and I will send you one. This is going to be a special weekend for all MG racers and enthusiasts, as we celebrate the 50th anniversary of the MGA! All entrants will also receive a special commemorative "MGA 50th Anniversary" dash plaque which we are having made - its not your usual dash plaque.

I hope to see you there! And this northwest area of Connecticut is just so beautiful with fall foliage in early October! It is going to be a great MG weekend all around. Any questions, feel free to contact me. And if you are coming, book a room early or plan to camp at the track. Look below to see the list of MGs already entered. I hope we can add you to that list soon if you aren't already on it.

Safety Fast,
Andrew Hiller   VSCCA Event Chairman   October Fall Finale

Tel: 914-923-6055   CARNDREW@aol.com
MGVR has announced its "Focus Event" for 2006 at Hallett Raceway in Oklahoma, June 2-4. It will be an exciting "All MG" weekend, for both racing and supporting activities. MG overdose is possible! But there is still a lot of planning and work to be done for the event. The MGVR team is hard at work on it. Many of its activities will "evolve" as the planning moves forward and we see who we can bring on board, and what we and others can do to support the event. We want it to be special as we celebrate MGVR's 25th Anniversary! It will be a lot more than just MG racing! We will tie in with clubs, have social activities at the track, line up special MG guests - and MG cars - to come, and who knows what else we can dream up (suggestions welcome).

In an effort to keep everyone who has interest in the event on board with how it is shaping up as it evolves, we have set up an "MGVR Hallett Bulletin Hotline" e-mail list. If anyone (racer, club, publication, editors, MG enthusiasts, press, other) has interest in receiving these e-mail bulletin updates which I will be sending out, just e-mail me the following information and I will add you to my distribution list. I already have a number of people on it, but would like to expand it even more to any and all with an interest in our event at Hallett. And feel free to let others know about this. Being on this list does not imply any commitment.

1. Name 2. E-mail 3. Your interest in it: (racer, magazine, club, spectator, sponsor, etc.) 4. If your are an "MG racer" - your MG Model 5. Home Town & State.

This "hotline", will aid in the distribution and updates of information on the event - and entrants - with time. But any specific questions on the event should be addressed to MGVR point man Reed Yates at: YATESS@peoplepc.com, or call him at 817-431-8559. And if you would like to contribute anything to the event, or volunteer to help with it, contact Reed to discuss possibilities.

Greg Prehodka, MG Vintage Racers, Publicity Coordinator
E-mail: MGracer53@aol.com

The dates for the Zippo Vintage Grand Prix and the Collier Cup Race are Sept 8 through 11th, the weekend after Labor Day. More info and entry forms are on the SVRA web site at www.svra.com

The featured marque is Alfa Romeo, which pretty much guarantees that the MG's will have plenty of good company in the regular SVRA race groups, especially Group 1 and Group 3.

The Collier Cup race is scheduled for 11:30 AM Sunday, right before the lunch break, which is our usual "prime time" slot (thanks, SVRA!) The Group 1 race is at 10:00 AM, and Group 3 goes off at 3:30, which makes it a good schedule for most MG drivers -- no waiting around for the last race of the day this year! Things get underway on Thursday, will the initial practice sessions for Groups 1 and 3 late in the afternoon that day. Overall, a great schedule for us.

And of course the terrific Downtown Festival is Friday afternoon as always ... the overall ambience of this event just can't be beaten, it is truly unique. Hope to see lots of MG's celebrating SVRA's 20th running of the Collier Cup! (and MANY THANKS to SVRA for supporting the Collier Cup for 20 years!) (this item poached from a Mark Palmer posting on the MGVR egroup)
Michael A. Lewis
Gretna, LA

About myself & my MGs:
I am an MGT (& Y-type) enthusiast for over 30 years. Formed the Mardi Gras T’s MG Club, a chapter of the New England MGT Register over 27 years ago. I was a past president and then editor (for over 20 years). Now just the self proclaimed Tech Opinionate. I have restored several MGTs, Vintage raced with the SVRA & past member of the MGVR for about 10-12 years. My SVRA competition license was reinstalled this year. I have tunnel vision, and my mind & heart only see old MGTs, Y-types, and MGT specials. I enjoy the camaraderie of Vintage racing & British car enthusiasts. I currently participate in MGT club events, drive my MGY-Type (Supercharged), provide technical opinions and assistance to club members in maintaining & repairing their MGTs, and dream of Vintage Racing. One of my personal accomplishments I am very proud of was getting Manley Ford into Vintage Racing, he said he was ‘my protégé’. Now I strive to be his protégé and I’m still honored by his complement.

