



**MG VINTAGE
RACERS'
NEWSLETTER
1981-2006**

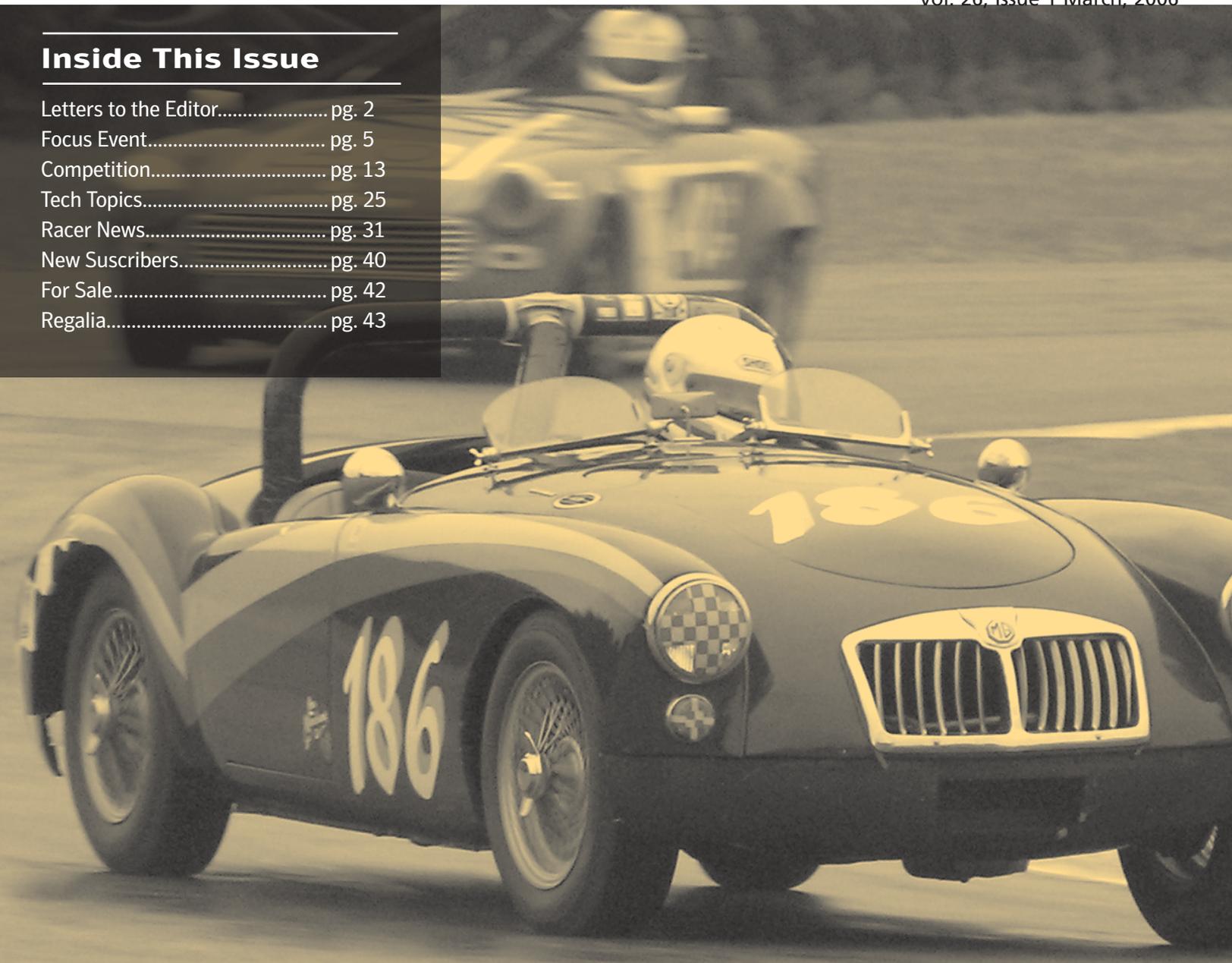


MG Vintage Racers Silver Anniversary Celebration at Hallett JUNE 2-4, 2006

Vol. 26, Issue 1 March, 2006

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From The Editor :

Here in Connecticut we have run the gamut of weather this winter with record warm in January, record cold in February, and warmth again in mid-March. I wonder if early April will be warm and sunny now that the VSCCA Spring Sprints are scheduled for August. I guess I'll use the extra time to catch up on the shop work that I blew off this winter.

What's going on out there? I have received one quick memo from the West Coast contingent reporting on their first race of the season. Is anyone else on track yet? Sebring is just around the corner as I write this-rumor has it that Dan Leonard plans to trade in his TD and Speedwell for an Elva Courier at Sebring. Good luck, Dan.

This is our official Hallett 25th Anniversary Celebration Issue, jam-packed with useful information on this year's Focus Event! I must admit the process which culminates in our event absolutely fascinates me. Everyone involved has taken considerable time from their normal leisure activity to work as a group to put this thing together. Reed Yates in particular has organized the lion's share of the schedule. Those of you planning to attend Hallett don't forget to make a point to find Reed and personally thank him. And while I'm thinking about it, I'll mention a word, or two about our Event Sponsors. **Page 12** of this newsletter features all race, and event sponsors. Every race has a sponsor! A special mention of three MG clubs who together sponsor **6 races!** Many thanks to the MMM Register, the New England MG T Register(NEMGTR), and the North American MGA Register (NAMGAR). These organizations are truly friends of MG Vintage Racers Newsletter. Please consider becoming a member, if you are not already. And don't forget to thank the other sponsors (Anonymous excepted) for their contributions to our fun at Hallett.

While I'm thinking about Hallett, two more items of interest come to mind. First, you probably have already heard that the Vintage Motorsports Council (VMC) has granted MGVR the authority to report any race incidents at Hallett to VMC. This tells me that while MGVR is not a sanctioning organization, the VMC recognizes, and respects the interests of MGVR as an entity whose vintage racing philosophy is in line with VMC doctrine. Mark Palmer deserves a 'thank you' for working with VMC to secure reporting privileges. MGVR subscribers should also recognize that this is a reflection of how the hobby views MG vintage racers. You have the respect of the hobby!

My second thought relates to the physical training aspect of pre-Hallett preparation. As you can see from the photo at left, I have already started my training regimen in anticipation of the Oklahoma Hospitality portion of our Hallett experience. But seriously, it will be quite warm at Hallett. Please read Dave Smith's article on driver maintenance; consider this just as important as checking the air pressure, and at least as important as packing the brew in the cooler. Once you dehydrate, it's nearly impossible to fully recover over the course of a race weekend. Let's be careful.

I have run out of things to write. Just enough room to wish you all a Safety Fast racing season. I hope to see you on track

Chris



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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 have 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 at *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



....We all love racing at Hallett for a number of reasons but mainly because of the location and the people. They want to make sure Hallett is a race experience like those in the 50's. At a recent race meet, CVAR was testing a new track at Motorsport Ranch, we were discussing the pros and cons of the different tracks and the best comment was from a midget racer that stated he would drive to Hallett just for the food. Racing was an additional bonus. What was funny is that everyone agreed! Four stars for the ladies that run the cafe.

Cheers,

Lou Marchant

Letters



A few lines to congratulate you and your fellow scribes and helpers on the ongoing quality of the Newsletter, its a real pleasure to read and to appreciate the friendship and comradrie that it reflects so well. When our competitors complain of having to travel 70 or 80 miles to a meeting I refer them to the distances that you guys and gals regularly travel to attend. And now an all MG meeting.....terrific, all credit to Reed and Greg and everybody else involved of course, sounds like a fun weekend

Our best wishes from this side of the pond for Christmas and every possible success for the New Year
Ron Gammons

Managing Director
Brown and Gammons Ltd



Hi Chris -

Thought you mind find this interesting. Ed (Lamantia) and I have been asked to show our MGAs at the opening of Car Stories, March 5th at the Cinequest Film Festival. Attached is their press release and film title. He and I are one of 5 car guys the documentary is about.

Best - Scott Brown

editor's note: please see press excerpt of press release below

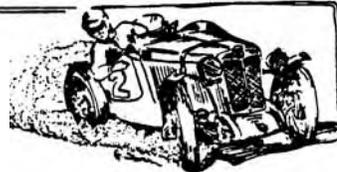
HIGH-OCTANE RACING DOCUMENTARY CAR STORIES TO PREMIERE AT CINEQUEST FILM FESTIVAL IN SAN JOSE

Menlo Park, CA — The latest feature film – and first documentary – by Northern California’s JuneBug Films has been selected to have its world premiere at the 16th Cinequest Film Festival in San Jose on Sunday, March 5 at 2:30 pm at the San Jose Repertory Theatre. The film will screen again on Thursday, March 9 at 5:15pm at the Camera 12 Cinemas. CAR STORIES is a fascinating look at American car racing culture through five different vignettes, which explore the high-octane sport and the ardent enthusiasts who have made it such a big part of their lives. "CAR STORIES started out as a project to help me understand what my husband did on the weekends he was away," says writer/director/producer Kari Nevil. "He loves cars. I love movies. So I decided to document his passion to meld our worlds. What I was surprised to find out was how many people shared his passion – and how huge the fan base was for this sport." The film features racers from various car clubs, including NASCAR West, CSRG (Classic Sports Racing Group) and SCCA (Sports Car Club of America).



We just finished the hmsa spring event at Laguna Seca..MGVR members Gary,Anderson, Mike Jacobson, Jim Weissenborn chasing the elvas and Alfa GTVs ...Hate to say temp was an unseasonable 70-75 clear weekend...Lots of talk about Hallett; we will have a good showing including Al Moss who will drive the Johnnie Von Neuman Special which Don Martine is bringing in from his stable here in Monterey.. Editor Gary is busy with his new Mini publication but promised to send a race report...I will be in NJ in a few weeks so hope the snow is gone.....Jim Weissenborn

Letters



A P R O P O S A L

In racing my "T" series MG, I have found that there are a significant number of vintage MG racers that occasion the track with their cars. However we are spread over many miles and our personal lives restrict the number of events we can attend, therefore, information concerning races, results, people, etc. is often sparse. I've enjoyed vintage racing and the socializing at the events as I am sure you have.

I would like to suggest that we start up some form of communications between current active MG racers about vintage MG racing in the form of a newsletter. I am willing to be the initial co-ordinator of the newsletter. I'd like to suggest a loose format of my organizing information you send me and then mailing it back out to everyone - say quarterly. Send me information on scheduled events, races you plan to attend, stories about races, work you have completed on your car, articles from other sources, technical information, history, etc. Several MG racers I have talked to are interested in such a newsletter and some have already offered to help put it together.

If you are interested in such a newsletter please check off the enclosed post card and mail it. I have sent this letter to all active vintage racers for which I have addresses (list attached), but if you know of any other active vintage MG racers that are interested, ask them to mail the same information to me. Remember, I am not suggesting anything like TSO. We would be a small special interest group of friends keeping in touch with each other - maintainers of the breed, with the only requirements being that you have a vintage MG (or MG powered) vehicle older than 1956 and use it in a competitive event at least once a year.

If there is sufficient interest shown, I will send out a first issue to get the ball rolling.

