

MG VINTAGE RACERS' NEWSLETTER

MGA Celebrates 50 Years

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Hallett racetrack - MGVR Silver Anniversary Celebration at Hallett



MG VINTAGE RACERS' NEWSLETTER

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From The Editor :



Now that racin' season is over in the Northeast I can reflect on the fun I had this past year with Smudge and the family at places like VIR, Road Atlanta, Schenley Park, Lime (wet) Rock, Pocono, and NHIS. I won't again look at the MGA until at least February, when the weather in Connecticut at least breaks the freezing mark on occasion. Until then there are the Holidays, and shoveling snow to keep me busy.

Speaking(writing) of holidays, I wish all MG Vintage Racers and their loved ones a Happy Holiday season, full of warmth and good cheer. Should you require some assistance for that someone who has everything, might I be so bold as to suggest some MGVR regalia. Our new Regalia Coordinator, Dan Leonard, has fleece pullovers, denim button up shirts, and sweaters for that special vintage racer, or race fan in your life. Please see Regalia near the end of the newsletter for more information. Thanks to Henry Moore for his work as RC over the past several years.

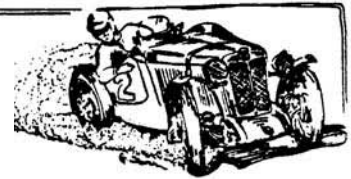
Hallett is Hot, Hot, Hot! As of this writing, we have 88 MG Vintage Racers virtually committed to this *All MG Weekend Focus Event* in early June. Race Chairman Reed Yates, with Mark Palmer's assistance, has assembled a blow-out weekend packed full of racing, eating, partying, racing... Greg Prehodka has been non-stop promoting this outstanding package. Our race sponsors include New England MG T Register (T series races), North American Triple M Register (prewar), and North American MGA Register (MGA races). We even have an anonymous sponsor for an *all comers handicap race* named the "**Jerry Storch Memorial MG Handicap Race**", in honor of Jerry, who was one of the MGVR founding members in 1981, and a significant newsletter supporter and MG racer until his passing in 2002. Hallett will also host a NAMGAR Regional GT, thanks to the efforts of George Merryweather.

Inside the pages of this newsletter you will find the latest schedule, official entry form(**last page of newsletter**), and ten reasons why this is a not-miss event. And if you have any questions, don't hesitate to contact Reed at yatess@peoplepc.com. Our first issue of 2006, the official Focus Event Issue, will have all the latest information, along with hotel, local color, race specifics, and other 'meat and potatoes' items.

It is a tradition in this end of the year column to thank those subscribers who have contributed to the Newsletter this year. As I look back over three issues, I notice that quite a few of you contributed race reports, tech articles, and advice and assistance this past year. I don't have the room to list everyone, so I'll thank most of you by first name; you know who you are...So thanks to Manley, Steve, Jim, Gary, Bob, Dave, Joe, Peter, Kevin, Nick, Tom, Don, Vicki, John, Lou, George, and Eddie. Notable thanks to Scott Brown for working with me on Newsletter graphics, and layout. Special thanks to Mark Palmer and Greg Prehodka for their continued support for the Newsletter. Huge thanks go to Ed Cronin for his help with the treasury and mailings, Stan Edwards for his tireless efforts on behalf of Tech Topics, and Chris Kinter for keeping up with my constant barrage of minor changes to the web site. Whopping thanks to Walter and Louisann Pietrowicz for their photographs and montages that set the standard for race photography. Please accept my apologies if I missed your name; all contributions to this publication are appreciated by every one of us. 'Till next issue...**Happy Holidays,** *Chris Meyers*



Letters



Hi Greg,

Sorry to miss the request for the Cornett Cup press release. But one thing I would like to submit is that I am very aware of the advantage that I have with my V8 and tend to feel a little embarrassed at pulling into victory lane. After others work and race so hard for their result. On the other hand, it is also very gratifying after bringing my original V8 from England and now replicating it, to see two V8's in victory lane. Les Gonda is working hard to get on terms with me and closing in on every race. This has turned my focus to improving all areas of my racing, from car preparation to improved driving. The first time I was competitive at Watkins Glen, I was running in the 2 min 18's, now my best time is a 2 13,9, with essentially the same equipment: a 1963 engine and what is really a chassis that had few improvements from when it originated in 1966. I must admit the tires and brakes have improved since those early years.

There are now three other V8's being prepared to SVRA rules, so it is a real possibility that next year we will have 3 V8's racing, and 5 the following year. While at the Glen, Gary Fairbrother really sounded enthusiastic about building a V8 also. I'm sure others will follow since you can build an engine for the same cost as the hopped up 4 cylinder, oh, and with an extra 100HP!

You know it won't be long before we out number the Porches!!

Any way back to the Cornett Cup. Can I tell you, not for any glory why it is better to be first than second? The second place car is placed in the center below the winners circle and when the champagne is sprayed that car gets a Champagne bath. Just ask Les Gonda, a very sticky mess. Sorry Les!

On a somber note, we miss Denver who was not well enough to attend the event. It's great to speak to him on the phone in victory circle, and I'm sure we all wish Denver good health and look forward to perhaps seeing him at the next event.

It's great to be a part of not only the SVRA event at the Glen, but also to be a participating member/driver in the MG VR events. As a relative newcomer, owning MG's for only 32 years, to hearing the history that goes with the true vintage cars that are competing is fascinating.

Although I will never be a part of true MG racing history, imagine my surprise at what my father discovered when my grandmother passed five years ago. He found drawings of cars that his father drew before he was killed in the Second World War in the early 1940's. Can you imagine what he thought when he then found photographs taken before the war, which he had no knowledge of-photographs of his father racing at Brooklands. Wait for it, yes, you guessed it, in an MG! Jump 65 years, I am also racing an MG. I know some members may look down their noses at the racing V8's, some unaware that MG built V8's. But I hope that they will appreciate the connection with that menacing V8, whose family history of MG racing extends back before many members were borne. I plan to visit Brooklands with my dad. We hope to see if we can find any additional information on my grandfather's racing. I'm sure it's long gone, but wouldn't it be great if we could one day find that MG. Stranger things have happened!

A note of thanks to the members of MGVR for their help along the way when my car has not been at its best, something we can all relate to. I'm sure its not just my car that goes through endless maintenance concerns at the events, or is it?

All the best,
Jerry.

All MG Vintage Racers,

I am deeply saddened to report the passing of our friend and fellow MG Vintage Racer, Dick Jubanyik. Dick was often seen in his dark red MGA coupe at places like Pittsburgh, Pocono, and Lime Rock. We will miss his smile, his hearty laugh, and his great enthusiasm for the sport. He never concerned himself with finishing position, but he always had fun....
Mark Palmer

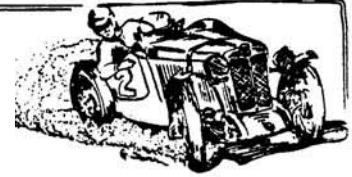
I met Dick Jubanyik once, at a VSCCA race at Lime Rock my first year racing. While I didn't get to know Dick well, he was kind enough to share his enthusiasm for vintage racing with me that day. He gentlemanly behavior on, and off the track exemplified all that is good with vintage motor sports.

Chris Meyers

below is an excerpt from his obituary, courtesy Mark Palmer.

Age 67 years of Voorhees, NJ. Born in Camden, NJ. Dear father of Michael J. Jubanyik, Esq., of Lumberton, NJ; David J. (Danielle) Jubanyik of Medford, NJ, and Dr. Karen J. (Bruce) Jubanyik of Orange, CT. Brother of Elaine Barton of Medford, NJ and grandfather of 6. Richard was an attorney with the Law Firm of Dilworth Paxson of Cherry Hill, NJ. He was a member of the Bar Association for 40 years. He had served as Boro Solicitor for the Boro of Merchantville, NJ. He was chairman of the South Jersey Regional Airport of Medford, NJ where he also served as President of the Air Victory Museum. He was a member of the Leukemia Society and a member of the Amateur Radio Association. He was a member of The Vintage Sports Car Club of America and enjoyed racing his MG A at various events.

Letters



Vintage Motorsport Magazine
D. Randy Riggs, Editor in Chief

Randy,

Congratulations to you and all those at Vintage Motorsport Magazine on the winning of five IAMA awards! VM is an outstanding publication and the recognition is well deserved - be proud of it! I thoroughly enjoy its articles and coverage, and especially the historical pieces, as well as the many wonderful insights into racing - past and present. I particularly have enjoyed the materials of Art Eastman over the years. VM has become a valuable resource to the vintage racing community - as well as car enthusiasts. It reflects on the wonderful steeds of the past that are part of vintage racing today, as well as the many who have piloted and built them over the years. VM has covered our sport for almost 25 years now, following the many changes which have occurred with its growth.

I started vintage racing in 1977, when it was a rather obscure sport. Much simpler times in many ways. VSCCA races often had only two groups - slow and fast! Many race cars were driven to the track! I was privileged to know Ford Heacock, VM's founder, back then, as I also raced with SVRA in those early days at Road Atlanta. Through vintage racing, I've met so many fine and interesting people - not to mention historical race drivers - and have seen fabulous race cars at speed - memories I cherish!

It is of interest that VM and the MG Vintage Racers will both be celebrating their 25th anniversaries soon. (MGVR was founded in the fall of 1981 with about 40 members) It is a fitting tribute that MGVR will celebrate its 25th anniversary at the Hallett Oklahoma Raceway this June, with the first ever "All MG" vintage race weekend! Who would have thought 25 years ago!

Once again, congratulations to everyone Vintage Motorsport Magazine, and we look forward to more great issues in the future, as VM will be celebrating its 25th Anniversary.

Yours in the Sport,

Greg Prehodka - and the MGVR Staff
MGVR Publicity Coordinator
MG Vintage Racers

.....

In 1955, although the MGA was brand new, it was decided to enter three cars for Le Mans. In the style of the times, the three cars were driven to the track, but a spare was taken in a transporter. This transporter doubled as sleeping accommodation, kitchen and workshop!

An enthusiast in England, Douglas Samuel, hunted for some years for this transporter, but sadly it had long gone. Undeterred, he decided to build a replica, which is so accurate and beautifully detailed it was invited to be displayed at the Goodwood Revival Races this past September.

Naturally, Douglas had to be dressed for the occasion, so he commissioned the manufacture of coveralls to duplicate those worn by the Abingdon Mechanics at Le Mans in 1955.

These are a very handsome dark green, and being made from a polyester/cotton blend are comfortable and durable. The MG factory lettering and patches are included; custom embroidered additions of your name and/or Team can be added.