(Editor’s Note: Michael Lewis is back from a long absence as a subscriber. I have yet to meet Mike face to face, but I enjoyed his excellent technical article on cylinder head mods. He was also kind enough to dice with me briefly at the Mitty in Manley Ford’s TF before pulling away. Welcome back, Mike!)

Reed Hayes
San Antonio, TX

Reed owns a ‘58 MGA, ‘66 MGB, and ‘67 MGB GT. New to the racing scene, he plans to race with CVAR. Retired from the insurance business and Army Reserve, Reed looks forward to MG racing as a replacement for the cars show circuit.
Robert Lasater  Sperryville, VA

This is Robert’s first year of racing, although he has owned MG’s and other British cars for years. He recently purchased the GT seen here (crew member in photo) already in vintage race dress. Robert plans to race with SVRA and VDCA.

Oliver Tolksdorf  Benson, NC

Oliver belongs to the B-Stinger race team based in Durham, North Carolina. Along with the B-Stingers, he restored an MGB and converted it into a vintage racer, mostly raced by fellow member Rick Starkweather last year. Oliver is affiliated with the SVRA.

Collier Cup 50th Anniversary Alert!  Patches now available, 3 ½” octagon, designed to duplicate the excellent enamel badge produced by MGVR for the Event.
Available from TargettMotorSport $6 at the track, $6.50 by mail. Portion of proceeds to MGVR funds.
John Targett  330-283-3668  jbritcars@aol.com

TargettMotorSport Ltd  Faster … Safely!

A broad range of Performance Parts in stock for your MGB and B-Series engine, gearbox, rear axle, brakes and suspension. Comprehensive list of parts and prices available by snail or e-mail. Advice freely given … and worth every penny.
John Targett  jbritcars@aol.com  330 - 283 - 3668
This is the car that in the hands of Bob Bucher won the Collier Cup in 1957 and 1958. Bob Gillespie has just released a painting of Bucher and Sherm Decker commemorating the 1958 race. It can be seen at www.glenspeed.com. It is similar to the t-shirt that NAMGAR commissioned last year celebrating the Bucher/Decker battle of 1958. It has unique Lime Rock experience as well. It won the last race ever held at Lime Rock on a Sunday. During that race, it started raining so the police stopped the race and Bucher was declared the winner. They never raced on Sundays at Lime Rock again. Also that same weekend, it became the first car to win under the GCR format used by SCCA. Up to that time, classes were determined strictly by displacement. Frank Blunk (NY Times) & Denise McCluggage (NY Herald?) reported that fact mentioning Bucher. As I recall it was 1957, but I'd need to find the clippings to document that. This car won at the Giants Despair Hill Climb and the MGCC races at the Glen. In fact, of all the research I have done on this car I have not found a single race where it did not finish first.