If you have any suggestions or comments, please send them to me.

Maintainer of ol'53,

GREG PREHODKA
62 Dartmouth Street
Edison, New Jersey 08837
201-738-1812

FOCUS EVENT REPORT

MGVR Silver Anniversary



Event Schedule

Thursday, June 1	Friday, June 2	Saturday, June 3	Sunday, June 4
10:00 AM Gates Open	8:00am Mandatory Drivers Meeting	7:30am Mandatory Drivers Meeting	15 Minute Race
12:00 PM – 6:00 PM Registration and Tech Inspection	15 Minute Practice	20 Min. Practice	8:00-8:15 Grp A
	8:30-8:45 Group A	8:00-8:20 Grp E	8:25-8:40 Grp B
	8:55-9:10 Group B	8:30-8:50 Grp D	8:50-9:05 Grp C
	9:20-9:35 Group C	9:00-9:20 Grp C	9:15-9:30 Grp D
	9:45-10:00 Group D	9:30-9:50 Grp B	9:40-9:55 GrpE
	10:10-10:25 Group E	10:00-10:20 GrpA	20 Minute Race
			10:05-10:25 GrpA
	20 Minute Practice	20 Minute Race	10:35-10:55 GrpB
	10:35-10:55 Group A	10:30-10:50 Grp E	11:05-11:20 GrpC
	11:05-11:25 Group B	11:00-11:20 Grp D	11:30-11:50 GrpD
	11:35-11:55 Group C	11:30-11:50 Grp C	12:00-12:20 GrpE
	12:05-12:25 Group D	12:00-12:20 Grp B	
	12:25-1:25 Lunch	12:20-1:20 Lunch** Group Photo	12:20-1:20 Lunch
	1:25-1:45 Group E	1:20-1:40 Grp A	Special Race #3 1:30-2:50
			MG Enthusiast Magazine
	20 Minute Race	20 Min. Handicap Race	Tag Team
	1:55-2:15 Grp A	2:00-2:20 GrpE	Enduro
	2:25-2:45 Grp B	2:30-2:50 Grp D	Team = 1 car
	2:55-3:15 Grp C	3:00-3:20 Grp C	from each
	3:25-3:45 Grp D	3:30-3:50 Grp B	Group
	3:55-4:15 Grp E	4:00-4:20 Grp A	
	Special Race #1 4:25-5:25 "Steve Olsen"	Special Race #2 4:30-5:00 "Jerry Storch Memorial"	3:00 PM Race Awards
	1 Hour Pit Stop Enduro 1 Car, 2 Drivers 2 Cars, 2 Drivers	All Comers Handicap	Presentation
	6:00 PM- Until Trackside Bar-B-Que Dinner and Party	6:00PM-Until MGVR Dinner and Party: Trackside	Have a Safe Trip Home

Race Groups

- A Pre War
- B T Types
- C MGA
- D MGB/MGC
- E Midget

FACILITIES AT HALLETT

Camping is permitted at Hallett, with quite a few electrical hook ups available on a first-come, first-serve basis for \$20.00 for the weekend. If you self-contain, there is no fee for paddock camping. Tent camping is permitted as well. Water is available at select spots throughout the paddock. Top notch restrooms, and shower facilities are centrally located and maintained throughout the weekend.

**** Group Photo scheduled for Saturday 12:15 . See MGVR Info Center at Track for Last Minute Information!**

FOCUS EVENT REPORT

MGVR Silver Anniversary Celebration At Hallett



Frequently Asked Questions

Driver qualifications: Must have a vintage competition license, or be a qualified driver, with a VMC-recognized vintage racing club.

Car eligibility: All MG's and MG-powered specials. Must have a vintage log book from a VMC-recognized vintage racing club.

Entry Confirmation? Confirmations are going out now weekly. First batch was sent in February.

Refund Policy? Full refund if you notify Event Chairman by *May 26th*

General Schedule, Registration, and Tech?

Race dates: Friday, June 2 (optional/extra cost); Saturday June 3 and Sunday June 4.

Track gates open: Thursday: 10:00 AM Friday: 6:30am Saturday: 6:30am Sunday: 6:30am

Registration hours and location: No registration. All entrants are pre-registered.

Tech hours and location: Thursday: 12:00 – 6:00 PM; Friday: 7:30am – 6:00pm Saturday: 7:30am-9:00am

General Directions to track? 35 miles west of Tulsa, Oklahoma, at the Highway 99 exit of the Cimarron Turnpike. Hallett's address is: Hallett Motor Racing Circuit 59901 E. 55 Road, Jennings OK 74038

Nearest Airport: Tulsa International Airport (TUL)

Weather: No guarantees!!! But climatic data suggests highs in the mid-80's and lows in the mid-60's.

On-track activities: In addition to the regular practice sessions, qualifying, and race sessions:

Special Races: One-hour enduro on Friday; All-comer's handicap race on Saturday; Tag Team Race on Sunday (no extra charge for any of these).

Track touring, worker rides? Lunchtime "Ride around-Drivearound" led by track staff

Group Photo: Group photo of all the MG's planned for Saturday – see schedule

Driver Training Activities:

Driver School? Not available at this event.

Special car requirements:

Sound restrictions? None – unmuffled event.

Antifreeze permitted? NO

Transponder required? Yes, if timing and scoring desired. Back of the grid if not. The track has 35 transponders for rent for approx \$25 for the weekend – call track office directly, (918) 583-1134

Crew and spectators:

Crew passes? Driver + THREE crew included in entry fee; additional crew passes \$5 each

Spectator event? YES, tickets at gate, approx. \$10 for the weekend

Social Activities:

Friday evening: MGVR barbecue at track, one ticket included with each entry – additional tickets \$10

Saturday evening: Dinner at track, courtesy of Hallett management. All drivers & crew invited.



FOCUS EVENT REPORT

MGVR Silver Anniversary Celebration At Hallett



Frequently Asked Questions (continued)

Paddock Accommodations and rules:

Garages available? Covered garages are available for a modest fee – call track office directly, (918) 583-1134

Race Fuel, air, water available? Race fuel and water available.

Food available? Great food at the Finish Line Café trackside.

Rules for ATV's, scooters, pit bikes, golf carts, bicycles? None

Pets allowed? YES, please keep on leash and please clean up after your pet.



Camping:

Motorhome camping at track? Yes – no fee – hook-ups available for a fee.

Tent camping at track? Yes -- no fee.

Track gates open overnight? Track gates close at 10:00pm

Local accommodations:

MGVR headquarters hotel? There is no single headquarters, but we have blocks of rooms at the following local hotels, reserved until 5/1/06. *To get special group discount rate, tell them you are with "MGVR"*

Hampton Inn, Sand Springs, OK (35 miles), 918-245-8500 \$69.00/night

Best Western, Sand Springs, 35 miles, 918-245-4999 \$59.00/night

Best Western, Mannford, OK, 20 miles, 918-865-4752 \$50.00/night

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

Boomtown Inn, Drumright, OK, 15 miles, 918-352-2288 \$50.00/night



Local tourist info:

Visitor Info: Tulsa Chamber of Commerce, 1-800-558-3311 or <http://ww3.visittulsa.com/>

Local sites & attractions: numerous American Indian museums; several casinos; Tulsa Air & Space Museum; Claremont, home of Will Rogers; Route 66; Art Deco architecture in Tulsa; Gilcrease Museum of Art of the American West.

CONTACTS:

MGVR Event Chairman: Reed Yates, 817-431-8559 evenings or YATESS@peoplepc.com

Track: Scott Stephens or Mike Stephens, Phone: (918) 583-1134 / Fax: (918) 583-1135

www.hallettracing.net



FOCUS EVENT REPORT

MGVR Silver Anniversary Celebration At Hallett



.....AND NOW A FEW CHOICE WORDS ABOUT DRIVING AND DRIVER BEHAVIOR AT HALLETT.

As many, if not all of you know, MG vintage racers have a certain image to maintain, on and off the track. Let's leave the paddock for a few minutes, and address on-track behavior.

Our 25th Anniversary Celebration will bring vintage racers together from across North America, as well as a few brave vintage MG types from overseas. All of us will share the track with racers unfamiliar to us. Vintage racing spirit is something we are all familiar with, regardless of who we normally race with, or what vintage race organizations we play with. *Aggressive driving* is not tolerated by any vintage race group, nor will it be tolerated at the MGVR 25 Year Celebration.

Aggressive driving can take on many faces. It means different things to different drivers. Let's be specific!

Spins and four wheels off: these are clear evidence of driver's loss of control. This should serve as a warning sign...you are driving over your personal limit and should back off. Drivers who spin, or put four wheels off should come in for a brief chat with the race steward. This give the driver a moment, or two to catch his/her breath, and have race workers look for possible damage to the car. Drivers with several spins, or four-offs might just rethink their participation in the weekend's activities.

Overtaking a slower car: Everyone take a minute and reflect on vintage attitude as it applies to passing. We will be racing and dicing with unfamiliar drivers in unfamiliar cars on an unfamiliar track. Don't try to win the Hard Charger Award your first time out. Everyone knows the rules here. Watch your mirrors. Slower cars please point by the faster cars and maintain the race line. It is the responsibility of the overtaking car to execute a clean pass. Be especially careful when passing going into a turn; when in doubt, back off and save it for another time. No dive bombing going into turns! Be especially careful when a train of faster cars is passing a group of slower racers. I won't go into all the rules. Use your common sense, and practice good vintage racing spirit.

Incidents: We want exactly *zero incidents* at Hallett this weekend. The 13/13 rule will be in force, and the drivers' committee has agreed to a strict interpretation of vintage racing rules. If you are at fault in an incident that causes damage to your car, or someone else's car, you will be directed to place your car on the trailer for the remainder of the event. We will report you to your home club, and to the VMC. You can also consider yourself under probation and/or suspension from participating in future MGVR events.

MG vintage racers have a reputation throughout the racing community as safety minded, fun loving vintage racers. Let's maintain the image this weekend, and take ourselves, and our race equipment home in the same condition as it arrived.

Yours with Safety Fast regards... Chris Meyers with Mark Palmer, Greg Prehodka, and Reed Yates

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MGVR Silver Anniversary Celebration At Hallett



HALLETT HOT LAP by David Littlefield

Hallett is a technical track and great fun. It has numerous elevation changes, both slow and fast corners, and straights just long enough to relax a little without giving you time to file your nails. There are no concrete walls or Armco and off-course excursions are typically benign. A tight, busy course is a two-edged sword, though. While it makes for a lot of fun, it demands heads-up reactions and a lot of common sense. Most hot lap descriptions tell you how to get through a course as fast as possible. I'm going to go "vintage racing" on this one and try to help you avoid getting in trouble with the Chief Steward, as well.

For a video lap of Hallett, go to their website at www.hallettracing.net and find the *counterclockwise* hot lap. For a one-lap video of an Austin Healey 3000 at Hallett go to <http://corinthianvintagerace.net>, scroll down to the bottom of the home page and click on the link.

Turn 1 is a 90 degree left-hander up a hill coming off the Start/Finish straight. You'll probably need to brake lightly, but you'll want to carry as much speed and rpms as you can up the hill. The track crowns in the middle as it goes through the turn, so your turn-in point is important. If you turn too late or too wide, you'll be on the off-camber side of the track, which will amplify your mistake and possibly send you over the severe rumble strips to the right. The car will get unsettled and might either go off driver's right into some rough country, or spin back across the track. Going two-wide after the turn-in point is not a good idea, since this fast corner is especially unforgiving of deviations from the racing line.

You'll be flat out through the straight over the crest of the hill. This is a good opportunity to pass slower cars trying to climb out of Turn 1.

The next turn, Turn 2, is where most metal-to-metal incidents happen and passing should be done with great care. Entry is steeply downhill with a very tight, slow 165 degree turn to the left. Typically passing is attempted by trying to stay to the left of the car being overtaken and out-braking it. Most people don't realize that the track surface is slicker and often "marbled" to the left. What *looked* like an easy pass might result in a big tire-smoking slide into the corner that will end in the door or fender of an innocent car turning into the apex. Believe me, I know. I've done it myself and watched it done several times (I even have a video of a certain someone doing it this past October). DO NOT pass in this corner unless you are *absolutely* certain you can do so safely. Be patient, there will be other opportunities.

As you begin your descent into Turn 2 you'll need to stay well to the right. In your practice sessions you should identify which of the large numbers on the pavement surface to use as your braking point. You'll be looking for a late apex so you can take Turn 3 as straight as possible. If you apex too early or if you brake too late into the corner, you'll find yourself driving *around* the right-hand curbing at Turn 3, rather than touching it as you go by.

As you exit Turn 3 you'll be aiming uphill for Turn 4. You'll want to move to the left as you climb the hill. This is another good passing opportunity, as it is easy to take the inside line up the hill to pass slower cars.

Taking Turn 4 properly is critical to getting through Turn 5 as quickly as possible. You'll have to "sacrifice" Turn 4 to a degree. Take a late turn-in and a late apex, driving along the right-hand side of the track briefly after you pass the curbing. Then dive left to the left-hand curbing at Turn 5, catching it about three-quarters down, and drift out to the curbing on the right. Done right, you'll be headed relatively straight down the hill at full throttle.

Turn 6 is at the bottom of the hill and it is a favored corner for passing. Watch your mirrors! The track is fairly wide and visibility is good. It is a relatively easy turn to execute and faster than it looks. Just stay to right as you come down the hill and measure your braking point carefully. The apex is further around than it looks and turning early will mean more turning to do after you are out of the corner.

You've got yet another hill to climb in front of you and the straight rises slightly to meet it. You'll want to be on the right as

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MGVR Silver Anniversary Celebration At Hallett



HALLETT HOT LAP continued

you ascend the short hill. The hill will do some of the braking for you, but you may need to feather the throttle or touch the brakes slightly to make the left-hand Turn 7. Most important in this turn is proper setup for Turn 8 and Turn 9.

Get all passing done on the straight, or, at the latest, on the entry to Turn 7. Generally speaking, Turns 7, 8 and 9 are narrow and the weight of your car will be shifting around too much to find the right grip to execute a safe pass. Sometimes in heavy traffic or when passing much slower cars an inside passing line from Turn 8 to 9 is possible, but use caution as you might startle a driver busy with his car. Also, the flagging station is up the hill to your right as you enter Turn 8 and a bit out of the line of sight. Make it a habit to look up at the station as you go through Turn 7 to check for flags before leaping over the crest.

You can't see the apex for Turn 8 as you exit Turn 7 since it is over the crest of the hill. Fortunately, for most sessions a cone will be in place to locate it. If no cone is in place, use the abandoned billboard frame in the distance as a marker (if it is still there!). You'll want to practice this turn a few times before attempting at full speed! As you crest the hill at Turn 8 your car will unweight. Once you are over the crest of the turn you'll notice that the hill falls away to the left. If you are at the wrong angle and too far to the left of the apex, you can be headed down this slope off course. With the car unweighted and the slick grass, your next destination may be the tire wall towards the bottom of the slope. It doesn't happen often, but I've seen a few cars do it. Ask George Curl!

In any case, as you crest Turn 8 you should immediately downshift and prepare to brake for Turn 9. Turn 9 is affectionately (?) called "The Bitch" and is the only turn at Hallett commonly called by its name, rather than by number. It is a very difficult turn to master and is always difficult to consistently execute well. I've seen few drivers do it right twice in a row, much less every lap. The most common mistake is to brake too late and take a wide line around the turn, missing the apex altogether. If your opponent has done this, it isn't too difficult to pass on the inside in the turn and make it stick on the exit, since there is ample room on the outside of the turn and you'll both be going relatively slowly. Or you can at least get a little better exit speed that will set you up for a pass down the straight into Turn 10. That's assuming, of course, that *you* got it right!

Stay to the left after leaving The Bitch if you want to exit the course, as the pit entrance is to your left, typically marked by cones and a white line.

Otherwise drift to the right to prepare for Turn 10. Turn 10 is a single-apex, 180 degree sweeper to the left that puts you back onto the Start/Finish straight. Turn 10 provides a good passing opportunity for out-braking as there is room on entry, but don't attempt it too late as room runs out very quickly. Although it looks like a sea of asphalt, looks are deceiving and there really isn't room for two cars in the corner. A late passing attempt can result in the outside car being hit or pushed off by the inside car. Turn 10 experiences more contact incidents than any other place on the track, aside from Turn 2.

You'll be looking for the apex about three quarters around the turn. There used to be no inside curbing, with steel (!) rumble strips to punish those trying to cut the apex. Last year track management built up curbing around the rumble strips, leaving a hole that will catch a tire, mercilessly bang it against the strips, and then slam it into the curbing again. I think they are trying to tell us something! Just stay out of it and don't push anyone else into it!

You'll drift to the right coming out of the turn and back onto the front straight. Unlike many racetracks, the actual Start/Finish line is well back from the starter's stand. If you are drag-racing a competitor down the straight for a photo finish, don't let up on the throttle when you pass under the checkered flag. Keep it down until after you've crossed the transponder sensor, located just before the pit exit.

I hope all this gives you some insight into the track and helps to avoid any incidents in June. Just remember; the thrill of making a pass fades far more quickly than the embarrassment and shame of injuring your fellow racer and/or his car. If in doubt, back off!

I'm looking forward to sharing the track with all of y'all in June and having a fun, safe race!

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MGVR Silver Anniversary Celebration At Hallett



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MGVR Silver Anniversary Celebration At Hallett



Race Sponsors

Prewar Scratch and Handicap Races

The MMM Register Keuper Memorial Race (Handicap)
The MMM Register Goguen Challenge Race (Scratch)

MMM Register



MG T Series Scratch and Handicap Races

The New England MG T Register Frank Churchill Memorial Race (Handicap)
The New England MG T Register T Trophy Raced (Scratch)

New England MG T Register



MGA Scratch and Handicap Races

North American MGA Register Race (Scratch)
Syd Enever MGA Designer Handicap Race

North American MGA Register



MGB Scratch and Handicap Races

Silverstone Trophy Handicap Race

Targett Motorsports



Midget Scratch and Handicap Races

S&B Filter Midget Scratch Race
S&B Filter Handicap Race

Jay McLanahan



Jerry Storch All Comers Handicap Race

Anonymous



Steve Olsen One Hour Pit Stop Enduro

Service-Garage

MG Enthusiast Tag Team Enduro

MG Enthusiast Magazine



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Competition



Sebring-"You Gotta Go" story by Manley Ford

Every vintage racer owes him or herself at least one time to do the SVRA Sebring event.

In 1985 I flat-towed my TF from New Orleans for only my second event with SVRA and still vividly remember:

- staying at the very nostalgic old Kenilworth Inn, the upper floors of which were "unrestored" (and I believe still are) hence a very cheap room with free lead poisoning (no doubt) from the peeling paint and the smell of those orange blossoms wafting through the jammed open windows,
- getting greeted on my first practice lap at the old hairpin by a multi-level mega-moon job by at least 20 of the scaffold denizens there causing a momentary lapse of concentration and sending me onto the runoff road (the crowds were very crazy in those days),
- "dicing" with Sir Stirling himself in a Maserati A6GCS (and later being told I was actually holding him up and he was being cautiously gracious owing to my rookie stripe),
- getting a flat tire repaired by Ron Gammons who both removed and remounted the steel-belted Michelin by never touching the tire or the rim with ANYTHING except the soles of his very tidy Hush Puppies (Peter Thornley at Road Atlanta this year confirmed he's seen Ron do this trick)
- arriving late for the police-escort parade going downtown, forging ahead fearless and undaunted sans escort, collecting up several other late-departing race cars in our wake only to lead the gaggle NOT up the direct road to town but instead out onto traffic-snarled U.S. route 23 on a very hot afternoon
- proudly displaying my race-prepared TF in the vintage paddock to my hero John Morton, after which John advised, "Manley, you ought to get a REAL race-car" (advice I've never followed).
- encountering serious clutch slippage, so spent a cold, miserably wet evening pulling the transmission in a poorly-lit corner of the old hangar outside turn 1 - where they put almost all the vintage entrants in those days - while a thunderstorm raged outside (and quite a bit inside due to many missing windows and open hangar doors) with a GT40 parked next to us serving as tool bench and beer can repository -
- receiving heaps of abuse from my conscripted crew-man Rocky VonDullen, as I removed the clutch pressure plate and he aimed the flashlight at the disc and read allowed from where he was standing outside the car, "This Side Toward Flywheel"
- Lining up for the little vintage race just prior to the start of the 12 Hour on what was a glorious spring day, where they bring the group around to the pit straight, stop and shut down all the cars while they introduce the famous drivers and some of the cars and the "real" racers look on from their pit stalls. Pretty heady stuff for a vintage racing rookie. From his perch on the pitwall, A.J. Foyt gets up and saunters over toward the TF, eyeing it appreciably (I believe) and says to me: "MGTF, huh? I had one of them . . . piece of shit!" And he laughs and continues up the row pulling the same gag on several others.

You gotta go!

editor's note: The above was poached from the MGVR egroup.



Photo courtesy Bob Spruck

George Pardee thinks that this new piece of equipment will get more speed out of his TF.

Tom Baumgardner receives the "Oldest MGA Driver" award at the VSCCA Fall Finale's MGA 50th Celebration in October as Greg Prehodka looks on.



Photo courtesy Ed Hyman/Granite studios



VDCA HAS THE RIGHT COMBINATION

At the Season Finale Races, December 9-11, 2005, at Roebing Road Raceway, near Savannah, Georgia

By Bob Spruck

MotorMouth/south

The Vintage Drivers Club of America (VDCA) seems to have solved some problems for many vintage racers. Not too long ago, a major trend in vintage racing was towards less track time, higher registration fees, additional fees for endurance races, and a feeling that the race weekends were a little less fun than before. So, VDCA was founded about five years ago with the expressed intent of providing more track time and more fun for its members than they were getting with these other groups. The solution didn't happen by accident. The founders knew quite well what an increasingly large number of vintage racers didn't want, plus, they solicited input about what they did want. The universal answer of the demographic was "more track time for the money and leaving the track at the end of the weekend with the feeling of having had some real fun, our kind of fun." So, they created a model that had fewer race groups (but still maintained rational, workable competition), two 30-minute sessions every day for each group, the ever-popular endurance race (one that didn't include additional charges, but was included in your one registration fee), and a return to the racing attitude of old. The target membership also wanted cars to be prepared in the configuration of their original racing era, no exceptions, no variations. They wanted fun and fellowship (that means parties). They wanted sane on-track behavior, because some of the members intended to bring out their REALLY valuable cars. They wanted no shenanigans or cutthroat antics on the track that would endanger their automotive investments or their safety. The model also included an extra race in addition to the practices, endurance race, and the feature races. The Gimmick Race was for all racers, regardless of Group or Class and was guaranteed to be fun. The rules, or gimmick, would change at each event. As it turns out, the rules are often changed during the event!

This winning combination was used once again during the weekend of December 9th to 11th at the 2.02 mile long Roebing Road Raceway in Bloomingdale, GA, near Savannah for the 5th annual Season Finale Races. VDCA also seems to have perfected the technique of sharing the track with other racing groups, thus making the track rental costs much more reasonable for each. The local chapter of the BMWCCA was once again part of this traditional season ending event. VDCA's September event at this same venue was shared with the Buccaneer Region of the SCCA and also went off without an intergroup hitch. There's always the potential for one group to get carried away and have so many cars needing to be towed off the track at the end of their session that the delay impacts the time the next group has for their on-track session. VDCA's shared events always seem to have a minimum of these kinds of delays because each group seems to respect the other's position. Judicious combining of speed-compatible groups within VDCA also insures that each race group gets their full-allotted track time, the right amount of cars, and a good variety of cars to provide some great racing. We like to keep the tow truck drivers, corner workers, and medical staff professionally bored and excite them only with the cars and the racing. Seems to have worked!

As is common practice, the nine race groups were re-organized into five track groups, based on speed potential. There were fourteen half-hour time slots available each day on Friday and Saturday. The BMW club had four for their practice sessions while each of the five vintage groups had two. The all-comers Gimmick race then finished the day on Friday.

Forty cars from all the vintage groups took part in the fun race, with the extra challenges of the speed differentials of the cars and the bright sun glaring up the front straight as it sank behind Turn 1. Doug Meis, who honchos this event, must lay awake at night, formulating the rules with the help of some diabolical inspiration. Or maybe it was some bad sushi. Based on five years of Gimmick Races rules, including one where we bobbed for apples with our starting position on them, and another where poker hands were involved, we have absolutely no reason to think otherwise. This year, participants formed four car teams and each member of each team designated a target fast lap time. After the race, this time was compared to their fastest lap time during the race. The team with the lowest total deviation from their predictions was declared the winner. The team of Tim Slater (Spitfire), Hank Giffin (Morgan Plus 4), **Stan Heath** (MGA), and Robert Clarke (Bobsy FV) posted an unbelievable 2.4 seconds of total deviation from their collective estimates! Then, true to form, Doug made a management decision and elevated the third place team to second place solely on the basis of their clever team name. Team Porcupine (an inside, racer joke), composed of Porsche drivers Jack Lewis (911), Stuart Reiter, John Cox (912), Robert Demetrius (911), and Dan Albright (911T) were good sports and by no means porcupines.



Practice continued Saturday morning - one session for each vintage group and two for BMW. Saturday afternoon saw the vintage qualifying races for each group while the BMW crowd had a qualifying race and then their 90 minute endurance race. Following the VDCA model, various social activities capped off each day's activities. The Saturday night Pig Pickin' and Oyster Roast started by Alex Quattlebaum many years ago has fortunately been continued with gusto. Then we got down to serious business on Sunday. The morning was devoted to two warm up sessions for the vintage cars and one for the BMWs. The 60 minute Vintage Enduro finished off the morning's activities before the quiet hour at eleven.

The 60 minute, 39 lap endurance race is always well subscribed at VDCA events. It is fun, well run, safe, and free. A total of thirty-six cars from all the Groups started the race and 29 managed to finish it. Peter McLaughlin's Brabham BT29 led the considerable pack, got a short view of the rear of Jack Lewis's Porsche 911 as he led lap 2, then passed Jack and kept the lead for virtually the entire race. Until his mandatory five minute pit stop, that is, because master strategist Lewis had made his stop earlier and took the lead again. The obviously quick Brabham passed the Porsche again but then disappeared from the fray, leaving Lewis finally in front again 'til the end. From the MG ranks, **Paul Buttrose** in his 1967 MGB did OK for himself. He started 36th and last, worked his way all the way up to 16th by the time he took his pit stop, dropped back to 25th, but ended the race with a strong 22nd. Paul also got 2nd in Class here. **George Pardee** had his usual steady and uneventful time of it in his 1954 MGTF

Things got REAL exciting at noon as the BMW feature race was run, followed by the five feature races for the vintage cars. The last group finished no later than 3:30 and everybody was able to start the long journey home before dark.

Vintage Group 1 is comprised of Production Sports cars under 1300cc displacement and the ever popular and growing class of Formula Vees. This weekend, Group 1 was the largest single Group, with about 30 cars. During all the practice sessions, the Triumph Spitfires of father-son team Quinn and Leigh Derby, Rob Stewart, Dale Oesterle, and Fred Danovitz were always able to run away and have their own race. The same happened in the feature race. Quinn led green to checker while Leigh was close behind, passed only by Fred for lap 2 as he and Alan Casavant in a Lotus 7 and Rob moved up quickly. A little excitement in Turn 2 forced Alan and Fred out of the race and delayed Rob. He fell behind to 11th but then did a fantastic job of catching up. In fact, he posted the fastest time of the race while fighting his way up to fifth at the end. If only the race was a few laps longer, eh Rob? Six Vees, 5 Bugeyes, and 3 Spridgets all had great races within the race. A Merlyn, Mini, Alfa, and Fiat Abarth also contributed to the racing excitement. MGs are usually well represented in this Group but seemed to defer to the 6 Spitfires, 5 Bugeyes, and 2 square bodied Sprites. **Larry Smith** and **Rafael Giro** drove the only two Midgets at the event. Larry started 14th and finished 10th in his '62, fourth in class after the top three Spitfires. Raphael started near the back but fell out after only 4 laps. We'll get 'em next time, guys!

Group 9 was next up. This Pre-War/Classic group always gets the attention of spectators and fellow racers. If they aren't working on last minute preparations for their own race, they become fence-hangers, cheering these awesome machines and brave drivers on. The nine cars in this group all had copious experience, significant provenance, true race histories, and appreciable worth. That's what gets everyone's attention. As usual, Scott Ebert led flag to flag in his fast and reliable Dreyer Special with the loud Ford flathead, open wheels, and lots of levers and controls. John Kendall stayed in second place the entire race in his 1932 Maserati 8C 3000. **George Pardee** had a great race, placing third over all and first in Class in his 1954 MGTF. Talk about experience and beauty, this car certainly has lots of both. George goes to a lot of races and runs a lot of laps and he and the car just keep running and running, just like that pink bunny you see in the TV ads. He did every practice lap, the Gimmick Race and the Enduro. He also asked me to co-drive the car in the enduro and allowed me one entire practice session to get to know the car. That was real magnanimous of him, since my Midget is still apart after the blown engine at the Mitty. Thanks a lot, George. I owe you one! David Kendall in his 1932 Alfa Romeo 8C 2300 and Miles Whitlock also displayed their cars for the appreciative on-lookers. Although the 1952 Kieft of Harry Reynolds and the two 1954 Cooper MkVIIs of Peter Becker and Denis McKenna got in a goodly number of practice laps, they weren't up for the big race. It was still neat to see and hear these 500cc cars from a completely different era out on the track making their unusual, but racy, sounds.

Group 3 & 4 were combined to make up the next race and included the larger Production cars and the older, historic cars. MGAs, MGBs, TR4s, and Volvos were found in this Group, as was an unusual amount of attrition. **Marcus Jones**, driving his MGB this weekend, walked away from the competition and finished the race with a 16 second lead. Connie Nyholm in

Competition

her Datsun 510 and **Larry Blankenship** in another B started strong but had problems that dropped them far back at the end. Richard Schabel in his 1965 Volvo P1800 and **Bill Shields** in a 1964 MGB were able to make it to the (virtual) podium. Bill in a '64 B started 8th and marched steadily up to finish in 3rd, 2nd in Class EP. Larry Blankenship, driving a '67 B started third and finished fifth, 4th in EP after a trip back to 6th for a while. **Jay Javitz's** race unfortunately lasted only until the 9th lap when he parked his '61 A. **Paul Buttrose** also had some problems with his '67 B. He lasted the whole 12 laps but saw the entire race from the back.

The weekend was a wonderful finale to the racing season for most of us. VDCA's schedule for next year includes more races than last year with some new venues and some new partners. They will be racing at BeaveRun with VRG in July and Summit Point in October. Hopefully, it will also include many new participants, ones who want to experience the unique combination of features that VDCA provides. How about you?



← Bob Spruck and Joe Williams admire George Pardee's TF
Bill Shields, '64 'B →



Marcus Jones sat on the pole and led the race flag to flag in his '64 B ↓



← George Pardee amongst giants in Pre War grid

John Targett at the grid ↓



George Pardee and co-driver Bob Spruck bask in the glory of finishing the one hour enduro



← Stan Heath and his '59 MGA





A YEAR RACING WITH VARAC

By Stefan Wiesen

VARAC stands for Vintage Automobile Racing Association of Canada. Canada, what a country. 4000 miles long but only 100 miles wide. At least that's how 99% of the 32 million population is distributed. However, VARAC does organize racing only in Ontario and Quebec, the two most populous of the 10 provinces. Other clubs look after the West. By now, you just doubled your knowledge about our country. Well, as a result of that geography, VARAC always looks South and recently, we agreed on a loose partnership with VRG from New England. You also find VARAC racers at all kinds of US events in the North-East, recognizable through their car control, honed through a long season of Ice Racing.

John Greenwood (it's a greeeat day fer mootorcarrreeeing) became VARAC President for 2005/2006 and I'm his side-kick Race Director. Part of our agenda was re-juvenating the VARAC Club Championship. The 2005 Championship was comprised of 8 races, with the highlight being the 26th annual Vintage Festival in Mosport. Other races consisted of BeaveRun with VRG and Mont Tremblant with VRG also. Five races were so-called "Regionals" in Mosport and Shannonville where we have our grid along with modern race grids. We co-organized one of these Regionals where we had three vintage grids. Some American friends joined us for this event. So, racing five times in Mosport is boring? No way. Mosport is the best track in North America, and I tell you my friends, I'm pooped after 20 minutes there at 90 MPH average speed. In comparison, I can run a 75 minutes enduro in Watkins Glen without sweating, ehem, sweating less.

VARAC has three main car categories:

Vintage - up to 1961

Historic - up to 1972

Group 70+ - well, you guessed it

All types of cars run in these groups: Production Sports Cars, Sedans, Sports Racers, Monoposti.

For racing, however, we have our VARAC championship classes. Based on our home track's known lap times, each car/driver falls in a "time bracket" class. For instance, my MGB powered Elva Courier Coupe runs 1:43 min lap times and belongs in Class B, along with our fastest MGBs and Midgets. I do 1:50 with the MGA which puts me in Class D. Here I run with the Sprites. A slower MGB would be in Class C. I guess you get the drift. This is a great system. You race with others that are somewhat +- 2 seconds within your own lap time, this makes competition close.

The season was opened with a Fun and Test Day at Dunville Autodrome, a track using an old airfield. Racing could be transferred into a hangar if there was still snow. It was actually a gorgeous May day. Then, season opening race in Mosport, then Shannonville and hooray, here comes the Festival. With well over 200 entries, 80 from our South-of-the-border friends, this year's was the greatest Festival ever. The Simm's Cup always attracts many MG racers. It is awarded using a sophisticated formula delivered by the late Albert Einstein and went this year to John Targett in his beautiful MGB "works replica". Each year, we give a featured marque special attention i.e. track time and we are inviting the MG Vintage Racers to hold the MG focus event 2007 in Mosport. Today, I'm starting to tell you how easy the border crossing is. The border crossing is easy. The Festival is also a great social event, with two (!) parties, co-sponsored by VARAC members from the wine industry. How convenient.

In the middle of summer, we joined VRG in BeaveRun and several of us left their cars in Pittsburgh to join the Pittsburgh Vintage Grand Prix the following weekend. After that, two more regionals in Mosport followed by the Fall Classic in Mt Tremblant. Mt Tremblant must be the most beautifully situated race track anywhere, nestled between mountains and lakes. And the French cuisine practiced in Quebec adds to the joy. Like Mosport, the track was host to Formula 1 Grand Prix' in the past and is a world-class facility. Already, finale in Mosport, boy, did we ever enjoy the past racing season.

VARAC does not take things too seriously, a prime example is the "relay race" we had one weekend. First, Vintage cars go on the track and after 20 minutes, enter pit lane and pass a virtual baton to Historic cars who themselves pass it to G70 cars who finish the race. We are still working at determining the winner but a hoot it was.

While I drove my Elva during the Championship races (and winning Class B ahead of our friend Joe Lightfoot in his MGB who would have won himself if he hadn't helped me out one weekend with an engine spare part), I had a great time at our

MGVR focus event in Road Atlanta. I raced my 1959 MGA 1600 and enjoyed the camaraderie which I otherwise only find in VARAC.

See you in the 2006 season!



Stefan with MGA at PVGP



Photos Courtesy Author

Stefan's fast as shi_ mutant elvasomethingorother at Tremblant



John Faulkner cooling off one HOT MGA



VRG Driver's School
|NHIS August 2005

Photos courtesy Jim and Susanne Warren



Unidentified Warren testing rain radials

La Junta Steward's Report

Roger, we're not quite sure how to write the La Junta Steward's Report. Let's try a couple of different headlines and the lead in paragraphs that go with them:

RMVR Runs in the Rain !!!!

Dateline La Junta, Co - The rains moved in Sunday just at the end of lunch, starting as an inauspicious light sprinkle. A corner worker who questioned what this was, was given an in depth meteorological explanation by Race Control. The Group 1 cars, Small Bore A, gridded and ran heroically in the increasing moisture. Groups 2 and 4, the open wheel formula cars, were combined into a single demonstration of car control on the now slick track. Spectators and corner workers alike were awed by the rooster tails emanating from the exposed tires of these performance machines. Several competitors lost the battle for car control, spinning on the wet surface, before soldiering on. The highlight (or "wetlight") of the day was the Group 3 race. Since only two vehicles reported to the soggy grid, the format for the race was changed to a four lap sprint race. The machines entered the racing surface in the now steady downpour with the powerful Falcon of Keith Davidson leading the MGB of Larry Hoy. Flag condition was "Green." "Awesome Larry" pulled off a daring pass on Keith before the first turn. Davidson, who was unable to find sufficient traction to apply his considerable horsepower advantage, tried valiantly, but unsuccessfully to retake the lead, as the drivers fought for control on the slick racing surface. Hoy took the checker to roaring approval of the assembled spectators.

Let's try another headline.

Race Stewards Bored at La Junta

Race Steward Stan Edwards and able Assistant Steward, John MacIntyre, had a boring weekend at the RMVR Vintage Races in La Junta Colorado this past weekend. Edwards stated that while the competition on the track was intense and the social aspects of the weekend were stimulating, the incident free weekend made for a boring time for the Stewards. MacIntyre disagreed slightly, crediting several discussions with competitors about passing under yellow, or failing to come in after "four offs" (apparently an agricultural term) with keeping him awake during the event. The lack of racing incidents was due, in no small part, to the level driving skill and judgment exhibited by novice as well as experience drivers, and not to a lack of competitiveness on the field of battle.

We don't think this will make very stimulating reading. Let's try again.

Sprite Owners Adele and Kevin Primorac Very Regular

Against great odds, Austin Healey Sprite owners Adele and Kevin Primorac, proved to be the most regular couple at the "Regularity Run" Saturday afternoon at the RMVR Vintage Races in La Junta, Colorado this past weekend. At this event, competitors were asked to specify a "Target Lap Time," and then achieve an Average Lap Time for the twenty minute race session that was as close as possible to their specified Target Lap Time. Timing and Scoring, with the help of Bob Alder, were able to come up with a spreadsheet program to calculate this lap time difference within the tiniest fraction of a second. Results of the four race groups were as follows:

Group 1, Small Bore A

First Place	Adele Primorac	.13 seconds faster than her target
Second Place	John Brosseau	.18 seconds faster than his target
Third Place	Trisha Dudding	.33 seconds slower than her target

Group 2, Open Wheel A

First Place	James Stiehr	.56 seconds slower than his target
Second Place	John Cowan	1.00 second faster than his target



Second Place	Diane Obialero	1.00 second slower than her target
Third Place	Dennis McIlree	2.00 seconds slower than his target

Group 3, Small Bore B

First Place	Kevin Primorac	.13 seconds faster than his target
Second Place	Bob Grossman	.19 seconds slower than his target
Third Place	Keith Davidson	.24 seconds faster than his target

Group 4, Open Wheel B

First Place	Bob Dudding	.08 seconds slower than his target
Second Place	Bob Miller	1.12 seconds faster than his target
Third place	Harley Vandewege	1.18 seconds slower than his target

Event Steward, Stan Edwards, expressed surprise that on average, the Production cars were able to more accurately predict their performance than the Formula cars. He also observed that podium finishers included a representative mix of both the faster and slower cars within their respective groups. Particularly notable was the Primorac couple, who both placed first in their groups driving the same pretty Austin Healey Sprite, #250, and both achieved the same score of .13 seconds. What is the likelihood of that happening? Also notable were the Duddings, who were first (and the closest performance to his target) and third in their groups, although driving two different cars.

Let's try yet another headline.

Roelofs Gives New Meaning to "A Well Oiled Track"

James Roelofs gave new meaning to the term "a well oiled track" when, in the heat of intense competition, his oil filter parted ways with his shiny red Triumph TR4. One MG driver was heard to comment "Well, you know, it's not unusual for parts to fall off of those Triumphs."

Don't think this one is going anywhere either.

World Class Volunteer Workers Keep Vintage Race on Schedule

The dedication and expertise of the cadre of RMVR workers was clearly demonstrated to all participants in the way that the published race schedule was adhered to this past weekend in La Junta, Colorado. All pulled together as a true team, gridding cars in preparation of race events, getting cars onto track quickly after preceding events, communicating situations developing on the track to Race Control and dealing with those situations in a safe, expeditious and professional manner. Timing and Scoring produced accurate and timely (pun intended) results, including the special, for this race only, Regularity Run. Car retrieval quickly removed the fallen vehicles from harm's way and brought them safely back to the pits where resuscitation attempts could commence. Tech provided technical expertise as required. The willingness of the corner workers to stay on station and work thru the discomfort of the increasing rain, without complaint, so drivers could go out and play, was both truly amazing, and greatly appreciated. If we had to pay for the value received from our team of volunteer workers, none of us could afford the cost.

Respectfully submitted, Stan Edwards and John MacIntyre, Event Stewards

As Event Steward, Stan was responsible for all on-track activities at the April 23, 24 race at La Junta. This was Stan's report to the chief steward after the event—ed.



Rocky Mountain Vintage Racing Final Race at Second Creek Raceway

By Stan Edwards

On October 9, 1983, Rocky Mountain Vintage Racing (RMVR) held its very first actual racing event at Second Creek Raceway, just outside of Denver. (RMVR had held one previous event at a go cart track.) On August 6 and 7, RMVR held the final race at Second Creek Raceway. Second Creek had been the home track for RMVR for all 22 years of its existence. The track was designed by professional sports car racing driver and driving instructor, the late Danny Collins. The 1.7 mile course was designed by Danny to be able to be run in either direction. This, of course, required careful attention to turn entrances and exits, safe escapes and run-offs, track vision and overall safety when run in either direction. Depending on how you counted, there were approximately twelve turns, and about 50 feet of elevation change. The track presented entirely different challenges when run as "sdrawkcaB keerC dnoceS" (or "Second Creek backwards.") In effect, Second Creek Raceway provided RMVR, and the other clubs and racing bodies using it, two tracks for the price of one. The track fell victim to urban sprawl. There are now housing developments within sight, and sound, of the facility. The city of Commerce City, which years ago annexed the land that the race track occupied, and much surrounding property, denied the use permit to Second Creek Raceway, and to Rocky Mountain Speedway, an adjacent 3/8 mile dirt track stock car facility. This move had been expected for several years, and in fact, was delayed a couple of times by the city.

There are new tracks in the planning stage to replace both venues. Replacement tracks are several years away at best. Both tracks will be sorely missed.

Photos courtesy Rupert Berrington Action Photography



Commemorative Photo, Last Race, Group 1



Race Group 5



Stan Edwards, MGA and Roger Hively, Sprite, John Breis, background

Competition

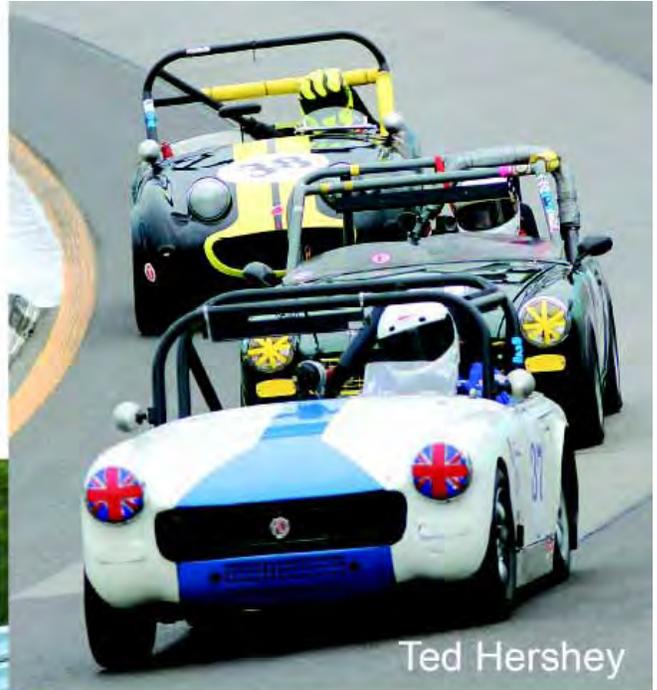


Joe Tierno

HSR HISTORIC RACES



James Warren



Ted Hershey

Watkins Glen International June 17-19, 2005



HMSA Jefferson 500 Summit Point Raceway - May 20-23, 2005

Gary Fairbrother

Photo Montage Courtesy Walter and Louiseann Pietrowicz/VintageAutoSports.com

Competition



Ed Callo Mark Sherman



Mark Palmer



Chris Duerr

VSCCA
Sprint
Sprints
at
Pocono

April 16-17
2005



Joan Harmer Cloey Duerr



John Schieffelin

Chris Meyers



Andrew Schmidt

Photo Montage Courtesy Walter and Louiseann Pietrowicz/VintageAutoSports.com



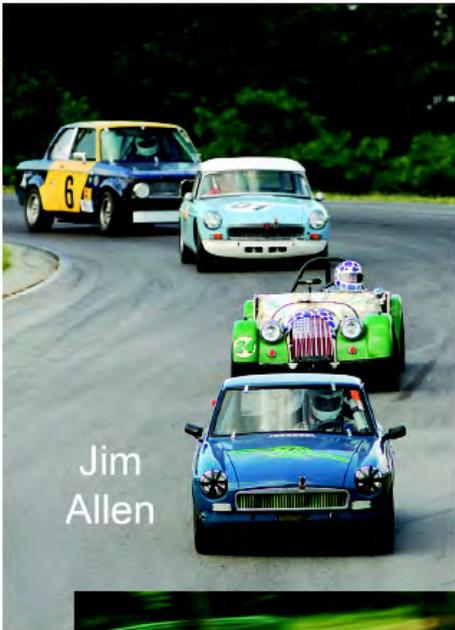
GOLD CUP HISTORIC RACES



Alan Tosler



Chris Meyers



Jim Allen



Jay Nadelson

Virginia Int'l Raceway
June 10-12, 2005



Jack Cassingham



Jesse Prather



William Bartlett

Photo Montage Courtesy Walter and Louiseann Pietrowicz/VintageAutoSports.com



Celebrating 25 Years of MGVR Newsletter

By Greg Prehodka

Vintage Racing is rather popular these days, with lots of clubs and events to race at. But it used to be rather obscure, and very limited. So what were its origins, what happened, what changed, and what led up to the **MG Vintage Racers Newsletter**, and now its 25th Anniversary? The following is the first in a series of articles this year that will tell that story

The first vintage racing club was the **Vintage Sports Car Club** (of England), founded in 1934. Those founding fathers felt that “..the heyday of historic motor racing was coming to an end...” and they wanted to enjoy their motor heritage at speed. Later, this club may have influenced the founding of the Vintage Sports Car Club of America in 1959, the oldest vintage race club in North America. It had a spirit of camaraderie of those cherishing fine old sports cars. They wanted to create a venue in which members could enjoy their vintage steeds – particularly the rare and unusual ones – at speed and in other club events. They banded together and founded the VSCCA. To compete in club events, car models had to be “**Approved**” by a club committee. Events were very low key, with most cars being driven to activities. Safety requirements were minimal, and race classes were often just “*Fast and Slow*” regardless of the model or age of the car.

The first significant vintage race event in North America to receive public exposure was the **Monterey Historic Races**, which began in 1974, sponsored by HMSA (which Steve Earl founded in 1973). Over the years it has grown. Other vintage race organizations were forming. CSRG '68, VARAC '76, VSCDA '76 (actually a spin-off of VSCCA members in the Chicago area), SVRA '80, SOVERN '85 and so on. Vintage racing was growing. Clubs were popping up all over and each had its own rules. There were no national vintage racing publications until 1984. (Vintage Motorsports came on line in 1984 and Victory Lane came on line in 1986)

I purchased my – in need of restoration - MGTD in 1967. Restoration complete, I finally put it on the road for the New England MG T Register's “Bicentennial Rally of the Colonial Capitals” in 1976. A 1,800 mile rally, in which the prize for the winner was the one millionth MGB produced! Second place got a plaque! It was fun - I didn't win the MGB - but I wanted more than just rallying my TD. MGs were still rolling off the assembly line back then. I had no idea that vintage racing even existed, and anyway, back then the MGTD was **not an eligible car** in the VSCCA. For 1977 the New England MG 'T' Register put on a “**Double Three**” 6 hour endurance race for T's at Lime Rock, Ct. Sounded like FUN! I entered and prepared my MG for racing in it. I raced in it! It was fun! This was how I wanted to enjoy my MG! They repeated it again in 1978. By '79 my TD became eligible in the VSCCA and I got to race with them, and with VARAC up north, as clubs and eligibility rules expanded. Also, I did a few hillclimbs with my MG, and raced with EMRA, PHA, and SCCA-vintage. Back then we'd be happy to have 4 or 5 MGs show up at an event, and sometimes I had the only MG. But with all these different organizations and events everywhere, there was limited contact between those racing vintage MGs.

So I had an idea! To bridge this lack of contact between MG vintage racers, I suggested a simple newsletter to help us stay in touch with each other. Initially it was only for the T series and older MG racers. With the support of all of my MG vintage racing friends, I contacted all the MG vintage racers I could locate in the fall of 1981 with my proposal to see if there was enough interest for me to start a newsletter.

Responses were very positive! A few of them:

Paul Gaynor (MGTD): “A great idea! I had been thinking we active users should stand together. Count on me for full support. If needed I would be glad to take an active role in anyway helpful.”

George Pardee (MGTF): “Sounds Great! Thank you for your effort – will try to work up a contribution concerning the current project when further along.”

Billy Gillis (MGTC): “This sounds great and I am looking forward to the newsletter and more racing next year.”

So, with the encouragement from those surveyed, and with supporting artwork from Jerry Storch, I start working on the first “**MG Vintage Racers' Newsletter**” for December 1981.



Celebrating 25 Years of MGVR Newsletter

Alexander	Lawrie	Ca	-	TD	Jacobson	Roy	Ma	-	TD
Bowden	Will	Fl	-	TC	Kellogg	Rich	Ga	-	TD
Bragg	Ben	Me	-	TF	Knudson	Dick	NY	-	TD
Brandow	Mark	Mn	-	TC	McGovern	Gary	Ga	-	TC
Brown	Keith	Mi	-	TF	Morici	Jerry	NJ	-	TC
Carr	Sarah	Pa	-	TD	Moss	Al	Ca	-	TC
Clubine	Oliver	Ont	-	Lotus 6	Pardee	George	Ct	-	TF
Coleman	Bob	Tn	-	TD	Parish	Bill	Tn	-	TC
Cox	Kevin	Ma	-	TA	Prehodka	Greg	NJ	-	TD
Denning	Jim	Ga	-	TD	Quattlebaum	Alex	SC	-	Cooper MG
Engle	Blair	Fl	-	TD	Raymond	Dave	Ct	-	N Type
Fox	Bill	Pa	-	TC	Roth	Tony	Fl	-	TD
Gable	Beau	Fl	-	TC	Salsburg	Sue	NJ	-	MGA
Gardner	John	Fl	-	TD	Satava	Bob	Oh	-	TD
Gaynor	Paul	Ct	-	TD	Scott	Tom	Oh	-	TF
Germano	Rich	Ga	-	TC	Smith	George	Ma	-	TC
Gillis	Billy	Ga	-	TC	Smith	Rick	Ma	-	TD
Hatch	Gary	NY	-	TD	Storch	Jerry	NJ	-	TC
Hoeft	Don	Tx	-	TD	Zuger	Lou	Ct	-	TC

The Founding Members in 1981



Greg Prehodka at NEMGTR 'Double Three' race, 1977



November 14 & 15, 1981 the Southeast Vintage Racing Association (SVRA) held it's version of the MG "Safety Fast" Championship runoffs. As reported on MGVR Newsletter Volume 1, Issue 1, page 4.



SUBSCRIBER SHORTS

David H. Ash

David Ash was one of New York Regions earliest members. He was internationally known and recognized in racing circles as a master of the British racing marque MG and all its associations as well as having a more than passing relationship with Jaguar and Aston Martin. He was a staunch supporter of the SCCA and would freely chat about motorsports and sports in general when he attended New York, SCCA) Region functions. When I last spoke with him he and his wife were editing his autobiography that has many wonderful stories of their history in the sport we all love as much as they.

David will be missed tremendously. The sympathies of the region are extended to the Family, both immediate and distant, as well as friends.

Below is the New York Times obituary regarding Mr. Ash's passing:

David H. Ash

ASH-David H. July 4, 1922-January 24, 2006. David passed with his loved ones at his side. Born in E. Norwalk, Conn., David was preceded in death by parents Bessi and Harry, brothers Jacob and Barney, and sisters Miriam, Nedi and Ruth. His children Jodi, Marc and Robin, his grandson Morgan, and a loving extended family survive him.

David was a graduate of Stamford High, Class of 1940. After graduation he served as an officer and fighter pilot in the United States Air Force. His passion for all things cars, especially racecars, led him to a highly accomplished career in the automotive world. He was a regular and distinguished competitor at Sebring, America's premier race. Between 1952 and 1957, David earned the title of "Mr. MG" as the only driver to start and finish five twelve-hour-long endurance races at Sebring in five tries.

He also set numerous "land speed" records on the Bonneville Salt Flats in 1957. David later pursued a career in automotive journalism. His pieces appeared in "The New York Times," "Argosy Magazine" and "Esquire Magazine." He also served as publisher and editor of "Sports Car Magazine," and from 1966-1977 authored and published "Automobile Almanac."

An avid sports fan, he "Loved the Yankees, and never, ever gave up on the NY Giants." His most cherished times were spent with his children on Fire Island, fishing, swimming and glassing. Family and his many friends will miss his unending quest for knowledge, enthusiasm, energy, and charm.

Editor;s note; The information brought to my attention courtesy Clark Nicholls. Tribute courtesy George W. Henderson





SUBSCRIBER SHORTS

At the Hallett MG races in June, there will be the “*Jerry Storch Memorial MG All Comers Handicap Race*”. But many of you may not have know Jerry, or his role in MGVR, so here is a brief reflection of this MG racing enthusiast, MGVR supporter, and my good friend.

Greg Prehodka
Founder MGVR

Jerry Storch, 1933 – 2002

Jerry got started in watching road racing in the early 50's. Then (Jerry reflected) “*I was just a fledgling driver in 1954 and had my first taste of competition while driving an MGTD in a race at Linden Airport in NJ. I didn't have the basic necessities, such as a competition license, but I drove anyway using a friend's name...*” This got him hooked, and he then joined the SCCA. He raced in the inaugural races at Lime Rock Park, Watkins Glen (track), and Bridgehampton, among competing at other venues, including the MG Car Club “Nationals” at Marlboro, Maryland in '55 and '56, and many races at Thompson, Ct. Over the years he owned 6 different MGs, plus a Morgan, a Healey, and a Crosley Special. He held a national SCCA license from 1956 to 1958. He also became an SCCA driver's school instructor. As family matters took priority, and his racing would lie dormant. With his wife Cindy, they raised two boys, Jerry and Rodger.

In 1969 Jerry purchased a MGTC, and joined the New England MG ‘T’ Register. (*I purchased my MGTD in 1967*) In 1972, both Jerry and I were founding members of the New Jersey Chapter of the NEMG‘T’ Register, where I met him, and our common interest in MG racing began to bond. In 1977 I began to vintage race my MGTD. By 1981, a few more MGs were showing up at vintage races. I talked over an idea I had with Jerry about a newsletter for MG vintage racers. He thought it was a great idea, and gave me his full support in many ways. One of Jerry's hobbies was art. For the creation of the MGVR newsletter, he did all the artwork for it, and would continue in that role for many years until his passing. (*the header artwork in the current newsletter is Jerry's. Plus the MGVR “logo” is his design – as was our MGVR poster for Elkhart Lake*) From the start of the newsletter and until his passing, Jerry would do the artwork, cartoons, write articles, and be my sounding board for the MGVR newsletter, as well as being an incredible MG resource and friend, with so much knowledge of the history of MG and early MG racing in the US. The racing bug got to Jerry again, and in 1982 he began racing his TC in vintage races with the VSCCA. He nick named his TC the “*Bungee Cord Special*”, as its hood was held on with bungee cords! Jerry stayed active, racing his TC as he could, and we often shared our fun together at race events. I particularly remember one vintage supporting race at Pocono with him. The vintage paddock was out behind the old wooden bleachers. We made a campfire from the old bleacher seats, and sat around it in the evening telling tall stories and jokes and having a few drinks. Jerry had some incredible racing and car stories to tell us from his past and had us rolling in laughter – these are the times we will always remember!

Jerry was the true MG and sports car racing enthusiasts. He could recite all the racing MGs from day one, details about them, and who drove which MGs. Of course, as you might imagine, his dream MG was the MG-K3. In 1992, Lime Rock Park was celebrating its 35th anniversary. Jerry had raced his TD in that inaugural race there in 1957. Then in a dream come true, in October the VSCCA held their “Fall Finale” races and had a special “All MG Races” in honor of that 35th anniversary. As a pace car for the MGs, Dean Butler's MG-K3 was to be used (it was in the pre-war class). Dean graciously offered Jerry the opportunity to be the pace car driver of the MG race in his K-3 MG! Jerry later reflected: “*As I sat at the starting line behind the wheel of the ultimate MG race car – the K-3 – a myriad of thought raced through my mind! Thirty five years ago I sat on this same grid about to drive my '53 MGTD MkII in the first racer ever run on the freshly laid macadam track surface...*” This became one of Jerry's life's highlights, as he paced the MG race group around Lime Rock - an experience that he would forever talk about.

Jerry raced as his health allowed him to, but then for some time he had to sit on the sidelines, but still would be supporting MGVR until his passing in May 2002. Many of us who knew Jerry remember the wonderful person he was – with his great wit, and love of all things MG. And Jerry still lives on with us through his artwork which adorns the MGVR newsletter.

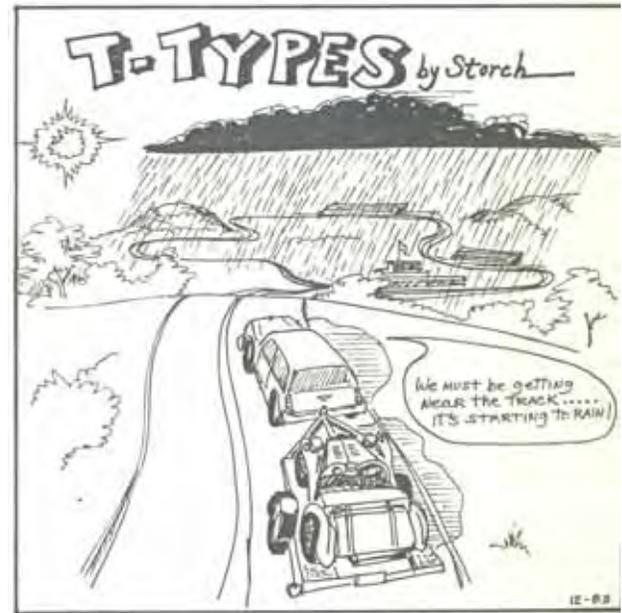


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Jerry Storch



TOWING to Lime Rock, 1957



MG VINTAGE RACERS' NEWSLETTER

LIME ROCK PARK



L to R. Karen Spindel (Greg's wife), Cindy Storch, Jerry Storch



SUBSCRIBER SHORTS

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. Meanwhile, I hope you enjoy this excerpt from *Motor Oil For a Car Guy's Soul*.

Kevin Clemens
Lake Elmo, MN
Author's website: www.eatfreeordie.com

*Half Life:
Forever is a long time
(From "Motor Oil For a Car Guy's Soul")*

While sitting in the paddock of a vintage race, an attractive woman walked by and stopped to admire my 1952 MG TD. I was pleased she took an interest in my car and I tried to explain how much I enjoy racing a car that is so painfully slow. I was happy with our conversation until she asked me how long it took to fully restore a car to perfection. I thought for a moment and realized the answer wouldn't please her. "Forever."

It takes forever to make everything perfect. I am pretty sure she would have rather heard a more reasonable "year or two" as a response, but that answer would have been far less truthful than the glib answer I had given her.

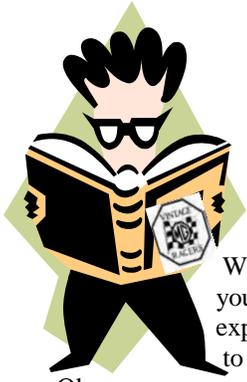
Shortly after the turn of the century, about the same time the automobile was becoming a locomotion force worthy of reckoning, physicists started to understand radioactivity. Of intense interest was the concept of radioactive decay, the idea that a radioactive material would gradually lose a portion of its strength over time. They coined the term half-life to describe the time it took for a given material to fall to one-half its original radioactive strength. Different materials have different half-lives and by measuring the strength of minute quantities of radioactivity found with artifacts, it became possible to date ancient ruins and structures with reasonable accuracy. The concept of half-life found its way into other scientific fields, particularly biology where growth and decay of organisms could be modeled in the same way as radioactivity.

An automobile, even a simple automobile from the 1950s, is made up of literally thousands of small and large individual parts. Bolts, nuts, washers, screws, rivets, brackets, pipes, hoses, fluids, gears, belts, pulleys, castings and forgings are all combined into larger assemblies that eventually combine to become a vehicle. When you set about restoring a vehicle, the object is to disassemble, renovate and repair as many of the sub-systems that you possibly can. In a very thorough job, nearly every single nut and bolt of every system is taken apart and examined. Most experienced restorers work methodically, system by system, setting aside the finished part until all of the systems are ready to go back together to make a car.

But that is where the concept of a half-life begins to haunt. As soon as a system has been assembled, its clock begins ticking. It is only a matter of time the Lucas electrical systems found on most fifties and sixties British sports cars began their countdown at the same moment they were produced before its perfection and therefore its performance begins to degrade. And some systems degrade faster than others. I am pretty sure, for example that at the Lucas factory. Shipping the parts to the car maker further shortened the usable life, as did transporting the car over the Atlantic to the States. All of this took valuable time. By the time a happy new sports car owner took delivery, half the life of the electrics had probably already spilled out.

It is also quite possible to dramatically shorten the natural half-life of some components. British braking systems are notoriously unforgiving of anything but Castrol LMA brake fluid. Put in bargain basement fluid from the corner auto parts store and the internal timer for the system jumps into hyperspace. The brake job you thought you might do next year will be required within the next month. You don't believe it? Try putting some generic brake fluid in your clutch master cylinder and see how long it will be before you are learning how to drive without a clutch. We are messing with natural forces here that are far beyond our understanding.

Oddly enough, the cars from different countries can have dramatically different half lives. German cars have a reputation for lasting nearly forever. Each system has the Teutonic good sense to maintain its integrity as long as each of the other systems. There is a tradition of keeping cars for a long time in Germany and the cars are simply expected to last a long time. The British keep their cars a long time too, but are much more tolerant of individual system failures. Swedish cars are much like German ones; who wants to get stuck far from home in the middle of a Swedish winter? The bodies of French cars seem to far outlast their mechanical components, while Italian cars are decidedly the opposite. Each of these countries is geographically close to the



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others, yet each has its own half-life quirks.

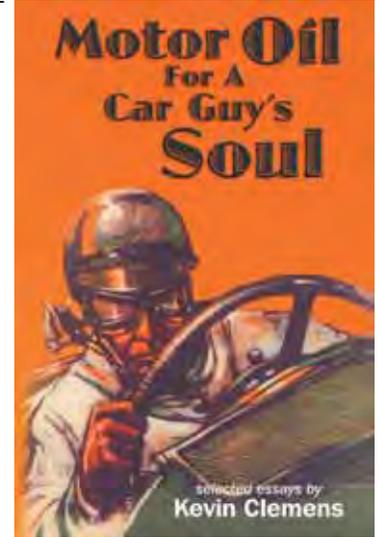
Which brings me back to my cynical, if depressingly truthful, answer about restoring an old car. As soon as you have started the process, the clock begins ticking. Even sitting on a shelf waiting to go into the car, metal is exposed to air, seals are deprived of necessary lubrication, rubber is aging and hardening and things have begun to slowly slide downhill. By the time the car itself has gone together, part of its life has already ebbed away.

Okay, so you are willing to put up with the small degradation and pronounce the car perfect at the end of its restoration. How long will it last that way? Weeks? Days? Hours? Seconds? For some, especially those in the concours set, the answer is never to drive the car, but to cart it from car show to car show in a hermetically sealed trailer. It doesn't matter; the clock is still silently ticking. But there is a better way. *Drive the hell out of the car.* Sure you will speed up the decay process, but long before the car reaches its half-life, you will have driven it and enjoyed it far more than you enjoyed pulling it around on a trailer. The key is to cram as many miles into the car's half-life as you possibly can.

If you vintage race your old car, it's even better, because others get to watch you enjoying your old car. The natural decay process is dramatically speeded up for cars that are used on a race track. Everything gets stressed far more than street driving levels. But the miles you do before the half-life is reached are some of the most exciting you can imagine. At some point, when your restored car has reached its half-life, you will discover it has attained an honorable patina of age and competition that can't be duplicated by any restoration shop. At this point, individual components and systems are replaced as needed, but the car itself needs to be preserved as a tribute to its and your own illustrious history.

So perfection can never be attained and it literally would take forever to restore a car to its highest level. But that isn't or shouldn't be a goal. My cars have stone chips and small dings and scuffs that come from everyday use and the occasional racetrack foray. I am happy with that. Besides, forever is way too long to spend working on a car.

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At our local MG Car Club - Central Jersey Center, meeting in August, Tom Finn talked about his life with cars, MGs and vintage Racing. I wrote up an article from his presentation for our club newsletter. **Greg Prehodka**

Subscriber Profile-Tom Finn *Comments from his presentation*

When I was about 4 or 5 years old, my family would go down to Spring Lake Heights, NJ, for the summer. We did not have a car because it was during the war, but I would sit along Rt. 71 with a pad and pencil and count the Fords and Chevys and Chryslers driving by – why I don't know, but I was into it. When I got my license at 17, I got a '49 Ford. It was kind of a "hot rod for a poor guy". All I did was lower it and put dual exhaust on it – I had no money - and I use to race it around Jersey City – mostly in the city parks. My dad was a high school track and field coach back then. He would have his cross country team down at Lincoln Park for practice, while his kid was racing through the park! Needless to say, my father and I never saw eye-to-eye on the whole car thing.

I got a Triumph Herald – it was an **awful car**. It was a compromise between a VW bug - which my wife wanted - and a Triumph Spitfire - which I wanted. The Spitfire was the first sports car I had driven – it was in the Bahamas on my honeymoon. Rather than stay in the room, I spent all night driving it around, since it was so much fun! Then in my mid 20's (I'm now 65), I acquired an MGTF from a cousin. For 400 bucks, I got a car that did not run. I rebuilt the engine and took it out, and drove it as my regular car for about 3 years – probably the early 70's. I then put it on blocks to restore it. I did not get serious about restoring it until the mid 80's.

In the early 80's Chrysler had a promotional where they would send you to a one day performance driving school at Sebring if you bought a new Chrysler car. So I talked my wife into buying one, so I could go to the school! They taught you high speed handling – it was a lot of fun! I got back to Newark airport and drove my Plymouth Horizon home **like a crazy man!** Kept my foot to the floor all the way home - like I could do anything with that car! I went to where my wife was working in a craft boutique place. A quiet place with a lot of ladies shopping. She asked me "How was it". I shouted out "**Bev, it was BETTER THAN SEX!**" - I'm no longer married to her! This story later appeared in a national car magazine! With my brother Mike, we



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went to the Indy car races at the Meadowlands. They had a preliminary vintage car race, in which Greg Prehodka(TD) and Jerry Storch(TC) were racing their cars in the vintage class. My brother was sitting next to me and said *“God, that looks like the car you’ve got in the garage”*. I said *“IT IS!”* He said *“That’s a good use for the car!”* I replied *“You know you’re right Mike!”* That made me decided to restore my TF to a vintage racer. I went to see a few vintage races after that. Then in ’85 I went with some MG vintage racers to the Jim Russell Racing School in Canada which was a lot of fun, and I learned a bit about racing.

I didn’t get to race my MGTF until 1987 at the “Lime Rock Vintage Fall Festival”. I shouldn’t really say *“Race”* - cause actually for 3 years I went to race events and *never finished one!* But my brother Mike came up from Florida for it and brought 3 or 4 case of beer and we had a motor home at the track. My friend O.B. O’Brien - who was racing a TD - joined us with 2 or 3 - one and a half liters of vodka! We formed the “MG Irish Racing Team”. I don’t think I got 5 laps on my TF when the engine blew! Then OB’s TD engine blew big time – flames and all coming down the “down hill” as corner workers ran at his car with fire extinguisher – scared the shi* out of him – but he was OK. There’s a reason for those Nomex driver’s suits! Now we didn’t have any cars to race for the rest of the weekend, so out came the beer and drinks! So, our party started early, and it was just one lost weekend!

I got my TF fixed up and went off to the Pittsburgh races the following July. I had brake problems and hit a curb that year. My second year at Pittsburgh, I hit a fire plug and a pole! Then my third year at Pittsburgh I hit a hay bale – but it didn’t stop me. I didn’t realize hay was that hard. The hay bale went right over the top of me, into the guy behind me! But it did damage to my car.

In a book called *“Vintage Automobile Racing”*, the author George Left interviewed me and some of my friends for part of it. In it, he wrote: *“In the early days of SCCA Club racing, a group of MG drivers had showed up, and many knew each other as friends. Today the “MG Irish Racing Team” is a similar group that shows up at east coast vintage racing events, where they share a camaraderie as well as knowledge and tools. The cars are relatively inexpensive and driven to the track. Socializing is as important as racing to the owners and drivers. One 1954 MGTF was brought to numerous vintage races over a three year period, and never finished a single race weekend! The engine usually went during one of the qualifying races. This is dedication! The driver – Tom Finn – finally finished a race weekend at Lime Rock Park, and when he returned to the paddock after the last race, you would have thought he had just won Le Mans! His jubilant friends gathered around him in his car, and the huge smile on his face said it all!”*

Just running and having a good time with friends is what it is all about for me. When I would get back from a race weekend, my employees would ask me *“Did you win”*. I would tell them *“Winning to me is if I can drive it on my trailer at the end of the race weekend!”* I had some success after that, and actually finished races. And if it is any incentive to come to Lime Rock this October, (VSCCA Fall Finale – Oct 7/8), I will be racing again!

I now also have an MGA for vintage racing. And now that I’m retired, I hope to become more active again. I also have an Arnold MG Coupe and restored it. Plus an Austin Healey 100-4 which I brought to last year’s Britfest. I also have a ’74 Corvette.

But racing is not what it is all about. I enjoy the cars - but mostly I enjoy the people – that’s why I do it.



Tom receiving an award at Mario’s in Pittsburgh as Andy McSwagin looks on. Photo taken at 1991 Pitts. Vintage GP

“Irish Racing Team” mascot on display.. Irish Mongoose



Tom belting up at MGA 50th Anniversary celebration October 2005



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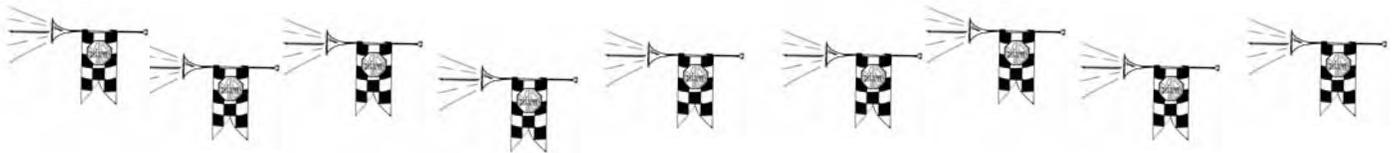
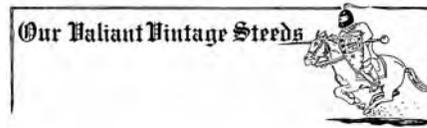
IMRRC To Feature Denver Cornett's Racing MGTC

As I compose this article, the Program on Racing TC's at International Motor Racing Institute at Watkins Glen is in the history books. This program revolved around racing TC's and their participation in early post-war club racing. Denver Cornett's MGTC was featured as a static display. A comprehensive report on this program, courtesy Dave Smith, and Joe Tierno will be in the next newsletter.

Denver Cornett and his MGTC, participated (and rolled, underwent repair, and still participated) in the inaugural Watkins Glen race in 1948. Incredibly, after flipping his car, he started the feature race in 17th place, and finished in 7th place, second in class. Denny Cornett, and Mrs. Sherry Cornett were in attendance, but unfortunately, Denver was absent. Certainly he would have attended had circumstances allowed.

We all wish Denver well. Words of encouragement, do wonders for one's outlook on life. Below is his address should you wish to send him a "hello".

Mr. Denver Cornett
2655 Cedarmore Road
Bagdad, KY 40003



Announcements, Items of Interest, Etc.

Your editor has every intention of thanking our Hallett Event sponsors, including Great Britain's *MG Enthusiast* magazine. Many of you are probably not familiar with MGE.

'MGE celebrates one of the most loved car marques in the world. Each month the magazine covers the world of the MG – the news, the events, and the personalities. But most of all it celebrates the cars – with writing from some of the foremost authorities in the field, and great photography. Subscribe to MGE and not only will you receive MGE every month for a year, but you will also become a member of the MG Car Club in the UK at no additional cost. Visit the MGE enthusiast at mgenthusiast.com to find out more.'

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Coming Up Next Issue

- Full Report on IMRRC Feature on Racing MGTC's
- Racing History Web Sites
- MGVR Newsletter History, Part II
- Fastener Tech

MGB and Midget Racers-Share Your Go-Fast Secrets..Send Me Your Tech Articles

Send Me Your Tech Articles and Race Reports!!!

Introducing
Our

Reno

Subscribers ...



Blake Gibb,

Oklahoma City, Oklahoma

Blake has been racing British sports cars since 1977. He purchased his MGTD in the mid-1990's. He has driven it at the Monterey Historics from 1995 through 2000. This past fall, the TD came out of hibernation!



Robert Greer

Sonoma, California

Prepared by Chism Motors of Reno in 1986, Robert's 1965 MGB has log books dating to 1987, and a total of 27 races to it's credit. Robert has owned it since 2000. After an unfortunate tumble on a public road, it sat for two years before a complete rebuild. In the past 2+ years, Robert and his car have participated in 7 races.

John Bries

Denver, Colorado

John enjoys racing a MGA Mk II with RMVR, where he received his competition license this year! He also owns a '58 MGA that he drives, and shows on occasion.

John looks forward to meeting his fellow MGVRacers at Hallett this June.



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.

Editor's note; this is a repeat from last issue. John's photo came up missing last issue.

Introducing
Our

Return

Subscribers ...



John Hamilton

Navarre, Florida

New to vintage racing, John has tried drag boats, drag cars, and show cars, but comments “none of them offer the same thrills, and friendships as vintage racing” his ‘65 MGB.

Currently, John is building a ‘68 MG GT that he purchased on Ebay for \$1.00 !

Jay McClanahan

Houston, Texas

Jay owns several vintage racers, including the Midget shown here, which he has owned for three years. He credits his father for introducing him to vintage racing and CVAR. They have partnered on several race cars, including another Midget they are hoping to have ready for the Hallett MG races.



Pat Morse

Wilmette, Illinois

Pat has owned and enjoyed his ‘53 TD as a street car since 1969. With the help, and encouragement of VSCDA Group 1 guys Jeff Powell, Jack Heist, Scott Fohrman, Tom Moore, and Marv Primack, Pat was able to enjoy his TD on the track. Now he looks forward the next race opportunity!



Torsten Kunze

Northville, Michigan

2006 will be Torston’s first year as a MG vintage racer, having recently joined VSCDA. Gingerman 2006 will be his first event! His MGB GT, last raced in 2004, was race prepped in 1999.



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

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 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

Outer Banks Polo, tan with dark accent Stitched logo, sizes Small through XL	\$30.00
Long Sleeve Blue Denim Stitched logo, sizes Small through XL	\$40.00
Sweatshirt, Gray Heavy Weight Stitched logo, sizes Small through XXL	\$30.00
Polo. Our Classic solid tan by Outer Banks Stitched logo, reduced price , 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



Hallett
MOTOR RACING CIRCUIT
30th Anniversary
1976 - 2006

All MG Weekend
June 2-4
Fri-Sat-Sun

Gates open at 8:00am
Spectators \$10
Vintage Car Occupants
(1973 or older) \$5

Full Restaurant,
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