They are now available in a wide range of sizes here in the US from John Targett at TargettMotorSport, Ltd Contact details: jbritcars@aol.com or 330-283-3668



Dana Moreland, Crew Chief, Targett Racing



June 2, 3, and 4, 2006



Hallett Raceway

Okay MG racers and enthusiasts, listen up! Plans for the MG Vintage Racer's "Focus Event 2006" at Hallett, Oklahoma, are well under way and it's going to be one heckuva weekend! MGVR was founded in 1981, and this will be their 25th Anniversary Celebration - where only MGs will be racing! As you can see by the dates this will be a three day event, and you will be able to opt for either the full three day shebang, or settle for just Sat. and Sunday. We expect lots of MG from all over North America to attend this unique race weekend.

There will be a full program of "All MG Races" for all three days, and we presently have 87 MG racers and 5 race groups. Each race group will have at least 3 track sessions each day. In addition, there will be at least one "Special Race" each day that will be open to all participants - - subject to grid limitations. These "Special Races" include an *Enduro*, an *All Comers Handicap*, and a *Tag Team Enduro!*

Friday night there will be a trackside Bar-B-Que Party! Saturday night there will be another party at the track hosted by the Circuit. The Saturday night party will be special and you don't want to miss it.

We hope to have several special guests including Toly Arutunof, the creator of Hallett and a genuine racing "character" as well as Frank McElroy, another "racing character" and the man who drove the bulldozer to lay out the track.

There will be a special medallion (dash type) for each entrant and hopefully T-shirts as well. Our plan is for the last race on Sunday to end at 3 pm so that everyone can get a good start back home. The Hallett race circuit is just west of Tulsa, Ok. It's a 1.8 mile – 10 turn track, with an elevation change of 80 feet with all grass runoff – just perfect for MG racers! Check it out at www.hallettracing.com

Hope to see you at Hallett! Questions, feel free to contact me.

Reed

Reed Yates
MGVR Focus Event 2006 Coordinator
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MGVR on the web: MGVR.org



Lou Marchant

Reed Yates



Mike Phillips



Blaine Gibb

All Hallett photos courtesy Clyde Coman/BirdsEye Photography



Focus Event News

Tentative Schedule

Thursday, June 1

10:00 AM Gates Open

12:00 PM – 6:00 PM
Registration and
Tech Inspection

Hallett Hotel Info

Hampton Inn 35 miles from
track
Sand Springs, Ok
918-245-8500
30 Rooms \$69.00/night

Best Western 35 miles from
track
Sand Springs, Ok
918-245-4999
15 Rooms \$59.00/night

Best Western 20 miles from
track
Mannford, Ok
918-865-4752
40 Rooms \$50.00/night

Victorian Inn 15 miles
from track
Cleveland, OK
918-358-3531
24 Rooms \$54.70/night

Boomtown Inn 15 miles
from track
Drumright, Ok
918352-2288
22 Rooms \$50.00/night
**Rooms on hold for
MGVR until 5/1/06**

Friday, June 2

8:00am Mandatory
Drivers Meeting

15 Minute Practice
8:30-8:45 Group A
8:55-9:10 Group B
9:20-9:35 Group C
9:45-10:00 Group D
10:10-10:25 Group E

20 Minute Race
10:35-10:55 Group A
11:05-11:25 Group B
11:35-11:55 Group C
12:05-12:25 Group D

12:25-1:25 Lunch

1:25-1:45 Group E

20 Minute Race
1:55-2:15 Grp A
2:25-2:45 Grp B
2:55-3:15 Grp C
3:25-3:45 Grp D
3:55-4:15 Grp E

Special Race #1
4:25-5:25
1 Hour Pit Stop Enduro
1 Car, 2 Drivers
2 Cars, 2 Drivers

6:00 PM- Until
Trackside Bar-B-Que
Dinner and Party

Saturday, June 3

7:30am Mandatory
Drivers Meeting

20 Minute Race
8:00-8:20 Grp E
8:30-8:50 Grp D
9:00-9:20 Grp C
9:30-9:50 Grp B
10:00-10:20 GrpA

20 Minute Race
10:30-10:50 Grp E
11:00-11:20 Grp D
11:30-11:50 Grp C
12:00-12:20 Grp B

12:20-1:20 Lunch

1:20-1:40 Grp A

20 Min. Handicap Race
2:00-2:20 GrpE
2:30-2:50 Grp D
3:00-3:20 Grp C
3:30-3:50 Grp B
4:00-4:20 Grp A

Special Race #2
4:30-5:00
All Comers
Handicap

6:00PM-Until
MGVR Dinner and
Party: Trackside

Sunday, June 4

15 Minute Race
8:00-8:15 Grp A
8:25-8:40 Grp B
8:50-9:05 Grp C
9:15-9:30 Grp D
9:40-9:55 GrpE

20 Minute Race
10:05-10:25 GrpA
10:35-10:55 GrpB
11:05-11:20 GrpC
11:30-11:50 GrpD
12:00-12:20 GrpE

12:20-1:20 Lunch

Special Race #3

1:30-2:50
Tag Team
Enduro
Team = 1 car
from each
Group

3:00 PM
Race Awards
Presentation

Have a Safe
Trip Home

Focus Event News

10 REASONS

WHY YOU SHOULD ATTEND

MG VINTAGE RACERS SILVER ANNIVERSARY CELEBRATION AT HALLETT

10. New England T Register is sponsoring the MG T series scratch race (NEMGTR T Trophy Race) and handicap race (NEMGTR Frank Churchill Memorial Race)
9. North American MGA Register (NAMGAR) is sponsoring both the MGA scratch and handicap races.
8. North American Triple M Register is sponsoring awards for the pre war class.
7. This is not just an all MG race, or an all MG paddock, this is an ALL MG RACE WEEKEND!
6. Oklahoma Hospitality; Did we mention Barbeque Friday, and MGVR Dinner/Party Saturday?!
5. Tons of Track Time. You better start hittin' the gym tonight, in fact. This is a track marathon.
4. This event is open to drivers who have a current competition license from a VMC recognized vintage race group. So chances are good that you you are eligible.
3. If your MG has a current log book from a VMC recognized vintage group, guess what: your MG is eligible! Cars are to be prepared to your home club's rules, too! It's soooo easy.
2. You will have tons of stuff to take home. 25th Anniversary badges are in the works, as well as tee shirts, and an event poster for your home, or office. Clyde Coman/Birds Eye Photography plans a group photo, which you can order at the track!
1. Bring your shorts. Don't forget the Coppertone. The weather in early June averages 85°F high, 64 low. Currently it is 27and snowy in Connecticut.



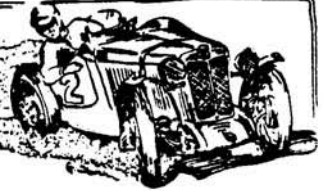
John McFadden



Pam Littlefield



Competition



2005 Monterey Historic Races

by Don Martine

Don Martine in the 1950 MGTD Von Neumann Special was gridded 7th in the 1st race on Sunday of the Monterey Historics. The start was without incident and everyone got thru turn 2 and 3 without incident. Don passed several cars during the race and on the last lap in turn 10 went into the dirt to pass a 1955 Osca DOHC Twin Cam 2ltr.

He anticipated a drag race out of turn 11 and up the straight to the finish, but the Osca broke the transmission and Don finished an easy 4th. In 1st was the Pooper, 2nd a Porsche 550 and 3rd was a super-charged MGTD. At the awards ceremony Sunday evening Don received the Rolex Award for the Best Presentation and Performance for race 1B.



CSRG at Laguna Seca September 24-25 2005

by Scott Brown 1957 MGA Mk 1 (the Pile)

Photos by John Fulton of XGC Photography

www.xcgdigital.com

The opportunity to race at the legendary Laguna Seca these days are becoming fewer and fewer, so when the word went out that CSRG had it's first weekend in over five years the grids quickly filled. For an unknown reason to this racer, the maximum number of cars per group is set at 35 cars. We run six groups so that quickly limits the number of entries. Due to the close proximity of homes, there is usually a sound limit of 92db in the early am and late afternoon. Someone knows somebody and we were granted a db limit of 105 all weekend.

We arrived at the track around noon to sunny skies and a cool ocean breeze on Friday to set-up and to get the cars teched. The god father of MGA racing, Jim Weissenborn was at the track early with his Beyers Special and his 1962 MGA Mk II that he has raced since the 60s. We MG guys are few here on the west coast but do like to hang together in the paddock. A total of 8 MGs were registered for the weekend and the had us peppered all over the run groups for some unknown reason. Gary Anderson sat

(continued on page 8)



this one out but was there as a tech on Friday.

Jim, Ed Lamantia and myself were placed in run group 6. 3 Lotus 7s, 5 Alfa GTAs, 3 Elvas including Butch Gilbert at the wheel of the 41 car, Louts 26rs, 2 Ginettas, 2 Lotus Cortinas, 912 Porsches, Old Blue - TR4, Morgan 4+4 and a E type Jag. Jeez, I thought that we would surely be back marker fodder for these cars but the weekend proved differently.

Friday night Jim took us to his favorite Carmel haunt, the Baja Cantina. A must see if your ever in the Monterey area. The theme is racing, and the walls, ceiling and even bathrooms are covered with racing memorabilia. I really think Jim was trying to slow us down a bit as the margaritas were amazing. All of them!

Saturday morning and another day of incredible weather. We were out at 11:30 for our practice/qualifying session. The track was perfect and the cars as well. Ed and I qualified 10th and 12th with the Lotus Cortina of his son Gregory in 11th. We called it a MG sandwich but it didn't stick for long. The Lotus 7s, 1 GTA, 2 Couriers, a Ginetta and the Morgan qualified in front of us. Honestly we were shocked that most of the grid wasn't in front of us for the race. The race went off without a hitch... a few spins and offs but nothing (thankfully) major. I managed to sneak by Ed in his 62 MGA MK II (EX182 look alike) at the start so we were nose to tail all race long. My best race all year. Jim had an all British battle and finished in front of the E-Type Jag not far behind us. The Cortina... well, there's allot to be said for being 22 years old. Greg finished 3rd behind two of the Lotus 7s. How will the 3rd Lotus 7 ever explain how a Cortina can be quicker? See picture attached, that pretty much explains it.



Ed and Scott in the Corkscrew



Editor knows it's not an MG, but he thinks it's a cool shot.





MGS AT LAGUNA SECA

SEPTEMBER 24-25



- | | | | | | | |
|-------------------------|------------------------------|---------------------------|---|------------------------------|--|-------------------------------|
| GLENN CLARK
1967 MGB | ROGER CHATTERTON
1967 MGB | ROBERT FRANKS
1964 MGB | SCOTT BROWN
1957 MGA MK I
<i>(The Phil)</i> | ED LANANTA
1962 MGA MK II | JIM WISSENBOHN
1959 Beyer's Special
1962 MGA MK II | SHAWN DELUNA
1956 MGA MK I |
|-------------------------|------------------------------|---------------------------|---|------------------------------|--|-------------------------------|



Woman's Role at the track

by Vicki Leonard

Suann Cronin is one of the many wives at the race track, who is there not only for the enjoyment of the weekend festivities; she plays an encouraging roll of supporting her husband while he is preparing for a great race weekend. This is Suann and Ed's ninth season racing; however, Suann has no desire to drive "maybe if I were younger" she quotes, also she is not into speed. While at the track Suann is in charge of making sure Ed's red 1953 MGTD #757 looks good and the tire pressure is what it should be. She is there for moral support and ensure Ed has plenty of food and water. Suann feels every race is unique, meeting interesting people as well as, hoping the car runs. During her quiet time at the track, she enjoys doing crossword puzzles and cryptograms. Suann and Ed's favorite track is Pittsburgh because it is close to home and friends can come to watch. Her most memorable race experience was when Ed won the Tony Simms award. She felt very proud and honored.

Lucy DiCesar is the wife of Dan DiCesar, who drives a 1972 MGB GT. She enjoys spending time at the track because it allows her to spend quality time with her husband. In addition to watching her husband race, she is there, also, to support her nephew Jason, who is a vintage driver, too. She enjoys preparing lunch and snacks for everyone. Lucy and Dan attend about 5 races a year, with their favorite track being Mont Tremblant since it is close to home. Her most memorable experience at the track was at Mont Tremblant, when Dan was tight the whole race with a MG and he went ahead at the checkered flag.

Sydney Holody's husband, Jim, drives a MGA twin cam. She and her husband attend about 5 races a year. Sydney loves speed, but would never consider racing herself. She isn't able to make as many races as she would like, because she is a schoolteacher; it's impossible to get away. She does, however, enjoy preparing her husband for his weekend trips to the track. She prepares his paper work, getting the trailer ready and getting his food together. When she is able to go, her favorite track is Watkins Glen. She enjoys all the non-driver events and the ambiance of the town. While at the track, she enjoys reading Nora Roberts. Her most memorable racing experience was when her husband was in Motorsports magazine as pick of the litter in Sebring. When she is not watching her husband race, she enjoys watching her son race mini pickup trucks.

Dana Moreland is the long time girlfriend of John Targett, who has been racing a red and white 1964 MGB for about 10 years. Dana is at almost all of John's races. She is definitely considered his number one pit crew, while changing his tires and making sure his car looks great on the track. She also loves keeping him happy by feeding him great meals. Dana's favorite track is VIR because they have a 5 star bathroom, not to mention the visibility of the racetrack. Her most memorable race was at Watkins Glen, when John received the Collier Cup. Dana is a timid driver and would never consider racing, but will always be there for John.

Connie Mount is the wife of Frank, who drives a 1946 MGTC and a 1939 MTB. They attend about 6 races a year. Connie's favorite track is Lime Rock, because there are always beautiful cars there, and the nice small track is good from a spectator's point of view. Connie would never consider driving, but will always be there to support Frank. She is there for moral support and to make sure he eats his three meals a day.

(Continued on page 11)



You can always see Connie in the pits protecting Frank from the sun by holding up his umbrella. Connie enjoys driving to and from different tracks and enjoys reading and quilting during quite time. Also, that bear you see on Frank's car, Connie made it.

Sharleen Pratt is the wife of Nick Pratt who races a 1989 MG Midget. They have been racing about four years, going to about ten races a year. Sharleen's favorite track is Mont Tremblant because it is so close to home, you can walk to the track from the hotel, the shopping is great, and the surroundings are beautiful. She would never considering racing because she feels she is not competitive enough. However she does enjoy being there for Nick making sure he eats because when he has car problems he won't eat. She also enjoys the social aspect of racing, and has been known to partake in quilting, painting and knitting while at the track. Her most memorable event was at Watkins Glen where her husband's Midget was in the reenactment and the car ran well and he ran a skillful race.

Vicki Leonard Anita Andersson



Its a *Win-Win* for MG Racers at Watkins Glen

a report on the Collier Cup Race by Greg Prehodka

Weather could not have been better, as 40 MGs had a great weekend and raced with each other in the "Collier Cup" MG race at SVRA's Zippo Vintage Grand Prix, at Watkins Glen this September. Always a favorite event of MG racers, by the weekend's end all left with great memories of racing, camaraderie, and the wonderful Watkins Glen downtown car festival!

The "Collier Cup" race for MGs, crowned four winners. Chris Meyers - head of the MG Vintage Racers - presented the awards, and commented: *"What a great weekend at Watkins Glen for the Zippo Grand Prix and Collier Cup race! I wish to thank all MG racers who participate in the Collier Cup, and SVRA for having it!"* The prestigious "Collier Cup" award went to Dan Leonard from Maryland with his MGTD. He was voted this honor by his fellow racers. This was Dan's first car in 1961, and he has been vintage racing it for many years now: *"Thanks so much for awarding me the Collier Cup - quite an honor! I always try to represent our MG group in the true Vintage Spirit. I cherish this award. We are the BEST Band of Brothers!"* The NAMGAR sponsored "Bucher-Decker Trophy" for the "First MGA" was captured by Dave Smith of Michigan. He commented *"After the cool down lap, I was motioned into the Victory Lane. That was a very emotional moment, and it made me feel like one of the "Big Boys" when they placed that Zippo hat on my head! I will remember it for many years!"* Next, the "T Cup" for the first "T" type MG went to

(Continued on page 12)



(Continued from page 11)

Frank Filangeri of NY with his MGTD. Over the years, he has constantly improved his MG and his driving, now crowning his efforts with the "T Cup" - though it was a battle to the finish line as he recalls. *"I had some great racing all weekend especially with Dan Leonard in his twin TD - we were never far apart. Some people even asked if we were a racing team! Our lap times were only .023 seconds apart! How can you go wrong with wonderful friends, terrific weather and great racing!"* The 1st overall race honors of the "Cornett Trophy" went to Jerry Richards of Georgia with his thundering MGB-GT V8 - who was just one-second a lap faster than Les Gonda in a similar ground pounder, who was constantly on his tail. (editor's note: please see Jerry's letter to Greg in the 'Letters' section.)

It was just a wonderful weekend for all MG racers, crews, and families.



SVRA's Zippo Grand Prix and Collier Cup

a race report by Chris Meyers

What a great race weekend! This event is an experience. A well-organized, well run race back in time.

You have already read the Collier Cup Race report most likely. 26 Racers finished what had to be the best race of the weekend. I won't repeat the report; but I will add that I had a great tussle with Dave Burrows in his ex Grace Slick, ex Huffaker MGB. What a beautiful roadster, from behind. I never had a look at it from my mirror. Anyway; I digress. My report is a series of 'thank you' notes for all the kindnesses I received at the track.

The Friday evening downtown festival and street race re-creation was the highlight of my weekend. Imagine this; line up the cars at the track, drive from the track through country roads past waving, cheering fans, down the hill into the town of Watkins Glen, drive into town to 20,000+cheering fans lining both sides of the street. Absolutely breathtaking. This year my guest as co-pilot in 'smudge' was my daughter Melanie. Yes, Mel, they are waving at you! Yes, they are cheering for you! She waved herself silly. Julie bummed a ride with Jim Weissenborn in his pretty MGA coupe. Thanks, Jim. My apologies, Gregg.

Camaraderie and MG Vintage Racing go hand in glove. Few MGVRacers are more hospitable than Dan and Vicki Leonard. This year, they outdid themselves with the help of their friends the Anderssons. Their Friday evening game dinner/gathering featured grilled duck, venison, chicken, beef, what did I forget? Every evening another feast at their shared bivouac. Every morning; breakfast served. And friendly conversation well into the evening. My thanks to both families for the hours my family spent at your paddock sampling the appetizers, snacks, meals, drinks, stories, excuses, and all the other stuff we are famous for sharing.

Jim Holody races the wheels off his MGA Twin Cam. I never miss an opportunity to peek under the hood looking for that demon-tweak that allow Jim to play near the front of the group. In my opinion, Jim's secret is the crew he secretly keeps on payroll to show up at race weekend to keep his fit and shiny twinkie on the track. I had the pleasure of meeting up with one of his crew, NAMGAR Chairman Tim Coyne, at

(Continued on page 13)

Competition



(Continued from page 12)

Jim's paddock Thursday evening. In a nanosecond's passing Tim had the trunk(uh, boot) of his red MGA roadster opened and a copy of their newsletter, a membership application, and his business card in hand. Truth be known, I have put off NAMGAR membership for too long to ignore the invitation. NAMGAR also sponsors the Bob Bucher/Sherm Decker Memorial Trophy for the first MGA to cross the finish line in the Collier Cup Race. Tim was most helpful as he knew that I would be presenting the trophy in his absence. Thank you, Tim, for continuing the sponsorship of vintage racer activities as NAMGAR's Chairman. And for your welcoming me to my new position as Editor.

At Watkins Glen, in 1985, 11 MG vintage racers participated in the first SVRA sanctioned Collier Cup race. In 1989, Joe Tierno stepped in to promote this race to the MG vintage racing community, perhaps preventing it's demise. In 1994, Joe, with the help of Greg Prehodka and the MG Vintage Racers' Newsletter, brought together a record number of MG Vintage Racers to celebrate 40 years of Watkins Glen raceway. In 1998, Joe again was instrumental in organizing a huge crowd of MG vintage racers to celebrate the Collier Cup's 40th anniversary. In 2004, Joe turned the reins over to Dick Powers, who organized the gathering of over 140 MG Vintage Racers for the Watkins Glen's 50th anniversary. Joe has been the constant since 1989, through lean and plenty, keeping the Collier Cup races alive for us to enjoy to the foreseeable future. Thanks, Joe for your tireless efforts. I am glad that you decided to keep and enjoy the storied MGA 029(Bob Bucher) for another Collier Cup race. Thanks, Dick, for your phenomenal efforts last year, and your behind-the-scenes work this year on behalf of the Collier Cup participants.

I will absent-mindedly forget some well deserved 'thank you's. Please accept my apologies if I didn't mention your name here. One of the many benefits of MGVR Newsletter editorship is that so many racers came up to me to offer their thanks, and support. I enjoyed talking with you all, without exception. Thanks to Jack **Woerhle** for his sheparding of the Collier Cup trophies. Another to Dave Smith for discussing with me all things NAMGAR, and some things Rowdie. All mg racers; I look forward to seeing you next year at the Collier Cup race!

Rob Andersson Dan Leonard



Julie Meyers and her husband



Clark Nicholls Photo



Clark Nicholls Photo



Clark Nicholls Photo

Jerry Richards Dan Leonard

Frank Filangeri Dave Smith

Photo montages to follow courtesy of Walter and Louisann Pietrowicz/
VintageAutoSports.com



Dan Leonard Frank Filangeri

SVRA ZIPPO VINTAGE GP

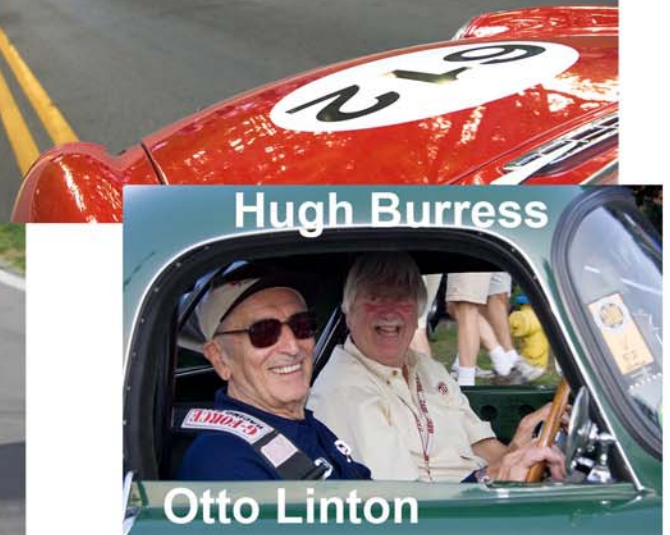


John Targett & Me!

**Watkins Glen
September 8-11, 2005**



Dick Powers



Hugh Burress

Otto Linton



Joe Tierno

Steve Mullen John Targett

SVRA ZIPPO Vintage Grand Prix



David Smith

Watkins Glen International



Larry Blankenship

Jack Cassingham

Bill Shields



John Targett
Jerry Richards

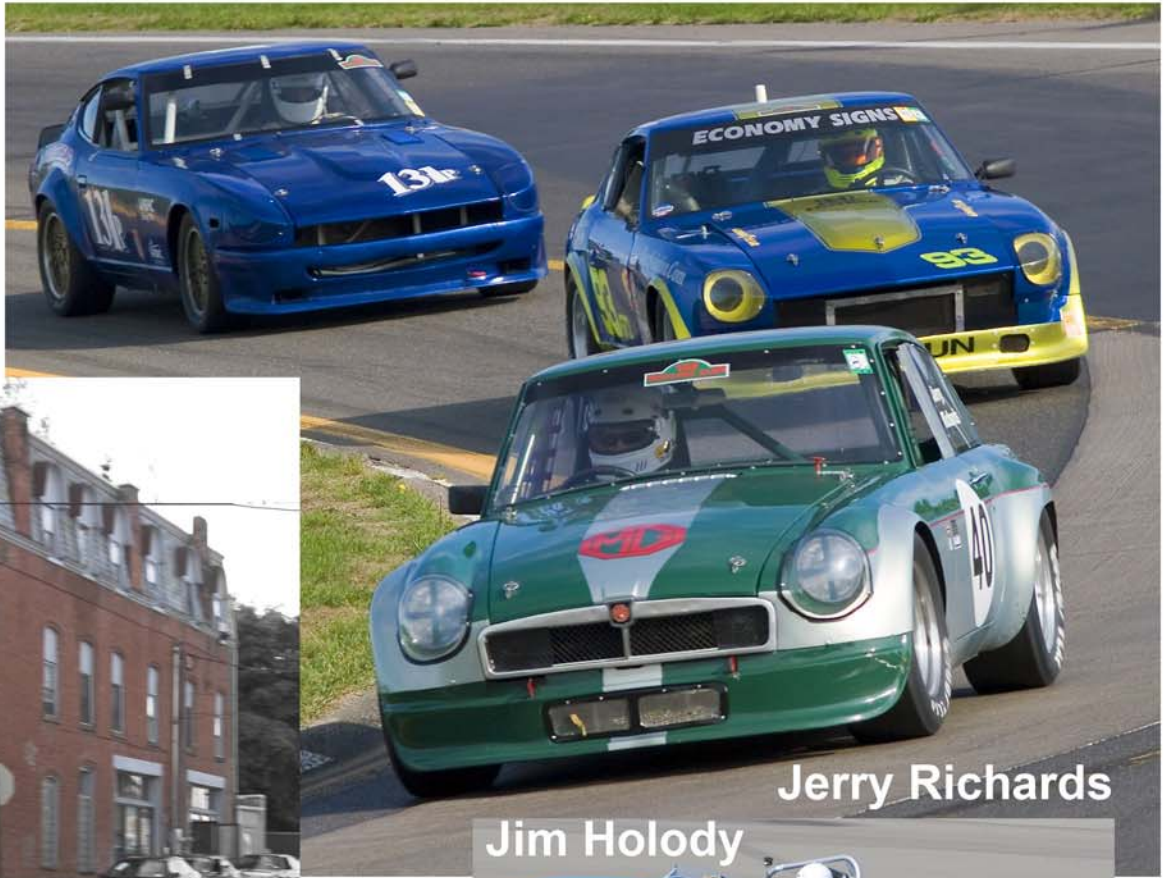


Alan Costich



Chris Meyers

**SVRA
Zippo
Vintage
Grand
Prix**



Jerry Richards

Jim Holody



Peter Uzdavinis



**Original Street War Veterans:
Thomas Hoan ('52)
James Carson ('49/'52)
Bill Green (Glen Historian)
Otto Linton ('48/'50/'51/'52)**



Thomas Glanville



Alan Tosler

Zippo US Vintage Grand Prix

Race Results For Collier Cup

Pos	CPos	Veh#	Class	Name	City, State	Yr.	Model	Disp.	BestLap	BestTime	Laps
1	1	40	CC	Jerry Richards	Flowerly Branch, GA	72	MGB/GT V8	3.5L	1	02:16.549	6
2	2	02	CC	Les Gonda	Keswick, VA	72	MGB/GT V8	3.5L	6	02:17.733	6
3	3	149	CC	Bill Shields	Douglassville, PA	64	MGB	1798cc	5	02:25.285	6
4	4	60	CC	Jack Cassingham	Sherrill Ford, NC	66	MG Midget	1296cc	5	02:24.719	6
5	5	51	CC	Larry Blankenship	Alexandria, VA	67	MGB rdstr	1798cc	5	02:25.442	6
6	6	05	CC	Fred Danovitz	Pittsburgh, PA	64	MGB	1798cc	3	02:30.972	6
7	7	949	CC	David Smith	Holt, MI	62	MGA	1665cc	5	02:32.754	6
8	8	01	CC	Alan Tosler	New York, NY	64	MGB hardtop	1840cc	5	02:30.999	6
9	9	74	CC	Richard Rzepkowski	Rochester, NY	71	MG Midget	1275cc	5	02:31.586	6
10	10	17	CC	Steve Mullen	Malvern, PA	70	MGB rdstr	1800cc	4	02:33.114	6
11	11	8	CC	John Targett	Lutherville, MD	64	MGB	1822cc	6	02:33.192	6
12	12	9	CC	Derek Chima	Akron, OH	66	MG Midget	1275cc	2	02:32.138	6
13	13	029	CC	Joseph Tierno	Honeoye Falls, NY	57	MGA	1622cc	6	02:35.806	6
14	14	68	CC	Alan Costich	Rochester, NY	68	MGB/GT	1800cc	6	02:35.630	6
15	15	62	CC	Larry Smith	Richmond, VA	62	MG Midget	1308cc	6	02:37.353	6
16	16	28	CC	Dave Burrows	Gulf Shores, AL	64	MGB rdstr	1800cc	6	02:37.036	6
17	17	162	CC	Christopher Meyers	Burlington, CT	58	MGA	1643cc	6	02:37.280	6
18	18	222	CC	Richard Powers	Rochester, NY	62	MGA	1630cc	5	02:46.638	5
19	19	85	CC	Ken Williamson	Bellefonte, PA	68	MGC/GTS	2928cc	4	02:44.527	5
20	20	928	CC	Frank Filangeri	Lake Ronkonkoma, NY	51	MGTD	1250cc	3	02:52.277	5
21	21	392	CC	Jim Weissenborn	Corral de Tierra, CA	59	MGA cpe	1600cc	5	02:51.454	5
22	22	76	CC	Bob Schoeplein	Reston, VA	60	MGA	1622cc	5	02:52.038	5
23	23	409	CC	Dan Leonard	Parkton, MD	53	MGTD	1250cc	5	02:53.978	5
24	24	12	CC	Syd Silverman	Rye, NY	49	MGTC	1300cc	1	03:22.120	4
25	25	25	CC	Peter Uzdavinis	Carrollton, VA	64	MG Midget	1133cc	1	02:34.301	3
26	26	208	CC	Jim Carson	Newton Square, PA	47	MGTC	1430cc	1	03:20.058	3
DNF	DNF	51	CC	Jim Holody	London, Ont., CN	59	MGA Twin Cam	1600cc	2	02:37.415	2
DNF	DNF	52	CC	Hugh Burruss	Woodbridge, VA	62	MGA Sebring Cpe	1588cc	1	03:19.371	2
DNS	DNS	85	CC	Ken Williamson	Bellefonte, PA	68	MGC/GTS	2928cc			0

Competition





VSCCA Fall Finale—Celebrating MGA's 50th Anniversary

by Greg Prehodka

The Vintage Sports Car Club of America ended up their racing season at Lime Rock Park, Ct. on October 7-8. For this event, they featured MG, in honor of the 50th Anniversary of the MGA (1955-2005). In addition to their regular race classes, they added a special one time "All MG Class". 39 MGs turned out for the event, including a '34 K-1, '34 PA, '39 TB, a MGC, and a bunch of MG T's and MGA's, with MG entrants coming from as far away as Minnesota. The event drew over 120 vintage race cars strutting their stuff, including Bugatti, Allard, Alfa Romeo, Porsche, Lotus, Jaguar, etc., with the oldest being a 1924 Bugatti T-30 Grand Prix car. There was lots of good racing on Friday, but Saturday would be a wash out, as torrential rains moved in, and for safety reasons, the day's races were canceled. In the Friday "All MG" race - with all models of MGs - Jim Holody of Ontario, Canada, in his '59 MGA Twin Cam was the first to reach the finish line, in the largest field of MGs ever to race at Lime Rock Park. Jim later commented "*Finishing 1st in the all MG race of Friday on the slick track was a thrill for me in more ways than one!*". For Friday evening, the VSCCA hosted a dinner at the nearby historic White Hart Inn. A wonderful evening of camaraderie and good food was complimented by live jazz music. At it, Tim Coyne of NAMGAR - in keeping with the MGA's 50th anniversary - presented a NAMGAR award to the oldest MGA which showed up to race. It went to John Syvarth of NY who was racing a '56 MGA. Complimenting that, the VSCCA presented an award to the "Oldest MGA Race Driver" there. It went to Tom Baumgardner of Ohio - who incidentally bought his MGA on E-Bay! He is 70 and still races! Both recipients were also presented Moss Motors gift certificates. Dave Ash - who raced his MGA Twin Cam at Sebring in the 50's - was to be the weekend's honored guest but due to health problems was not able to make it. Luckily, Mike Eaton brought Dave's Sebring MGA to the race. Steve Schultz from NJ, racing his MGA, summed up the event: "*The weekend was wet, but we still had a great time at the track. Racing with friends on Friday was as good as it gets. There was an interesting collection of pre-war MG's and the assortment of MGAs that arrived to run in this event was a site to behold!*"

Congratulations to Race Chairman, Andrew Hiller, on a job well done! And 'Three Cheers' to the MG vintage racers who came to Lime Rock to support the VSCCA and the MGA's 50th.

- | | |
|---------------------------------------|--|
| 1 Allocca Frank MGK1 34 24 NJ | 21 Harmer Joan MGA 56 956 NY |
| 2 Ross Peter MGPA 34 255 MA | 22 Syvarth John MGA 56 537 NY |
| 3 Mount Frank MGTB 39 704 Can Special | 23 Tucker Earl MGA 56 564 NH |
| 4 Bok Jim MGTC 46 65 CT | 24 Baumgardner Tom MGA 57 254 OH |
| 5 Boxstrom Jack MGTC 47 12 CAN | 25 Hiller Andrew MGA 57 221 NY |
| 6 Callo Ed MGTC 47 482 CT | 26 Warren James MGA 57 298 VT |
| 7 Smith George MGTC 47 68 MA | 27 Schmidt Andrew MGA 58 42 NH |
| 8 Carson Jim MGTC 48 208 PA | 28 Henrich Frank MGATC 58 95 VT |
| 9 Grunau Bob MGTC 48 ? Can | 29 Finn Tom MGA 59 218 NJ |
| 10 Schieffelin John MGTC 49 134 MA | 30 Maloumian Royden MGA 59 912 PA |
| 11 Stern David MGTD 50 168 RI | 31 Myszkowski Eugene MGA 59 440 NY |
| 12 Garvey William MGTD 51 488 NJ | 32 Schultz Steven MGA 59 60 NJ |
| 13 Cronin Ed MGTD 53 757 PA | 33 Eaton Michael MGATC 59 84 VA Ash MG |
| 14 Fisher Larry MGTD 53 915 NY | 34 Holody Jim MGATC 59 51 Can |
| 15 Fitzgerald Paul MGTD 53 833 NH | 35 Terry Scott MGATC 59 94 CT |
| 16 Hyman Ed MGTD 53 310 CT | 36 Brandow Mark MGA 60 106 MN |
| 17 Leonard Dan MGTD 53 409 MD | 37 Moore Henry MGA 60 105 CT |
| 18 Prehodka Greg MGTD 53 53 NJ | 38 Nadelson Jay MGA 60 595 NJ |
| 19 Sherman Mark MGTD 53 607 NJ | 39 Powers Richard MGA 62 222 NY |
| 20 Emery Caroline MGA 56 563 NH | 40 Williamson Ken MGC 67 35 PA |

Competition



Sean Smith Photo



OCTOBER 7-8 2005
LIME ROCK PARK



Mark Sherman Photo

Jim Bok



Mark Sherman Photo

Greg Prehodka



Ed Hyman Photo

Jay Nadelson



Ed Hyman Photo

Jim Holody



Frank Mount



Ed Hyman Photo

Race Chair Andrew Hiller

Ed Hyman Photo



Ed Callo

Ed Hyman Photo



VSCCA MT. EQUINOX HILLCLIMB, June 11 & 12, 2005

by George Pardee

Two places that are ill suited to sorting a new race motor are major event weekends and hillclimbs. Therefore, we rolled into the Mitty, just like the early '80s, having driven all night after a marathon thrash on the new (run for cam break-in only) 1250 motor in the grey #66 TF. As some may recall, it seized after the first practice, leaving us the weekend free to enjoy the antics of y'all. Teardown revealed that the REAR CAM BEARING had seized, stopping the engine (and trashing the chain & gears) just as #2 EXHAUST SEAT DROPPED. #2 piston had a fingernail scratch where it kissed the valve without any collateral damage! Was Cecil Kimber watching over his flock from on high? Another marathon thrash (thanks are due here to the patience, support, and back breaking labor given by my son Nick), and we were ready for test & tune at Mt. Equinox. The Mt. Equinox Toll Road winds 5.3 miles from Manchester Vt. to the summit, ascending 3,140 feet. It is fully paved and the pavement is quite rough. Turns progress from fast sweepers to tight switchbacks as elevation rises. With non-synchro first gear, the alternative to slow in/fast out is a dead stop.

As there is only one way up, all the competitors run to the top (or the 3 mile mark, for those who wish to conserve the car), then return in a group to stage for another run. IF the weather cooperates (rain & dense fog are rather common on top), IF the wrecker does not have to go up to clear a blow-down, IF the deer stay off the course, we will get three runs per day. The weather was very good this year (HOT at the bottom) and we got 6 runs for the weekend. John Schieffelin was mounted with grace & style in his ever faithful TC and Earl Tucker quickly shod his fast & pretty MGA. With my TF, the MGs made every run. The Saturday evening banquet has been held in recent years at Johnny Seesaw's, race HQ for the inaugural event in 1950, and a banquet highlight is the presentation by Jim Donick, historian of the Hill and editor of Vintage Sportscar. Jim mentioned that, 50 years previously in 1955, a TD had recorded the fastest MG time to that date, a 7:25. Next morning after a less than satisfying 1st run, I hastily yanked the distributor to install heavy duty points, plus some general fettling. The results were dramatically apparent; I shifted 4th before Caruso's bend (first time ever in top on the way up) and while counseling myself against overdriving, it was apparent that this might be a very good run indeed. Then at the first switchback above the saddle (4.85 miles, 3,500 feet) the engine went to idle. Desperate stabs at the pedal-no result. Coasted to the side of the road, unbelted, walked around the car, reattached throttle linkage (loosened inadvertently during above fettling), climbed back in, rebelted and drove to the top at a moderate pace. Time: 7:34, nine seconds off the '55 record with a pit stop. In the department of records, in 2004 Paul Fitzgerald in his green #833 TD set what must be the absolute T-series fast time for the Hill at an amazing 5:52.90. My best was a 6:39, Ben Bragg says his TF best was a 6:15 (on discarded Formula VEE rain tires!) Greg, how about you? My highlight of the weekend came as I was loading up (wife had vanished with tow vehicle, so pace relaxed). Bill Rutan, a hillclimb legend still wheeling his mid 50's 4-cam mid-engine VW special, came over. "Your TF is a good car. Watching from the second parking lot it looked quite spritely [sorry; his words] making the turn." He ran 5:37 in his Lester MG in 1952. "Damned MG's- you are rowing between second and third all the way. But then I made two sets of close-ratio gears!" His street car at that time was a wire wheeled TF, another good car.



As rain clouds lift, John Schieffelin waits at the top with Earl Tucker and friend (Mt. Washington)



Earl Tucker (MGA) receives instructions from Starter Steve Patrician, while author (TF) waits in the lineup (Mt. Washington)



Climb to the Clouds, Mt. Washington, N.H. July 9 & 10, 2005 by George Pardee

In 2004 the VSCCA was invited to produce the 100 year anniversary of the Climb. The event was so successful that it was repeated for 2005, and is well on its way to annual status. The Mt. Washington Auto Road ascends 8 miles from a 1,563 foot elevation in Glen, NH on the east side of the mountain to the summit at 6,288 ft (where highest wind speed on earth was recorded before the anemometer broke at 231 mph). The hillclimb now runs to the 4.2 mile mark (end of pavement) at just over 4,000 feet. A private toll road in a spectacularly beautiful setting, with more than its fair share of bumps, potholes, and frost heaves, Mt. Washington is similar to Mt. Equinox in many ways, but the road has a unique character formed by its builders in the 1850's. The Mt. Equinox road climbs a face of the mountain (save for the spectacular straightaway blast along the knife edge ridge known as The Saddle) and on the corner exits one is looking into the mountainside; running wide simply sends you into the hill. The last 2 miles of the Washington climb skirt the "Great Gulf" with nothing but thin air on the outside of the exits. This section appears very repetitious and is most difficult to learn, yet it has corners that can be taken flat and others that CANT! It also contains a couple of "yumps" for the faster cars. MG represented nearly one fifth of the entry. John Schieffelin (TC) Dick Waite (TD) George Pardee (TF) Earl Tucker (MGA) and Andy Schmidt (MGA) were the stalwart drivers. Ever speedy Earl Tucker won the MG class with a 5:17.82, and George Pardee was fast T-series with a 5:44.07. Andy Schmidt, returning his A to VSCCA after a lay-up following several seasons in Volvo Historics, proved the difficulty of sorting a car at a hillclimb and was unable to solve a severe misfire. During the SCCA's tenure from 1990 to 2001, Dick Waite was Vintage King of the Mountain. Each year, 10 Vintage cars were invited to run with a trophy awarded for most consistent times run to run. Dick and his TD won year after year. Consistency was especially difficult to achieve in 2005, as Saturday's first run was in steady rain, with each of the weekend's next three runs slightly drier. The weather had the MGs outrunning all but one of the Sprint Cars and Champ Cars, which were a big snarling handfull in the slick conditions. Headquarters hotel and banquet host was the 1879 Eagle Mountain House amid the waterfalls and golf courses of charming Jackson, NH. A survivor of the era of great wooden resorts in the mountains, this fine hotel added a most pleasant dimension to the weekend. Cocktail hour on the Grand Verandah as the late afternoon sun broke through at last to bathe the birches, made a memorable scene.

~~~~~

## Days of Thunder (storms) at PVGP '05 by Manley Ford \*76 MGTD

If Schenley booze money built the venue, but fifths of Crown Royal are doled out to the top three finishers in each class; if Ford Mustang is the featured marque, but only one Ford automobile – a 1930 Model A – is on the track; if it's a race, but it's not a race; and if dozens more contradictions greet you wherever you go – you must be at the Pittsburgh Vintage Grand Prix -- the race where they don't charge you much to participate, but treat you like royalty, deliver great amenities to drivers and crews, but surprise you with two cold pizzas for a starving cast of hundreds, proclaim officials are here to help the drivers have a safe, fun weekend, then immediately chew one of us out publicly for asking a reasonable question about safety procedures.

This is not an event for vintage racers with Type-A personalities. One must be mellow and easy going. There are thousands of volunteers it seems, all working hard and long hours to make the race happen – but there are times when the inherent diffi-





culty of coordinating ALL the logistics gets the better of them. The good news is, all the money goes to two worthy charities. And once you're on the course, you forget about the distractions. One lap of Schenley Park vs. any place else is like a sip of that prize CR vs. a warm glass of light beer.

This year's event, the 23<sup>rd</sup> annual, held in mid-July, attracted some 17 MGs which ran in three groups – **Pre-War** including Bob Sterling's '34 NA and Frank Mount's TB Special; **Under 1 Litre & Preservation** - where were classed 11 post-war T series cars including TDs of myself, Paul Fitzgerald, Ed Cronin, George Shafer, Jeff Brown and Jeff Renshaw, the TFs of Andy McSwigan and Mike Barstow, and the TCs of Jim Bok, Ed Callo and George Smith; and **Under 2 Litre & Preservation** with 4 MGAs by Jim Weissenborn, editor Chris, Gary Anderson and Mike Zappa.

One long standing tradition of Pittsburgh – the normally jammed, clogged and disorganized paddock – was artfully and significantly improved by pre-assigning pit space according to race group, by laying down the law that only race vehicles were permitted on the paddock road, and by assigning a parking area just outside the main paddock where in-out street vehicles were strongly encouraged to park. This not only contributed to much better traffic flow (and paddock safety) but also facilitated intra-group camaraderie as evidenced by even more open exchanges of technical advice, libations, parts and tools (although my then-new knockoff hammer has taken permanent residence in the Keystone State.)



*TDs of Manley Ford, Paul Fitzgerald, George Shafer and Ed Cronin lead the Under 1 Liter and Preservation group toward the Green flag*

As far as the racing and who finished where, you can check it all out at [www.pittsburghvintagegrandprix.com](http://www.pittsburghvintagegrandprix.com). Suffice it to say we all had a great time, just some more than others. "Coulda been a better weekend" awards to:

- Frank, whose TB's supercharger was starting to make not good sounds, so (one surmises) parked it for the race.
- Jeff Renshaw, whose TD coughed and sputtered at anything above 4,000 RPM all weekend despite every fix at least six of us could think of to throw at it.
- All the MGA drivers whose session – the last race of the day - never took place due to a severed light pole (2<sup>nd</sup> year in a row for that event) which was closely followed by one of Pittsburgh's signature "gully-warshin' thunderstorms" rendering repair impossible.

Prescient Non-Racing Move Award to Monroe Snider whose MGA was "in restoration" and didn't make the race, so he was not among those who were jilted when the light pole got creamed.

And the Way to Go Award to Jeff Brown whose ex-Colaizzi, ex-Rodman TD returned to the track after almost two (?) years' sabbatical and finished as strong as it started. You are now free to roar about the country, Jeff.

Besides the MGs, of course, there were some other cars of *minor* interest such as Steve Earle's C-Type Jag, which he drives like a gun-runner, and one of the best arrays of Pre-War cars in recent memory which included stunning plurals of Maserati, Bugatti, Alfa and BMW. Most dazzling of the entire event to my mind was race director Dave George's '54 Kurtis KK500 – a sinewy black one-off sports racer with a shape to die for and a killer GMC truck engine under the hood. You VSCCA guys get to see this iron all the time but it's a rare treat for those of us from the Great Lakes.

Congratulations to all for a safe, fun PVGP '05. '06 is set for July 15, 16 with the nearby Beaver Run race the weekend prior. Thank you to Louiseann and Walter Pietrowicz for the accompanying fotos – the shot of Jim Bok's "new"TC racer with Paul Fitzgerald's TD close behind – gloriously printed in the most recent Vintage MotorSport -- is one of the best ever in my view.

**Photo montages to follow courtesy Walter and Louiseann Pietrowicz/VintageAutoSports.com**

**Pittsburgh  
Vintage  
Grand Prix  
July 16-17, 2005**

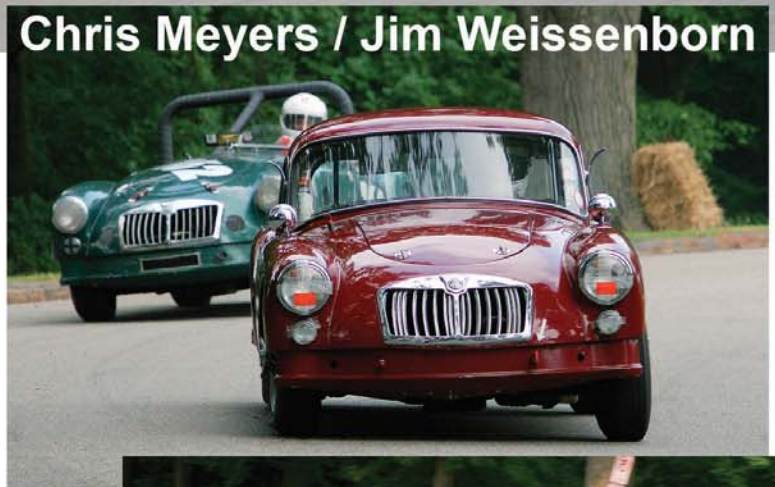


**George Shafer**

**Manley Ford**



**Frank Mount**



**Chris Meyers / Jim Weissenborn**



**Mike Zappa**



**Paul Fitzgerald**



**Jeff Brown**



**Pittsburgh  
Vintage  
Grand Prix  
2005**



**Robert Sterling**

**Mike Zappa**



**Ed Callo**



**Manley Ford**



**Gary Anderson**

Pittsburgh  
Vintage  
Grand Prix

Paul  
Fitzgerald



Jim Bok



Jeffrey  
Renshaw



George Shafer



Mike  
Barstow



Jim Weissenborn



Mike Zappa



Kent Prather dives across the line for his sixth GP Championship, a Production class record. *(Steflik/SCCA Image)*



Kent and crew at Zippo Grand Prix Focus Event '04 / Watkins Glen *Greg Prehodka Photo*

## Prather Takes G Production, Earns Record Sixth SCCA National Championship Runoffs Production Title

By Curtis Kitchen

**Lexington, Ohio (Sept. 23, 2005)** – In what was perhaps the most exciting race of the day, Kent Prather, of Wakarusa, Kan., survived an action-packed G Production race at the 2005 SCCA National Championship Runoffs® Presented by Kohler to win his sixth Production class title, making him the all-time leader in that category. Chuck Mathis, of Saint Jacob, Ill., finished second, and Woody Deatherage, of Cleveland, Ohio, was third.

Prather started second on the grid in his Prather Racing/Victoria British MGA and dropped to fourth on the first lap of the race before he started his comeback over then-leader and polesitter Kevin Dennis, of Rochester, N.Y.

With the leaders in front and a lapped car between them on Lap 15, Prather made a bold move to the inside of all three cars, slashing his way to the front of the field – a move that seemed to catch everyone off-guard.

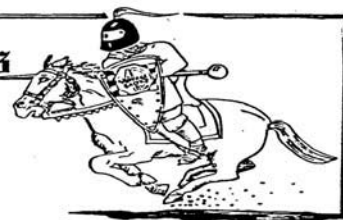
From there, Prather held his spot and earned his sixth Production class win – all in G Production – making him the all-time Production Class Championship leader.

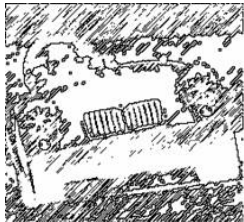
“We’re going down the backside, Woody got ahead of me, and I’m thinking, ‘Well, huh, what am I going to do now,’” Prather said. “So I pulled into the inside, and there was a back-marker there. There was a little-bitty spot on the inside, and I dove right into it. I said ‘It’s now or never’ and dove in there and somehow ended up in the front.

“From there, it was just a matter of running qualifying laps and keeping these guys behind me and not making any mistakes.”

*Images and story used with permission of SCCA*

## Our Valiant Vintage Steeds





# SAFETY FAST NEWS

## Andrew Hedges

**Andrew Hedges**, generally recognized as the Abingdon Works' most successful post-war driver, died on October 1<sup>st</sup> in Bahrain, from where he had pursued business interests in minerals exploration in the Middle East, Australia and Singapore.

Perhaps it was a fortuitous alignment of the planets that Andrew was born not far from Abingdon. The local butcher business of the family must have been quite successful, since after attending a private school, Andrew went to Cambridge University and was later commissioned into the British Army, and the prestigious Household Cavalry.

Although he served his time in the family business, and also tried his hand at car sales in London, this was still the era of the talented amateur, and Andrew was plainly attracted to the world of high speed and high risk. He moved to Switzerland and became a member of the British bob-sleigh team, competing first in World Championship events, and then representing his country in the 1964 Olympics.

However, he had already been dabbling in motorsport, successfully racing an Austin A40 and, more auspiciously, a Sebring Sprite. This earned him an invitation to join the Abingdon Works entry for the 12 hour race at Sebring in 1962, co-driving with no less than Jack Sears.

The car was an MGA, and although the Mk 2 was already available, it was decided to enter a Mark 1 with the 1588cc engine to remain in the more favourable under- 1600cc Class. Interestingly, it was a twin-cam chassis with the 4-wheel disc brakes and center-lock wheels! Andrew and Jack Sears finished second in Class, thus launching Andrew into a seven year career in International racing and rallying with Competitions Department at Abingdon, not to mention drives with Jaguar at Monza, the now iconic Ford GT 40 at Sebring and Daytona, Porsche and Ferrari GTO on the Targa Florio and with a Healey SR at Le Mans.

Returning to the Abingdon story, Andrew became closely associated with the Jacobs Midgets and was instrumental in the great success of these remarkable little cars.

Dick Jacobs, already a seasoned campaigner of MGs starting with the TC, is reported to have sketched onto a picture of an MG Midget in a sales brochure the shape of an Aston DB4, and taken this artistry to John Thornley and Syd Enever with a request to build a couple of cars .... those were the days!

Weighing in at 324lbs less than the street version, the Jacobs Midgets were reliable and very successful. Andrew Hedges was a regular driver for Jacobs up till 1964, including the International 1000km race at the Nurburgring where two Midgets finished first and second in Class, the highest placed British competitors.

From 1965 on, Abingdon entered the now ex-Jacobs Midgets in numerous events, perhaps most famously at Sebring that year when Andrew and Roger Mac soundly defeated the Triumph Works Spitfires for the Class win.

1965 also marked the first Abingdon Works drive for one Paddy Hopkirk ( who had escaped from Triumph! ). Paddy and Andrew took a Jacobs Midget to the Targa Florio and finished a remarkable 11<sup>th</sup> overall and second in Class only to a locally owned Abarth Simca.

Andrew's talents were also exercised in Abingdon's new weapon in both racing and rallying internationally, the MGB.

A single MGB was entered for Le Mans in 1963, 1964 and 1965 and on each occasion the cars finished well. After 7 DBL in the hands of Hutcheson and Hopkirk secured 12<sup>th</sup> overall and first in the GT Class, ahead of a variety of Porsches and a Sunbeam Alpine, in 1964 Andrew Hedges was teamed with Paddy Hopkirk in BMO 541B, in which they finished 19<sup>th</sup> overall out of 55 starters and 2<sup>nd</sup> in Class at an average speed of 99.9 mph! Andrew and Paddy were teamed again in 1965, this time in DRX 255C, and finished 11<sup>th</sup> overall and second in Class to a Porsche whose engine blew up on it's final lap!

( As an aside from an MGB aficionado, the MGB was arguably the last true production car to compete at Le Mans. The cars were not heavily tuned, the modifications to brakes and suspension were minimal, and they all ran fully trimmed inside. The record shows that the three cars accumulated over 7,000 miles with unscheduled pit stops only for a slow puncture, a loose exhaust, and a failed rear lamp bulb. The remarkable skill and stamina of the drivers, and the reliability of the cars, Lucas electrical systems notwithstanding, proved the point that Competitions Department and MG wanted to make to "sell on Monday" ).

In 1966, Andrew Hedges ran a quite extraordinary series of long-distance events in the MGB.

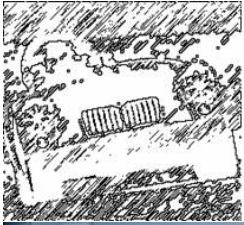
At Sebring in March, with the most powerful engine yet developed, 138bhp from a 2-liter block, Hopkirk and Hedges were again together, but the new engine threw a rod.

In April, Andrew was teamed with John Handley for the Targa Florio and in JBL 491D was second in Class to Makinen and Rhodes in their MGB.

In July, it was Mugello, where with Ron Widdows in GRX 307D came a 3<sup>rd</sup> in the GT category.

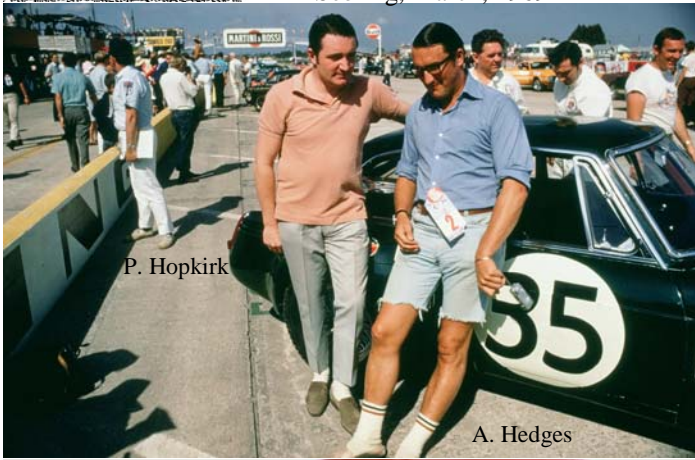
But in August came surely one of Andrew's, and Abingdon's, finest post-war results when GRX 307D won the Marathon de la Route at the Nurburgring outright. For those not familiar with this adventure, the Marathon really was a marathon .... an 84 hour race, run, if you please, with two drivers taking 7 ½ hour rotations, Andrew's partner being the Belgian ace Julien Verneve. After

*(Continued on page 2)*



# SAFETY FAST NEWS

Sebring, March, 1969



some amazing misadventures too numerous to detail here, the winning MGB covered 5,620 miles, defeating various exotica including Ferrari in the process.

But the year was far from over!

In September, Andrew, teamed with Julien again, was at the 'Ring again for "only" a 1000km race ( the car was retired ) and then at Spa's 1000km where they captured 1<sup>st</sup> in Class in the GT category, once more in GRX 307D.

In October, for one more 1000km event this time at Monthlhery, Andrew and Julien were 3<sup>rd</sup> in Class behind the MGB of Alec Poole and Roger Enever.

What a year!

The 1967 season opening was memorable in that the MGB GT scored it's first significant international finish, winning the Sports Prototype 2 litre – 3 litre Class, and a creditable 12<sup>th</sup> overall at the Sebring 12 hour event. Drivers? Who else but Hopkirk and Hedges!



However, it had become clear that with changing rules and corporate goals ( the advent of British Leyland was nigh ) another more competitive car was needed. The answer was the wonderfully brutal MGC GTS, which actually was conceived as a rally competitor. The first outing for the MGC in competition was in 1967, at the Targa Florio, driven by Hopkirk and Maki-nen with a 2-litre MGB engine since the MGC had not yet been homologated. Hedges and Alec Poole were at the same event in an MGB but crashed.

After the MGC went into production, the GTS could be officially entered for Sebring in 1968, where Hopkirk and Hedges ran flawlessly to finish 10<sup>th</sup> overall and 3<sup>rd</sup> in the prototype class

( this time behind a couple of Porsches ).

Hedges and Hopkirk were back in the MGB GT at the Targa Florio in May, where the two secured a 2<sup>nd</sup> in the GT Class, 12<sup>th</sup> overall.

The 84-hour Marathon at the 'Ring was next on the schedule, and two GTS cars were entered, one with the now-priceless alloy block. Unfortunately, this one overheated, but Hedges, now with the luxury of two co-drivers in Tony Fall and Julien again, kept going strongly in third overall until braking problems and the required repairs, slowed them down. After 6,000 miles, the car finished 6<sup>th</sup> overall, only 10 miles behind the leading Porsche.

The GTS had one more outing at Sebring, and Andrew with Paddy Hopkirk finished 15<sup>th</sup> overall.

At this point, history comes to a full stop with the closure of Competitions Department, bringing to an untimely end MG's post-war Works supported rallying and racing programmes.

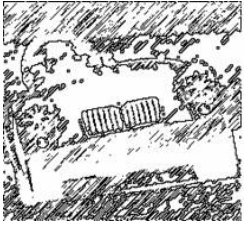
Reflecting on Andrew Hedges' International race and rally career with "Comps Department", as well as his racing exploits with other manufacturers, it is versatility, resourcefulness and extraordinary physical endurance that is the hallmark of the top drivers of his era. It remains in sharp contrast with the specialisation found in modern international motorsport.

Drivers such as Andrew Hedges exhibited a range of talents of which we can only remain in awe and admiration.

Andrew was the most successful of the Works drivers; together with many others he brought worldwide recognition to British sports cars in general, and MG in particular. To paraphrase an anonymous MG archivist, the only people who did not appreciate the value and heritage of the MG name were the very people who owned it.

Despite their best efforts, they failed to kill the worldwide affection and enthusiasm for this remarkable sports car; we are indebted to drivers such as Andrew Hedges for creating the history that we are privileged to help keep alive.

**Article courtesy John Targett.** John T. credits his source for much of the above material as a book written by Mike Allison and Peter Browning entitled " The Works MGs". **BMC Works photos courtesy Tony Giordano.** The editor's personal thanks to Tony G. for sending me slides from his Works collection, and to John T. for his research.



# SAFETY FAST NEWS

## *Coming to New Jersey!*

### *The New Jersey Motorsports Park, Raceplex, and Conference Center*

The 3.98 mile main road course called Thunderbolt Raceway, is designed to challenge drivers with not only its distance but with multiple turns and varying degrees of elevation changes. It also has the unique design characteristic of being dissected into 18 other distinct, separate courses that could be utilized independently from each other so that different racing events and training sessions can be simultaneously operated without interfering with other activities.

The facility, essentially a Motorsports Resort, will have design features and characteristics similar to those of the legendary Virginia International Raceway (VIR) that opened in Southern Virginia in 1957 and was revived in 1999 by Harvey Siegel.

The Millville, New Jersey complex will be driven by an assortment of automotive industries and complementary businesses that will include, but not be limited to: high-end antique or classic automotive clubs; private garages; research and development center with warehouses, distribution and sales facilities; All Terrain Vehicle (ATV) trails; a national school for more advanced driving techniques and defensive or military evasive driving skills; specialty car gallery for the display and sale of antique or classic automobiles; hotels designed for different price points; special Motorsports country club and clubhouse; multiple restaurants; villas or condo-style guest houses and conference center designed especially to accommodate the automotive industry. It is estimated that, at completion, total project costs will exceed \$100 million.

The goal of this concept is to provide a park-like setting geared to family entertainment and broad-based Motorsports education. It will encourage business activities for those interested in the automotive business and its ancillary industries and is projected to employ approximately 1,500 full and part-time employees when fully completed. Groundbreaking for Phase 1 is slated for Spring, 2006, with completion of this phase of construction (including Thunderbolt Raceway, Garages, Concessions, Karting Track and more) slated for Spring 2007. Majority principals and co-managers New Jersey Motorsports Park, LLC are Harvey Siegel and Lee Brahin.

for more info visit [www.njmotorsportspark.com](http://www.njmotorsportspark.com)

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## **The 100<sup>th</sup> Anniversary of Auto Racing in Pennsylvania Celebration**

ALLENTOWN, PA (November 12, 2005) From the Giant's Despair Hillclimb in 1906 to Pocono Raceway in Long Pond, PA that hosts the fan packed twin NASCAR 500's every June and July plus SCCA Road Racing in August that expects to draw the biggest crowds ever next year, Pennsylvania celebrates it's Centennial of Racing in 2006 with a series of unique and exciting events, organizers announce today.

"This will be the biggest auto racing promotion ever in PA", said Oscar Koveleski, six-time winner of Giant's Despair and record holder for 15 years for the renowned event, and 1970 SCCA National Champion. Koveleski spoke at the SCCA Northeast Division Mini Convention in Allentown.

"We invite all those across the Commonwealth to join us to celebrate the Giant's 100<sup>th</sup> Anniversary...Every participant, business, and racing enthusiast that has ever helped Pennsylvanian's excel in the world of auto racing will have a chance to participate," Koveleski noted.

The Pennsylvania Racing Centennial is the brainchild of Koveleski, in concert with Century Racing Associates, of Harrisburg. For more information, please contact Oscar Koveleski at [Oscar@kidracers.com](mailto:Oscar@kidracers.com) (570)-586-2198, or Joe Benish, Capital Communications at [Prguy@yahoo.com](mailto:Prguy@yahoo.com) , or (717) 903-0122.

Introducing  
Our

*New*

Subscribers ...



**Michael Milligan** *Clearwater, Florida*

Michael bought a MGB in 1999-2001, sold that car, bought and restored a 1974 TR-6, and now has the 1962 MGB race car, which he started building in 2004.

**Jim Collins** *Shelburne, Vermont*

Jim has been racing about 30 years. Currently, he is preparing a 1961 MGA for competition.

**John D. Setar** *San Antonio, Texas*

In the 60's and 70's, John built and raced AA/Fuel Dragsters. Now he owns a 1948 TC, a 1978 MGB, and a 1962 MGA that he is preparing to race in the Spring with CVAR. See you at Hallett in June, John.

**Greg Williams** *Lubbock, Texas*

After investing 2 years restoring/race preparing his 1962 MGA, Greg has enjoyed the next 6 years racing with his friends in CVAR. See you at Hallett, too!



**Cary M. Cooper** *Columbia, Maryland*

Cary recently acquired a 1949 TC that was raced and shown at Watkins Glen in 1952. Cary plans to race at Pittsburgh, Jefferson 500, and other East Coast races, once he restores and race prepares the TC. Any help with preparation would be appreciated. (Note to Cary, MGVR has Tech Tips Vol. 1 for sale, please contact the Editor for more information).



**Paul Buttrose** *Fort Lauderdale, Florida*

Paul owned a MGTC in '61-'63. While growing up in Australia, Paul followed all the motor racing events, longing for the day when he could compete. That day arrived this year when Paul took a 3-day Panoz school at Road Atlanta, where the virus struck! Now he owns Ginny Gibbons' '67 MGB roadster which he plans to exercise at Roebing Road this December.

# For Sale



## Vintage 31 Aluminum Race Seats

- 40 combined years of seat time,
- 10 race cars,
- 1000 hours on track,
- Enough fuel to run a city,
- More tires than we admit to our wives,
- Brake pads that stack a mile high,
- Bloody knuckles, Sore backs, and long tows home.

We're passionate about our racing, and demand the best. Our cars show it, our lap times prove it and now we can share our passion with other racers.

We invite you to view our vintage correct seats at [www.vintage31.com](http://www.vintage31.com). Or call Ed or Scott, we'd be more than happy to bench race for a while.

## For Sale - 1959 MGA Twin Cam Coupe

Vintage race car (mildly prepared) and street licensed. Pictures available upon request.

- Entire car was professionally restored and maintained
- Street licensed, vintage race prepared (mild)
- Roll bar
- Fuel cell
- Fire system
- TwinCam - carrillo rods
- Steel crank
- Limited slip 4.3
- 5 Point harness
- Safety cut off switch
- Vintage correct tires
- Spares

Ed Lamantia  
[ed@vintage31.com](mailto:ed@vintage31.com)  
650 207 4459

**Collier Cup 50<sup>th</sup> Anniversary Alert!** Patches now available, 3 1/2" 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](mailto:jbritcars@aol.com)

For Sale: 1995 American Eagle 20' enclosed trailer. White aluminum exterior, wagon wheels with newer tires, spare tire, electric winch, workbench, cabinets, closet, interior lights and outlets, exterior pit/flood lights, independent electric brakes. Roof, which is 1-piece aluminum) should be cleaned of old caulk and resealed, needs a small patch for a flex/stress crack. No damage. \$4000.00 Henry Moore 1-860-491-3467

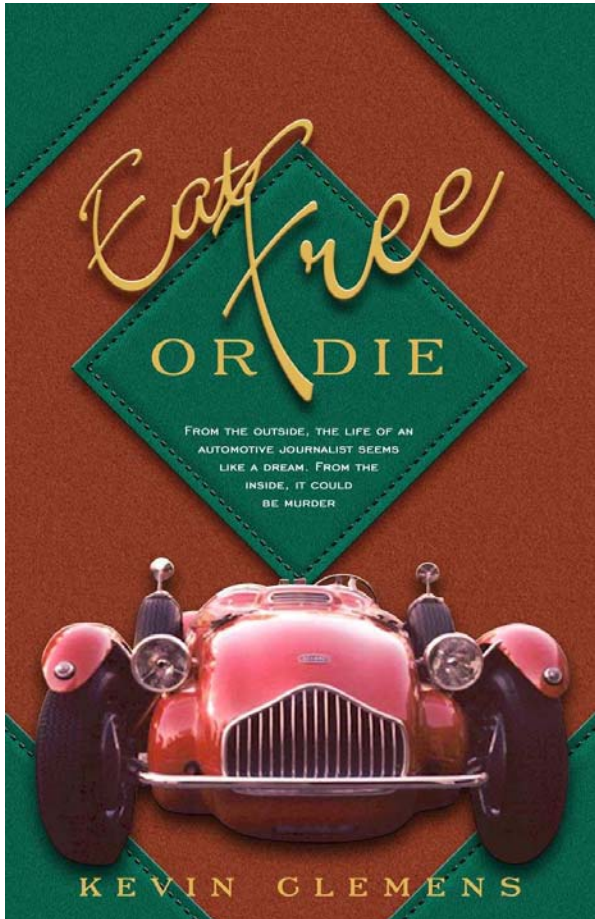
## FOR SALE: 1969 MGC Roadster

- British Racing Green, 6 Cyl./Automatic trans., 45K miles. One owner last 23 years. Knock-off alloy wheels and modern tires fitted. 5 original wire wheels w/tires included. Sony FM/cassette stereo fitted. Original BMC AM radio included. Very good, very original condition. Passes Illinois emissions tests. Lots of MGC books, documentation and manuals included. Recent professional appraisal of \$14,000 (copies available). Asking \$13,000
- Email: [KelvinPalmer@worldnet.att.net](mailto:KelvinPalmer@worldnet.att.net)
- or call 847.965.9191 days, 847.945.8915 evenings/weekends



The MGVR Newsletter accepts advertising at no cost for products and services that may be of interest to our subscribers, subject to space limitation, and editor's discretion. Subscriber classified ads are #1 priority.





## ***Eat Free or Die* in a World of Temptation**

*Eat Free or Die* is the debut novel by award-winning writer Kevin Clemens. Its protagonist, Simon St. Scot, is an international automotive journalist and magazine editor known for his scrupulously honest new car reviews and entertaining automotive feature stories. His world is filled with luxury, largely provided by the world's car companies using exotic locales, the finest hotels, gourmet food and vintage wines to attract St. Scot and his colleagues to new car introductions. There's even a long-running inside joke among these journalists that the credo of the profession should be, "Eat free or die!"

St. Scot lives in the upstairs of a refurbished, old firehouse. Downstairs stands his collection of cherished cars from an earlier era that he tinkers with in his spare time. Writing about new cars, living with old ones... it's the perfect life for a car guy.

A perfect life until his world comes crashing down. Someone is claiming that St. Scot is dirty, that he has sold out to the dark side and his opinions are for sale. And when a colleague is found dead, the credo stops being funny. He soon finds himself at the center of a plot to counterfeit the world's greatest sports cars and to control a worldwide publishing empire — no matter what the cost. St. Scot's only hope for salvation lies in setting aside his knife and fork long enough to negotiate international intrigue, corporate greed, carnal temptation, and ultimately murder and mayhem.

*Eat Free or Die* is a light and often funny mystery novel with an insider's cynical edge.

### **About the Author**

Kevin Clemens has been a part of the automotive industry for more than 25 years. Trained as an engineer, he worked as a research scientist, designer of racing and sports car tires and public relations counselor. He has been an editor and contributor at some of the industry's most influential automotive enthusiast magazines. He has written extensively about everything from racing vintage sports cars to the most sophisticated automotive technologies. As a magazine staffer and freelance writer, he knows the life of the automotive journalist from the inside.

In 2005, his collection of automotive essays, *Motor Oil For a Car Guy's Soul*, received the Ken Purdy Award for Excellence in Automotive Journalism. Clemens lives in Lake Elmo, Minnesota, with his wife and a pair of Australian Shepherds, one of which is certified for wilderness search and rescue. *Eat Free or Die* is his first novel.

**RELEASE DATE: November 21, 2005**

**Publisher's web site: [www.riversbendpress.com](http://www.riversbendpress.com)**

**Kevin's web site: [www.eatfreeordie.com](http://www.eatfreeordie.com)**

*Order now for the holidays!*

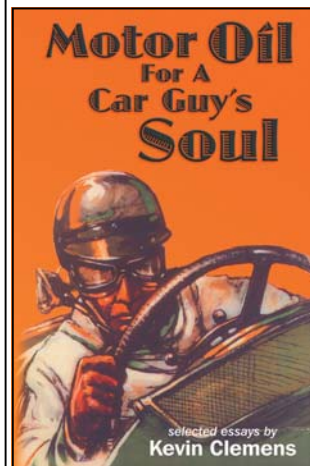
"We few, we happy few,  
we band of brothers."



If you love MGAs,  
join more than 2100  
other enthusiastic brothers!



[www.namgar.com](http://www.namgar.com)



In December, 2004, Kevin's 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. Many of the stories have had something to do with vintage racing and more than a few mention MGs. Stay tuned next Newsletter for *Halflife: Forever is a long time*, a selected essay. Kevin and his MGTD (and autographed copies of both books) will be at Hallett in June, 2006.

## 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. During Mark's tenure, the MGVR Newsletter grew to over 200 subscribers, while the 'Focus Event' concept became *the* annual race where MG Vintage Racers gather to share the camaraderie they are famous for both on, and off the track. In 2005, Mark turned Newsletter editorship over to Chris Meyers.

**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](http://www.mgvr.org)

**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](mailto:stevekonsin@aol.com)

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Web site: The address is [www.mgvr.org](http://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](mailto: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](mailto: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 [stevekonsin@aol.com](mailto:stevekonsin@aol.com) and he is the facilitator of the e-list for us.

# MGVR "Official" Regalia

## Dan and Vicki Leonard

Email [ddl@leonardpaper.com](mailto:ddl@leonardpaper.com)

|                                                                                                                |         |
|----------------------------------------------------------------------------------------------------------------|---------|
| Outer Banks Polo, tan with dark accent<br>Stitched logo, sizes Small through XL                                | \$30.00 |
| Long Sleeve Blue Denim<br>Stitched logo, sizes Small through XL                                                | \$40.00 |
| Sweatshirt, Gray Heavy Weight<br>Stitched logo, sizes Small through XXL                                        | \$30.00 |
| Polo. Our Classic solid tan by Outer Banks<br>Stitched logo, <b>reduced price</b> , Large & XL while they last | \$25.00 |
| Gray T-shirt, MG collage: sizes Small through XL                                                               | \$12.00 |
| T-shirt, size XXL                                                                                              | \$14.00 |
| Tan Hat, embroidered logo, one size fits all                                                                   | \$12.00 |
| Club Decals, specify octagonal or rectangular                                                                  | \$3.00  |
| Embroidered Patch                                                                                              | \$4.00  |
| MGVR Race Highlights & History Video: VHS                                                                      | \$12.00 |
| DVD                                                                                                            | \$24.00 |



Photo by Mark Sherman

# VSCCA Celebrates 50 Years of MGA



The Octagon on the battle line, 2005.

Photo courtesy Sean Smith

Imagery courtesy Scott Brown