In 1957, I rode my bicycle to see it when it was newly purchased by Spankey Smith, a legendary social figure in F1 to SCCA. I rode in it after it won the Collier Cup in 1958 from the Glen to Binghamton, NY. It rained most of the way. After my military service and as a college freshman, Spankey lent me the car for my part-time job. That job was going door-to-door to ask people what radio station they listened to. A classy car for a lousy job. Fast forward to 1988 (picture attached is from 1993) and the car was honored with the Collier Cup award by the SVRA. Same thing in 1994. It was on the cover of Safety Fast, featured in British Car, NAMGAR, MGs Across America, Speed Channel and a TV show in Binghamton, the NAMGAR t-shirt in 2004 and the Watkins Glen painting in 2005 to name a few highlights. During 1987-1988 it was fully restored by Race & Restoration of Dayton, Ohio. Its first event, 1988 Mid-Ohio, it won its class for concours (not hard to do when the paint is still wet). Kent Bain's shop, Vintage Racing Services of Stratford, Conn., took over the car in 2000 and have done a magnificent job. The car now has a Prather engine, Prather gearbox, and many other improvements. I can provide more details, but let me say that under Kent's guidance the car has been fast and reliable. Through the Mitty of 2005, the weekend for me always included test day, sprint race and enduro because the car was so reliable. I now only do sprint races because an expanded weekend brings with it huge tire bills, etc. The performance of the car is extraordinary, turning low 2:29s at the Glen. I will be up front and tell you that my driving skills are modest so a better driver will yield better results. The car will be at Watkins Glen padded with the Vintage Racing Services entourage, so please stop by and see it for yourself. I am most easily reached by cell phone (585-330-5698).

Thanks,
Joe (editor’s note; you can see a photo of Joe’s MGA in the “Letters” section of this newsletter. Good luck, Joe)

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TWINKIE Stuff For Sale

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<td>Head Gasket</td>
<td>NOS Exhaust Valves (4)</td>
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<td>NOS Front Steering Uprights, Complete</td>
<td>NOS Wiring Harness (Early, no turn signal)</td>
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<td>with Hubs &amp; Bearings, (L&amp;R)</td>
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<td>Workshop Manual</td>
<td>Fan</td>
</tr>
<tr>
<td>Service Parts List</td>
<td>Generator</td>
</tr>
<tr>
<td>All for one very reasonable bid.</td>
<td>Wheel Balance Adapter</td>
</tr>
</tbody>
</table>

Don Funke, MGA Twink@aol.com 607-844-8936

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For Sale: 1957 MGA Coupe, last raced in May 2005. VSCCA logbook, legal roll bar and interior, new Dunlops and new Panasports racing wheels with Hoosiers with one race on them, other spares. Fuel cell and fire bottle system installed. Asking $17,500, will include 20 foot enclosed trailer for another $2,500. Contact Ed Crane at 215-855-4755 day or night.
MG VINTAGE RACERS' NEWSLETTER

ORGANIZATION: The MG Vintage Racers Newsletter is published several times a year by MGVR, Inc., a non-profit corporation in the state of Pennsylvania.

PURPOSE: To maintain a close camaraderie and open exchange of information among active MG vintage racers, and to encourage the sport of MG vintage racing. Material is contributed by subscribers, and exchanged through the Newsletter. The Newsletter does not organize or sanction any events, is not affiliated with any club, is non-profit, and does not accept paid advertising (items of value to the members are run free of charge). We are low-key and welcome first-time racers as well as 40 year veterans. All subscribers are encouraged to submit their fair share of material for publication.

HISTORY: The newsletter was founded in 1981 by active MGTD racer Greg Prehodka. With Greg's capable leadership as Editor, it grew from a handful of enthusiasts to over 150 subscribers in 1995. Greg's Newsletter was awarded the prestigious "Moss Motors Journalism Award" in 1994. Major MG vintage events (such as the Collier Cup at the 50th Anniversary of Watkins Glen) have been promoted and coordinated through the Newsletter and its subscribers. In 1995, Mark Palmer assumed the Editor's post upon request from Greg.

SUBSCRIBER QUALIFICATIONS: Subscribers must actively race a vintage MG or MG-powered car (e.g. Lester-MG, Tojiero-MG). "Actively" means race at least once a year, or be in preparation for racing within a year. Subscribers are surveyed regularly to maintain the mailing list. Currently, there are approximately 250 subscribers, including complimentary issues to clubs and other organizations.

COST: There is a small initial fee. Subscription fees are requested occasionally, only as required for solvency.

REGALIA: See elsewhere in this issue.

WEB SITE: www.mgvr.org (note NEW URL!!)

E-MAIL GROUP: Join our e-group! Go to http://groups.yahoo.com, get a Yahoo I.D. if you don't already have one, and then join the group MGVR at Yahoo Groups. Any problems, e-mail our Group Moderator, Steve Konsin, at stevekonsin@aol.com

Web site: The address is www.mgvr.org It is actually a “geocities” site right now, but that may change – but don’t worry, we have registered the mgvr.org domain so that URL will always get you to our site. Chris Kintner is our Web Editor and maintains the site, usually using articles from the newsletter after each issue comes out. He also posts information & notices about upcoming events, etc. It’s worth checking this site every few months just to see what’s new.

E-mail list: For those new to the internet, an e-list is a way to communicate with a large number of people by sending a message to just one address – the group address. To be part of this, you have to sign up for the e-list (also called a e-group). When you sign up, your e-mail address is added to the list, and you will get all the messages that appear on the e-list. It is not “live chat” or a chat room (which wouldn’t work for us anyway), it’s just a way to exchange e-mail messages conveniently. Right now, about 90 MGVR subscribers are on the e-list. We wish there were more – the more, the merrier – and we have over 200 people who get the newsletter. So sign up for the e-list, won’t you?

To sign up, simply send a blank e-mail message from your own mailbox to:
MGVR-subscribe@yahoogroups.com

If for some reason that doesn’t work, then do the following: go to http://groups.yahoo.com, go to “new users”, and sign up for a Yahoo I.D. (there is no cost to do this). Then from the Yahoo groups home page, click on “Join a Group”, and then type in MGVR and do a search. The search result will be our e-list (MGVR), and you then click on “Join this group”

After you’ve joined, you can begin sending messages to the group. Simply send your message to MGVR@yahoogroups.com, and everyone else on the e-list will receive your message. So be a little careful about what you send out, since 90 of your best friends will see what you said! The best uses for the e-list are to ask technical advice, talk about upcoming races & find out who’s going or how to enter, etc, or give a short informal report on a race you’ve just attended. You can also discuss “issues” and ask people’s opinions.

If you have any problems joining or using the e-list, contact Steve Konsin the younger, his e-mail address is steve-konsin@aol.com and he is the facilitator of the e-list for us.
MGVR “Official” Regalia

Henry Moore
PO Box 41, Goshen, CT 06756-0041
Phone: 1-860-491-3547 ext 201   Fax: 1-860-491-3547
Email: HIM10@aol.com

Outer Banks Polo, tan with dark accents $30.00
   Stitched logo, Small-XL
Long Sleeve Blue Denim $40.00
   Stitched logo, Small-XL
Sweatshirt, Gray Heavy Weight $30.00
   Stitched logo, Small-XXL
Gray T-shirt, MG Collage: Small – XL $12.00
   XXL $14.00
“New” Hats, embroidered logo, one size fits all $12.00
Club decal, octagonal $3.00
Patch, embroidered $4.00

**Wanted:** Outgoing, organized person with a huge supply of jokes, good taste (in clothing), and the ability to count to replace the current regalia representative. This person need not be a racer, but a taste for beer is a plus! Contact Henry Moore with salary requirements.
MG Vintage Racers’ Silver Anniversary Celebration at Hallett

June 2-4, 2006

MG VINTAGE RACERS STANDARD EXCUSE FORM

by:  G. Storch

I did not enter my vintage MG at Hallett Oklahoma Focus Event ‘06 due to the following reason(s):

☐ Act of God
☐ Break down of tow vehicle
☐ Fight with: ☐ wife, ☐ mistress, ☐ girlfriend, ☐ dog
☐ No clean underwear
☐ Inclement weather
☐ Slept through weekend
☐ Traffic jam
☐ Car inoperable because of: ☐ unavailable parts, ☐ my working on it
☐ Hangover
☐ Drug overdose
☐ Lack of: ☐ funds, ☐ motivation, ☐ guts, ☐ preparation
☐ Frightened by: ☐ course, ☐ car, ☐ shadow, ☐ other drivers
☐ Gave birth
☐ Too damned far away  (but remember, CVAR came to the Glen in ‘04)
☐ Had to: ☐ work, ☐ make love, ☐ rest
☐ Forgot what day it was
☐ Couldn’t find my way there
☐ Lost my car keys
☐ Cannot fit into my nomex driver’s suit anymore,
☐ Miscellaneous: