



Vol. 26, Issue 2 August, 2006

# MG VINTAGE RACERS' NEWSLETTER 1981-2006

## Celebration at Hallett!



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## From The Editor:

**Here We Are** on the last day in August and only two newsletters published. It's too early (or too late) for a New Year's resolution promising to send out 4 of these annually. I still have 4 months with which to make good on next year's resolution...

The theme of this newsletter should be... 'how does one describe the indescribable'. Our Hallett Focus Event qualifies on those terms, as it was so much racing, so much traveling, so much goofing off with other MG racer types, etc., etc. It appears as if there is little difference in 'vintage' attitude among MG vintage racers across the 48 states and Canada, as witnessed on-track and in the paddock at Hallett. I took my best shot at giving you a taste of Hallett with this race report. This is our 25th anniversary as a NEWSLETTER! How many newsletters survive to their silver anniversary? Better yet, how many throw a party in the central US and draw participants from both coasts?

I must confess that it is outside my ability to convey the slapstick comedy-like atmosphere that surrounded the final race of the weekend; the Tag Team Enduro. Looking back, most participants were 'running on empty' after considerable track time. Couple that with hot weather, and a general gaiety surrounding this sort of thing and you get a race that is "managed chaos and hysterical" as Henry Moore reports. I don't foresee a duplication of that effort in my lifetime. But I caught much of the goofy stuff on video, for training purposes. For monkeys.

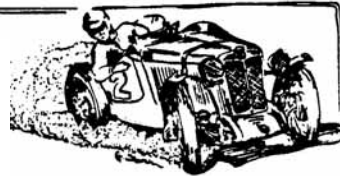
As with any event of this nature, there are a few remarkable individuals whose efforts were key to this event's success. There is no better time than now to thank the following folks: Reed and Linda Yates (the heart and soul of this event!), Mark Palmer, Greg Prehodka, George Pardee and family, David Littlefield, Clyde Coman, Lou and Julia Marchant, Manley Ford and Mike Lewis (shirts), John Targett (event badges), Dan and Vicki Leonard (regalia superhero status), the Stephens family, CVAR workers Bob and Judy Green, Pete Thompson, Sam Heumann, David Griffith, David Hopkins, and Erik Karlsson (great photos, too!). Thanks to announcer Neal Kennedy, a true professional who took the time to study the stack of stuff Greg, Mark and I fed him before and during his duties on our behalf at Hallett. He was phenomenal. Thanks to all who donated door prizes, and those who sponsored races (you know who you are). I better not fail to mention Parish Heacock, sponsor of the Bill Parish, Master of Speed Deception Award, and the team of Bob Spruck and Chris Silvestri, who collaborated to provide us with collectible participant and founder name tags. 'Thanks' also to the founding subscribers who were able to join us at Hallett to celebrate! If I missed you, please accept my apologies and my thanks for your assistance in making this event unforgettable.

On another note, I must confess that I was not a participant, or an interested party in the MG Vintage Racer scene 25 years ago. But maybe, just maybe it was preordained that I was to become an active MG Vintage Racer...

Your editor having a ball, circa 1963. This forgotten photo was recently discovered in an old envelope with other old family memorabilia. Hummmmm



# Letters



Greg,

George Pardee, sent me package of Hallett mementos. It arrived today. To say the least, I am overwhelmed! It's a great feeling to know that my old friends have not forgotten me and the efforts I put into Vintage MG Racing so long ago. Your slogan "We band of brothers" rings home right now. The shirt, the plaque and the parchment document are just great. Please send my thanks along to all involved.

Thanks again.  
POR,  
Blair Engle  
Founding MGVR Member

Greg;

It was the wonderful vintage MG cars that made the weekend at Hallett so special and we were pleased to work the event along with other fellow CVAR members. We do thank Reed and Linda Yates for inviting us to be a part of it. It was a safe, no contact, no injury event which is always a primary goal. The Stephens Family and their staff made every effort to ensure that everyone had both a good time and good racing. A special memory is when all of the cars were lined up on the front straight for the photo shoot – what a beautiful sight!

Bob and Judy Green Burleson, TX CVAR

To All Vintage MG Racers;

I would like to thank one and all for a great weekend at Hallett. Everyone I met and conversed with was friendly and more helpful with information about the event and their cars. What an opportunity to see some of the best racing MGs in the country and quite a few rare prewar cars and T-types. Even better than just being able to inspect the cars at close quarters was being able to see and hear them run on the track, performing as they did when they were the cutting edge in the technology of their day (probably better). The sounds of a supercharger screaming down the main straight or a twin cam MGS are truly something I will remember for the rest of my days.

I would also like to thank Reed Yates and Greg Prehodka for their help in answering a lot of questions from a 'newby' about the event and awards. I was glad to have the chance to support the efforts by sponsoring the enduro Friday.

I was fortunate to be able to attend the Goodwood Revival a few years ago, and it was fantastic, but the races at Hallett rank right up there in my opinion, both because of the cars and the friendliness of the participants. I hope I can attend another MGVR event in the future.

Bill Young Service Garage Kansas City

To All;

Best wishes for another 25 years of Vintage MG Racing. Thank you all for the notes and memorabilia associated with the 25th. Unfortunately, I could not attend due to family commitments which kept me here in the Northeast. I did however run my Austin 7 750 Special at Lime Rock, in between rain drops. My heart was in Oklahoma, while my Nomex was in Connecticut, the spot where this all began. A few other early members were in attendance and we all looked to the spot where Tom's truck was parked and we had leaned over the 'bonnet', discussing the evolution of the group.

Safety Fast..  
Paul Gaynor  
Founding MGVR Subscriber

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### 2006 Focus Event Report

photos as credited

The first indication that something special was about to happen was when I spotted last year's MGVR Spirit Award winner, Lou Marchant, grinning from ear to ear as I pulled past the track gate into the facility proper. Lou and her daughter, Julia and friends were comfortably set up as unofficial greeters to the arriving MG Vintage Racers as they pulled into the infield road at Hallett Raceway to collectively celebrate 25 years of our newsletter. Jason and I arrived at Hallett early Thursday afternoon after some 1500+ miles on the road from Hartford, Connecticut in my Winnebago towing a 20 foot enclosed trailer and 'Smudge'. We quickly set up MGVR Central along the infield entrance road. Dan and Vicki Leonard soon pulled in and set up a veritable Walmart of MGVR regalia to meet what we all expected to be a significant demand for such goodies. Not surprisingly Regalia sales were brisk throughout the weekend. Jason and I quickly toured the infield to find that several racers were already set up, plugged in, propped up and schmoozing the way only MG vintage racers can. A steady stream of campers, Suburbans, and trucks pulling all sorts of trailers arrived throughout the afternoon and early evening bearing license plates from Arizona, Illinois, Kansas, Texas, California, Oklahoma, Florida, Missouri, Wisconsin, Ontario, Maryland, Colorado, New Jersey, Connecticut, Oregon and other states, each traveler bringing his or her own story about life on the road.

*"Bud Smola and I made the trek from Oregon 2 1/2 days each direction. The tow was uneventful other than long, oh yea, we hit a whopper of a thunder storm in eastern Colorado. They shut parts of I-70 down so they could plow the 5" of hail off the road..."*

*--Keith Sears #621 Midget*

Mark Palmer and Henry Moore pulled in about mid afternoon to share their horror story of how Greg Kuzohowski's tow vehicle, carrying their MGAs from Philadelphia, broke down near Pittsburgh, and how Greg's friend Al Way came to the rescue with his dually tow rig. Greg K. arrived late Thursday evening, having driven straight through with help from co-driver Al. MGVR Newsletter Founding Editor and MGTD race god *Greg Prehodka arrived late Thursday afternoon and immediately went to work setting up the traditional MGVR paddock information booth alongside Dan and Vicki's regalia display.* Reed and Linda Yates decided to camp at the paddock for the weekend, pulling in mid afternoon after renting an RV nearby. And the weather? Quite warm, and sunny Thursday with a

slight chance of showers, which I don't remember seeing. We would see warm and sunny weather for the entire weekend, with warm evenings to boot. All told 73 MG vintage racers arrived by Saturday.



Keith Sears /Bud Smola Clyde Coman photo



Editor at rest. Greg Prehodka Photo

*"How often do we have the opportunity to bench race West Coast to East Coast, while enjoying a beer smack in the middle of it all?"*

*--humble editor*

Friday morning began for this racer with the sound of what I would swear was a singing chicken. At 6:45 am after an evening of socializing with several dozen fun individuals, I hear singing chickens! When I mentioned this peculiar event to a few others who stayed the evening at the track, they denied hearing any such noise. So my teenagers are right; Dad has lost his mind. But I soon discovered that the singing chicken serves as the elder Mr. Stephens' technique for shaking the cobwebs from foggy

racers who spend the night sleeping away in the paddock. Enough about the musical chicken...

*"I really want to thank Will Bowden who acted as my mother hen and led me around the track....It's all about the great people cars. I started late but am having a great time..." --Ed Callo #482 MGTC*

Friday was the start of three days of non-stop MG race action, culminating in the outrageous Tag Team Enduro (more on that later) Sunday afternoon, by which time everyone had their fill of racing! Friday alone each group had a 15 minute practice, followed by a 20 minute practice, followed by a 20 minute race, followed by the 60 minute Steve Olsen Pit Stop Enduro. Followed by a Hallett down home barbeque. Followed by



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Coman photo

Ed Callo

two more days of MG racing. We had few casualties Friday, with 'Smudge' falling victim to a broken oil pump pick up and subsequent bearing damage, despite the best efforts of Tom Baumgardner (inspiration) John Targett(bearings, oil pump), and my son Jason(wrench work) to repair her. Thanks to Henry Moore and Mark Palmer for offering track time in their beautiful MGAs so that yours truly had some on-track fun. I had such a great time visiting with so many of you that I hardly missed the lost track time. Anyway, I wander. Race results are listed elsewhere in this report. Suffice it to say that on track behavior was exemplary throughout the weekend. This comes as no surprise to MG vintage racers, who set the vintage standard on and off track. The Hallett track crew, and CVAR workers adhered to the published schedule as if their very existence depended on it.

Friday evening's treat was a Oklahoma barbeque courtesy of the Stephens family, owners of Hallett Raceway. Quite a few of our merry band of brothers were camping in the paddock, which gave many of us an opportunity to visit well into the evening. Jason and I took the opportunity to chat at length with Keith Sears, and Bud Smola, part of our west coast contingent of MG vintage racers. Tom and Tom Seemeyer could be found cruising the paddock in their golf cart, as could Event Chair Reed Yates, with his wife, and race starter Linda. By the way this well run event was the direct result of significant organization and effort by Reed and Linda. A huge thanks to both for their dedication and time!

***"The people running the track and racing were so friendly you'd think you were in Canada!"***

***--Henry Moore MGA #105***



Henry Moore

Coman photo



Prehodka photo

Lou Marchant

Saturday began with chickens followed by the elder Stephens calling everyone to breakfast. Sunny skies and warm temps greeted us as we prepared for another day of MG racing, with the day ahead featuring one 15 minute qualifying session for each group, followed by 20 minute races for each group, followed by 20 minute handicap races for each group, followed by the Jerry Storch Memorial All Comers Handicap race, a 25 minute affair that finished the racing day by approximately 4:40.

***"my arm is bruised, my nose is peeling, my lips are blistered, and I am still grinning from ear to ear."***

***--Lou Marchant #186 MGA, #34 J2***

***"... what about blistered tires? And they looked like they were good for another weekend at least (we're talking tires here) before Brandrow took #76 out in the tag-team enduro. Now they're all shot!"***

***--Manley Ford #76 MGTD***

***"...Couldn't keep up with Manley but I have a bunch of spy photos of his MG for sale."***

***--Will Bowden #13MGTF***

***"Will Bowden set a personal best...raced the whole weekend without coming off the track on the hook. Never happened before in 35 plus years of vintage racing!"***

***--Mike Lewis #76MGTD (Manley's)***



Manley Ford

Coman photo



Prehodka Photo

Will Bowden

***"...I actually won an event for the first time, ten days before my 75th birthday!"***

***--George Chilberg (#55 L Type) on winning the MMM Register Handicap Race***



Mike Lewis

Prehodka photo

There was no shortage of racing for those whose valiant steeds were up to the challenge. Thanks to the well organized and hard working Hallett track crew, we were treated to several hot laps courtesy of Kent Prather, and his 6 time SCCA G Production National Champion MGA, sharing the track with Rodger Soucy and his Works MG Metro 6R4 rally car, which also shared pace car duty with Jack Kahler and his 1930 MG Works Double 12 M Type, and Anatoly Arutnoff and his 1960 'Michael Pisto' MGA. Thanks to the four of you for participating in our special event!



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*"The race sessions were incredibly well run and well organized by the race officials, volunteers, and CVAR folks. WOW! I think we were 100% on time every day, just incredible."*  
--Mark Palmer #185 MGA

*"When I dumped 4 quarts of oil on turn 1 Sunday the tow truck was there in less than one minute. The Stephens family sure knows how to operate a race track."*  
--Dan Leonard #409 MGTD



Shame on me if I forget to make mention of our Saturday midday group photo session. Clyde Coman, our official trackside photographer, somehow found time, and Henry Moore to work with him to schedule not just one on-track group photo, but FIVE group photos, each photo featuring a different group in the front. It went something like this...

*line the Pre war and street T types up front, followed by racing T types, then MGAs, followed by Midgets, and finally MGBs...Snap Photo...Now direct the Prewar and Street Ts to circle the track to come up behind the MGBs. Now the T types are in front...Snap Photo...Now direct T types to circle the track...and so on.*

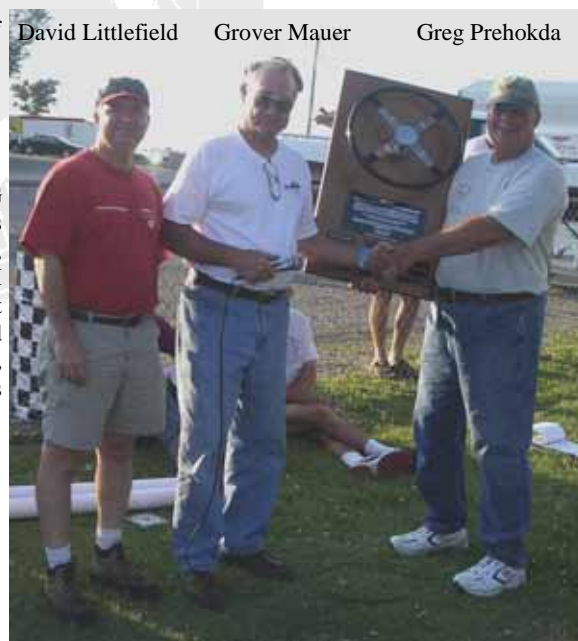
When I first heard the plan, I thought 'oh boy, this should be a real cluster ...'. But it worked out. Every group had their own group photo. And the group photos look great. And if you don't have one, I highly recommend purchasing one from Clyde. This is an unpaid endorsement! 25 Year Anniversaries don't come around but...every 25 years.

With Saturday's race activities at an end, all remaining energy was focused on our evening dinner/banquet/party! The warm sunny weather allowed for a somewhat informal dining arrangement at the Hallett on-track restaurant, where we gathered both inside, and outside the restaurant to enjoy dinner among friends and track workers. The Stephens family arranged for keg beer for all who chose to partake, which must have been at least a few as both kegs were 'kicked' by Saturday evening. Which might at least partially explain Sunday's tag team enduro (more on that later). After dinner we gathered just outside the winners circle for our traditional MGVR awards and happenings ceremony, featuring a door prize giveaway of epic proportions (big thanks to Dave Littlefield for his monumental effort in securing enough door prizes so that anyone who wanted one left the banquet with something!), and the Bill Parish Master of Speed Deception award. And a short ceremony honoring our founding subscribers, many of whom made the trek to Oklahoma to share in the celebration.

*"It will be another 25 years before we give away all those gifts over there"*  
--Yours Truly, caught on tape at awards ceremony by Greg Prehodka

The Bill Parish Master of Speed Deception award is named in the memory of MG vintage racer Bill Parish, a fun loving, vintage MG racing jokester who perhaps never won a race, but was willing to lend a hand to anyone in need. Will Bowden, last year's award winner, describes Bill Parish as "a super guy who I knew before I started racing, back in the '60's...shows up at tech with a water faucet on his exhaust pipe...tech inspector knew Bill but just had to ask 'what is that?' And Bill replied 'That's an exhaust bleeder!'" This year's Parish Award committee, Will Bowden, Mark Palmer, and David Littlefield selected Midget racer **Grover Maurer** as this year's recipient.

*"I'm happy to be on the committee for choosing the recipient of this year's award...There was one racer's name here this weekend who came to my mind immediately.. This fellow I've known for a number of years. He always helps everybody. He always has a smile on his face. He's been to a number of Focus Events...I've never seen anyone who has more fun than he does..."*  
--David Littlefield #57 Midget



Prehodka photo (sort of)



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David Littlefield

Coman photo

Those who know Grover Maurer describe him as a fun loving, middle aged man (74 years) who purchased a derelict Mini upon the day of his retirement, and proceeded to build a racer. He ran his first CVAR event in 1998. In 2000 he began racing a Midget he restored from rust bucket status. A firm believer in maintaining an affordable vintage class that encourages new and younger vintage drivers, Grover looks forward to working with CVAR to rewrite and formalize rules for the Spec Sprite class to re-energize that group. Congratulation to Grover for his selection as this year's Bill Parish Master of Speed Deception award.

*"To me, Bill Parish set the tone of the weekend. Everyone is helping each other and having a good time, exemplifying Bill's kind of generosity"*  
--Mike Lewis

A highlight of our banquet had to be the recognition of our "Founding Members", many of whom made the trip to Hallett to share in the celebration. As each founder came forward to receive honorary plaques, they were asked to share a favorite MG Vintage Racer recollection. Below are their memories, as audio recorded and transcribed by Greg Prehodka...

**Founding Member Bob Satava** (reflects on his MG racing at Bryar, New Hampshire in 1981 where he and George Pardee were racing their MGs)

George went out for his first race and he saw how well I was driving so he said "Can I follow you around so I can learn the track?" I said "Ya - that would be fine". So we took off and I just lost control - I just put the pedal to the metal - and by the time I looked in my rear view mirror, I didn't find beginner George at all following me around. I said "Oh my god, I'm suppose to be showing this guy the turns, etc. etc." It turned out - in that race - my car was running like on ball bearings - super fast - to about 7,000 lets - just bragging - until I put a valve through the piston, and in the pits I didn't want to repair the engine. George courageously came up and volunteered his TF to me. After I just blew my engine up - that's really nice. I didn't accept the offer - but it was a great gesture.

I'll tell you another story. At Bryar (the old track) we had the first and only "Australian Pursuit Race". I started number twelve - the last car off. Cars went off every 30 seconds or so - it was a very short track. I was just sweating it out, in line waiting to get released, because the other cars were going to be coming around from the back side of the track. Once you're passed in an Australian pursuit race, you're out of the race. So I went out on the track and I was looking behind me thinking I was going to be eaten up by the early starters. It turned out that in about four laps of a ten lap race I did lap the whole field and they are waving the checkered flag and I could not believe it - which was quite a thrill.



Bob Satava

Prehodka Photo

**Founding Member Al Moss**

First off, I'd like to say it is great to be here. I've met a lot of old acquaintances and a lot of new people, and I want to particularly thank Don Martine for allowing me to race his Von-Neumann TD special. For those who didn't see it, I went out in a blaze of glory this morning with it. Quite a few years ago at the Monterey Historic races on the very first lap of practice after the pace lap, I came out of the last turn and I smelled something funny and noisy. I came back in and I took the head off my TC. It had swallowed a valve! Don Martine said we could go out to the ranch and take the engine out of his racing TC. So we took the engine out of my TC in the pits, and loaded it into the semi that had brought my TC up. My group came back at a quarter to six with Don's engine - I don't know how they got it out. But it would never run again - never mind tomorrow - as it was a mass of rust! So I put the hood and the radiator back on my TC, and left it parked in line. Next day it's time for my race. I don't know what prompted me but I borrowed a driving suit and helmet. I get in my car and belt myself in. My group pushes me out to the pre-grid. And they LEAVE! I yell "Push - Push!" Everyone wants to be a hero - right? They start pushing my TC and I say "Go faster if you can!" I didn't know what I was going to do, but I wasn't going to go out onto the racetrack. The last thing is a tent that says "Technical Inspection". I pull in there. Tech inspector was there and I said "Raise the hood and see what is wrong! They said this thing was running great! Raise the hood!" He raises the hood and there's nothing in there! He called everybody over, and of course they don't know whether I don't know whether there's an engine in



Al Moss

Prehodka Photo

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there or not!

It was only hard to beat a few years later, when it cost me a \$300 entry fee, just as a spoof to the guys who were coming out with the 40 foot semi's and the mechanics and the suits and the green grass and everything. I was racing my 3 wheel Morgan at the time. I entered my TC also. I towed the Morgan all the way up from Santa Barbara – about 300 miles - with the TC. I had my tent, my camping gear, my tools and everything in it. Raced both of them for the week-end and drove them home again. That got me their “Die Hard” award!

*All photos on this page courtesy G. Prehodka*

### Founding Member Mark Brandow

I met Al Moss in 1982 when I was at Monterey. That year my wife and I went out to meet new people and try a new track, like I try to do every year. I met Al and Don Martine and amazingly enough they were still the same people they are, and they were trying to get their cars together and get them to work at the track! Mine ran all weekend – which is the good news – of course I beat Al Moss and I thought he should go faster, being the local at the track. But I've got a lot of good memories just coming here to the track and seeing Al again and Don Martine, and George and the rest of the guys who are part of the founding guild – always fun to come to the track.



Mark Brandow

### Founding Member Will Bowden

I restored my TF in 1978 after running around in primer for 10 or 15 years and I decided to go race with it down at Sebring. It was almost like run what ya brung. I had a whole crew come on out and help me re-assemble the TF because it wasn't together – I was restoring it. I took off to Sebring to break my engine in. I made it about 3 miles and the clutch linkage fell apart and I had to go back! But anyway, I raced with Mark Brandow and a lot of people who came down for the preliminary race of Sebring's 12 hour race. One year I was there going through the vintage pits and Stirling Moss was there. They were working on a Birdcage Maserati, which, by the way, would lap me every two laps with Stirling in it. Stirling would come up behind my TF and he would hesitate. I would wave at him to pass over here, but he was not sure – then he'd go around. Then the next lap I waived and he did not wait as long. By the third lap he would just go by. Next year Stirling had a Birdcage again, and was down at the hairpin on the side of the track with a broken Birdcage, and every time I passed him he waved! Back in the pits when they were working on the Maserati, I said to the crew “You've got a suspension problem there – you know.” Stirling said to me “You find the track kind of rough this year?” I said “Stirling, you've been on this track for 20 years, and this is the first time for me. And besides, I'm driving an MGTF.” Stirling replied “**That has an abominable suspension**”. Anyway, I've been more or less racing my TF since 1978, and I have a lot of fun and really enjoy it and enjoyed this weekend greatly.



Will Bowden

### Founding Member Greg Predhodka

I started racing with my TD in 1977 with the New England MG T Register. I had never raced a day in my life up till then, and the first event I entered was the Register's 6 hour endurance race at Lime Rock Park. To race all you had to do was come up with 25 bucks, have a helmet of some kind, and a seat belt – simpler times. My brother and I shared the racing for 189 laps - the first time we ever put a wheel on the track! The MGTD wasn't even a vintage eligible car back in 1977, and they were still making new MGs. A few of us began bringing out MGs for vintage racing – where they were eligible - but we rarely met, at places like Road Atlanta, Lime Rock, Shannonville, etc. This was fun and I started a little MG newsletter to stay in touch with all the MG racers - and now it's 25 years later!.

Some of the vintage races back then were much different than what we have today. I remember one VSCCA race out at Pocono in the early 80's. We were a support race for a IMSA race or something. Vintage was paddocked out behind the old condemned bleachers. Most of us were camping out. The bleachers made for wonderful fire wood. As it got dark, we all gathered around a camp fire made from the bleachers, rolling off one racing story after another late into the night. And a few campfires away, some young lady even shed her fabrics while dancing around their campfire! There have been so many vintage racing adventures over the years.



George Pardee

Greg Predhodka



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**Founding Member George Pardee** as he presents Greg Prehodka with a plaque honoring him as **The Founder** of MG Vintage Racers' Newsletter

*After following Greg Prehodka to race tracks for 25 years, Greg... Congratulations! The honest idea that you so longingly pursued has given tremendous joy to this band of brothers. It's far more than the newsletter that's eagerly awaited, and thoroughly read. Its been a passport making us welcome, and a top echelon in vintage racing in this country, at the best venues, and its been an introduction to friends hitherto not met. Your vision has been validated by the two men who have stepped into your shoes as editor. And your dedication and enthusiasm continues unabated. Congratulations on 25 years. Its been great. It is now my honor, and my son Will's and my family's, to present to you this plaque which Chris Meyers, Mark Palmer, Reed Yates and others have created on behalf of us – the MG Vintage Racers. Greg, I'm honored – thank you!*

*"I think this event kind of personifies the whole thing. For us to have an only MG race and get 75, or 76 people to come to the middle of Oklahoma, kind of says what it's all about."*

*--Mark Palmer*

Somehow we found a way to give all the door prizes away. Reed Yates found time to thank the many folks who had a hand in making this weekend such a success. With our banquet officially over, it was time to retire for the evening.

*"Having not raced with the MG vintage group we didn't know what to expect. I have to tell you that it was one of the best experiences in racing that I have ever had. The social aspect was great, we met some very nice people..."*

*--Bud Smola*

*"...as I work the six CVAR events a year, it does not give me the opportunity to make MGVR Focus Events. So I got to have my cake, and eat it too with the Hallett event. I even got extra frosting as I got to drive Reed Yates' 35 N Type...Thanks for the great memories."*

*--David Griffith, Chief of Grid*

*"..happy to tell about Bill Parish and to help introduce the new Master of Speed Deception. When asked how the selection was made...it went like this: 'a smoke filled room with a handful of hooded racers...secret, mysterious stuff...'"*

*--Will Bowden*

Sunday morning began as a carbon copy of the previous two; plenty of sun and musical chickens. A quick look at Sunday's schedule revealed one 15 minute qualifying session, one 20 minute scratch race, our selection of MGVR Spirit Award winner, the MG Enthusiast's Tag Team Enduro, and awards. By now more than a few racers had more than their share of mechanical mishaps, but many stayed on to enjoy the event as spectators.



John Hamilton

Coman photo

*"I was paddocked with some of the other CVAR drivers and I think we had gremlins in the paddock area. Gil lost a gearbox on Friday, and an engine on Sunday. Tim lost an engine on Friday, George broke a caliper and I spun a rod bearing on Friday. George and David nearly lost two entire race cars and a trailer on the drive up from Texas, but overall, I think the weekend was a roaring success!"*

*--John Hamilton #65 MGB*

*"if you got frustrated if yours happened to be one of the cars struck by the inevitable gremlins that let smoke out of the wires, or gobs of lubricant out of some mechanical bit...all you had to do was look up and see Al Moss rushing around-festooned with that stovepipe hat with the MG logo on the top that Will Bowden gave him- looking like a cross between Abe Lincoln and one of those clowns working the audience at Circ du Soleil- and you had to just smile."*

*--Manley Ford*

*"We traveled over 4200 miles, worked on a new restoration of my 1947 DOHC TC for 8 months but failed to have it ready in time, worked for two weeks to prepare the 1950 MGTD vonNeumann Special, and the 1936 supercharged NB, only to have both of them fail on the track at Hallett. But it was worth it!"*

*--Don Martine #199 NB*



David Griffith

Erik Karlsson photo



Don Martine Karlsson photo

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*"Of course for all of us it was great to see all the friends we have made among the MG Racing Brotherhood that has formed over the years...now if I could just keep #3 rod bearing working for more than two race sessions I know that I would enjoy racing a lot more. --Jim Austhof #1 Red MGB*

*"I thoroughly enjoyed the 'three days of Hallett', even though I didn't get much lap time before the Big Blowup. The course, organization, racing, food, companionship, etc. were truly outstanding."*

*--Al Moss #111 Red MGTD vonNeumann Special*

Al Moss

Prehodka photo



And the hard luck award winner is....

Fortunately for me the gremlins that struck yours truly Friday were out of my system in time for me to enjoy a drive in Henry Moore's beautifully prepared Glacier Blue MGA on Saturday morning, followed by an enjoyable drive in Mark Palmer's equally well prepared red MGA Sunday morning (sorry for the lousy qualifying spot, Mark). Thanks to both for sharing their rides with me. By the way, this was a theme that was to play out all weekend, to the point where Greg Prehodka must have restated the official race results a half dozen times to properly reflect who was driving who's what!

*"Greg...I was driving the Frank Churchill Handicap race in Manley's TD #76, not Manley Ford --Mike Lewis*

*"Mike...I had to laugh when Mark Brandow was out in Reed's TF, and the announcer was saying that 'Reed Yates just set a new personal best lap'"*

*--Greg Prehodka #53MGTD*

*"Greg...just to make your life more difficult, last minute I was press-ganged in Reed's team with Herb for the Tag Team Enduro, so it was me who was driving the MGB!..."*

*--John Targett #612 MGB*

*"Manley Ford, Reed Yates, and Chris Meyers are just three of probably a dozen racers who loaned their rides to another driver who didn't have one, or just to swap driving experiences! No one seemed upset as we loaned, swapped, parts/rides, and drove 'MG Safety Fastly."*

*--Mike Lewis*



Prehodka photo

Prehodka photo



Editor, Lou, Reed, Mark, friend, Julia and Greg celebrate Reed's MGVR Spirit Award.

Only at a MG focus event!

By 12:30, all qualifying and scratch races were in the books.

Throughout the weekend, Lou Marchant, with able assistance from her daughter Julia and friend, promoted the MGVR Spirit Award, collected, and counted votes. Sunday at 12:30 we all gathered at MGVR Central for the award ceremony. First awarded in 1996 at the inaugural MGVR Focus Event in Waterford Hills, the Copper Bucket is presented annually to the racer who, as selected by his peers, most embodies the MG vintage racing spirit. This year, the gathered racers were proud to present the MG Vintage Racers' Spirit Award to Reed Yates, the Hallett Focus Event Chair, and individual most responsible for the tremendously successful weekend. Presenting the Copper Bucket to Reed was Lou Marchant, last year's recipient. **Congratulations, Reed!**

In all seriousness, Reed Yates now has the responsibility to keep the Copper Bucket safe and sound until next year's Focus Event at Mosport, June 22nd thru 24th (plug). And lest he should let this Spirit Award get the best of him, let's reminisce...

*Overheard at the Award Ceremony..."Where did the Copper Bucket Come from?"..."I don't know exactly--like I say, it was an anonymous donation. The guy called me up and said 'you know, we ought to have an award. But you know, we drive MGs, so we don't want anything too frilly, or fancy. We don't want any of that silver stuff. We want to have something that's kinda big, and sturdy'--Mark Palmer*



# MG Vintage Racers'

# 25th ANNIVERSARY



## Celebration at Hallett

*"to cook pasta in"  
but not water"*

*"holds lots of beer"*

*"make chili in it"*

*"..it will leak oil,*

*--spectator wise cracks*

With the award ceremony out of the way, it was time to get down to the serious business of racing, in the form of the MGVR Tag Team Enduro, our final race of the event. What is a 'tag team enduro'? Imagine each team consisting of three drivers, and three cars. The first driver (prewar, T types) does five laps, comes in, hands off his 'lanyard' to the next driver in the team, who is driving a MGA, or perhaps a Midget. This individual drives five laps, then hands her 'lanyard' off to the next driver, who races five laps in his MGB, or Midget, and the process repeats. This well oiled machine of a race continues until the allotted time is up. Sounds neat! Oh, but wait!

*"Imagine a tag team race where Dan Leonard starts the race from a standing start, wheels around the track precisely five times, then comes in to hand off the lanyard to a team mate only to find that he had no team. Adjustments were made and he quickly affiliated with others. It was managed chaos and hysterical."*

*--Henry Moore*

*"The tag team race was more fun than a barrel of monkeys. Actually, this race would have entertained the monkeys...after Manley came in, David grabbed (the lanyard) and threw it into my lap and I was off in the MGA, and broke the stick shift. When I came in, Manley was supposed to pass it to David to get him launched. Manley asked me where it was and I told him my lap. He said he couldn't grope around my lap and I wasn't any help finding it since I was strapped into my car and laughing so hard my side ached, since he was groping around my lap..."*

*--Lou Marchant*

What an experience. With my car in the trailer, I grabbed my video camera and shot the whole scene, flying lanyards and all. Tired MGs, pooped, raced out, and somewhat punch-drunk drivers, burning rubber courtesy Frank Mount's standing start! Mark Palmer's three car team became a Mark Palmer one car team when the other two cars fell to various ills. The Marx Brothers meet MG Vintage Racers. There will never be another one like it!

What a fitting way to end the MG Vintage Racers Silver Anniversary Celebration at Hallett!

*"As a relative novice racer, I certainly appreciated all of the courtesy and clean driving that I saw out on the track. Thank you MGVR and everyone who helped make it a great weekend."*

*--Randy Zimmerman #62 Midget*



Randy Zimmerman

Coman photo

*"Plenty of track time and a great group of cars in each group. For an old guy, I was plenty tired when the weekend was over."*

*--Jack Cassingham #60 Midget*

*"As good as MG racing gets, challenging track, superb staff, lots of MGVR friends. Great wheel to wheel safe racing."*

*--Dan Leonard*

*"...it was a fun weekend. You guys seem to have a good mix of people...fast, but not so competitive they forget what a good time is..*

*--Clyde Coman, event photographer*



Jack Cassingham

Coman photo

*"I had no reservations with racing nose to tail with John Bries, or Stan Edwards, or anyone in the MGA group. I had a great time in the paddock meeting and chatting with folks whose names are familiar, but whose faces were new to me. It really is about the people, the MGs. 'Band of Brothers' we really are."*

*--editor*

# MG Vintage Racers' 25th ANNIVERSARY



## Celebration at Hallett

*"...we were pleased to work the event along with other CVAR members. We thank Reed and Linda Yates for inviting us to be part of it...the Stephens Family and their staff made every effort to ensure that everyone had both a good time, and good racing..."*

*--Bob and Judy Green CVAR*



George Curl

Coman photo

*"...thanks to all you yam dankees for making the drive all the way to Hallett. David Taylot and I had a good trip home (6 hours) We also learned never to pull a 28 foot enclosed trailer with a half ton pickup. It was a great weekend..."*

*--George Curl #40 MGB*

*"What an incredible weekend it was. An opportunity to see old friends, and meet many new ones...a great excuse for a road trip with my father, and lots of bench racing in the pits in the evening. The evenings were never dull, and then to have our soiree joined by the fascinating Al Moss just topped it off-bad jokes and top hat!"*

*—Gil Jackson #66 Midget*

*"My last race on Sunday I found myself stuck in no-man's-land between the first and second group, so I backed off a little and let some cars catch up. WOW! What a blast! I got hooked up with a yellow MGB from Texas and Dave Bralich from Chicago and we had a 3 car battle for most of the race...This yellow MGB really had my number, but on turn 3 on the last lap, I managed to pass him once again and that's the way we finished...I went over to his paddock to thank him...turns out he was looking for me...we had a great conversation, and both enjoyed the competition. We were no where near the front, but it doesn't make any difference, we had a riot!"*

*--Chris McGrath #25 MGC*

*"What did I like about Hallett...? The track, the scenery, the facilities, the camping, the weather, the people, the MG Brotherhood. I could go on but it is always a great time when the MG Vintage Racers get together."*

*--Jim Austhof*



Gill Jackson

Coman photo



Coman photo



Coman photo



Prehodka photo



Karlsson photo



Karlsson photo



# MG Vintage Racers'

# 25th ANNIVERSARY

## Celebration at Hallett



### Winners - Awards - Recognition -

**MGVR Spirit Award:** Reed Yates (MGTF # 11 & MG N-Type, #14)

**Bill Parish Award:** Grover Maurer (MG Midget # 77)

**MGVR Founding Members (1981) in Attendance who were recognized:** Will Bowden, Mark Brandow, Al Moss, George Pardee, Greg Prehodka, Bob Satava. Also, Greg Prehodka was presented with a "MGVR Founder's Award"

#### -North American MGA Register Scratch Race

- 1st, Henry Moore, MGA, #105
- 2nd, Tom Seemeyer, Sr, MGA, #119
- 3rd, Mark Palmer, MGA, # 185



#### -NAMGAR Syd Enever MGA Designer Handicap Race

- 1st, Stan Edwards, MGA, #64
- 2nd, John Bries, MGA, #730
- 3rd, Lou Marchant, MGA, #186

#### NEMG'T' Register - T Series MG Races, Charlie Searles

##### -New England MG 'T' Register Frank Churchill Memorial Race (Handicap Race)

- 1st, Mike Lewis, MGTD, #76
- 2nd, Dale Schmidt, MGTD, #3
- 3rd, Frank Mount, MGTC #104



##### -New England MG T Register 'T' Trophy Race (Scratch Race)

- 1st, Blake, Gibb, MGTD, #48
- 2nd, Manley Ford, MGTD, #76
- 3rd, Reed Yates, MGTF, #11

#### MMM Register – Pre-War MG races, Bill Tantau

##### -Keuper Memorial Race (Handicap)

- 1st, George Chilberg, '34 MG L-Type, #55
- 2nd, Michael Jacobsen, '34 MG-N Type, # 85
- 3rd, Reed Yates, '35 MG-N Type, # 14



##### -Goguen Challenge Race (Scratch)

- 1st, Reed Yates, MG-N Type, #14
- 2nd, Michael Jacobsen, '34 MG-N Type, #85
- 3rd, Don Martine, '36 MG-NB

#### Tag Team Race, MG Enthusiast Magazine, Geoff Love, Publisher

##### - MG Enthusiast Magazine Tag-Team Enduro Race

- 1st, Team 3, Reed Yates, MGTF, Herb Hilton, MG Midget, John Targett, MGB
- 2nd, Team 6, Henry Moore, MGA, Bill Hill MG Midget, Dale Schmidt, MGTD
- 3rd, Team 5, Tom Seemeyer, Sr, MGA, Tom Seemeyer, Jr., MG Midget, Frank Mount, MGTC

#### MGB Races, John Targett –

##### - Silverstone Trophy Race (Handicap Race)

- 1st, Chris McGrath, MGC, #25
- 2nd, Jonathan Lane, MGB, #31
- 3rd, George Curl III, MGB, #40



##### - Andrew Hedges Memorial Trophy Race (Scratch)

- 1st, Jesse Prather, MGB, #026
- 2nd, Donald Dickey, MGB, #99
- 3rd, Neil McCready, MGB, #115

#### Midget Races, Jay McClanahan –

##### - S&B Filters Midget Race (Scratch)

- 1st, Greg Rodgers, MG Midget, #75
- 2nd, Jay McClanahan, MG Midget, #74
- 3rd, Jack Cassingham, MG Midget, #60



##### - S&B Filters Midget Race (Handicap)

- 1st, Tom Seemeyer, Jr, MG Midget, #118
- 2nd, Stacy Rodgers, MG Midget, #33
- 3rd, John Macintyre, MG Midget, #38

#### One Hour MG Enduro (Sponsor - Service-Garage, Bill Young)

##### -Steve Olson Enduro Race

- 1st, Manley Ford, MGTD, #76
- 2nd, Jay McClanahan, MG Midget, #74
- 3rd, Jack McClanahan, MG Midget, #411



#### Anonymous – Jerry Storch Memorial All Comer's Handicap Race

- 1st, Tom Seemeyer, Jr, MGA, #119
- 2nd, Dick Luening, MGB, #44
- 3rd, Tony Welsh, MGB, #51



**MG** ENTHUSIAST  
THE WORLD'S BEST-SELLING MG MAGAZINE

MG Vintage Racers' **25th ANNIVERSARY** Celebration at Hallett



ALL PHOTOS BY GREG PREHODKA  
UNLESS NOTED

Hallett Memories



# MG Vintage Racers' 25th ANNIVERSARY

Celebration at Hallett



Erik Karlsson photo



Coman Photo

Prehodka photos unless noted



Coman Photo



Erik Karlsson photo



Former Spirit Award Winners

# MG Vintage Racers' 25th ANNIVERSARY



## Celebration at Hallett

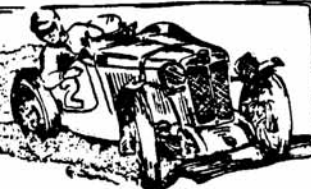


Prehodka photos unless noted





# Competition



## Racing's Little Upsets (*A Funny Thing Happened on My Way to Hallett*)

by  
Tom Baumgardner

2006 was supposed to be the year of a full season of racing my 1957 MGA on the vintage circuit. I was looking forward to a good year after some disappointing experiences in '05 that were mostly engine related. I thought I finally had all the bugs and issues in the engine sorted out; now it is equipped with bigger and stronger valves, improved cooling, the oil accumulator re-positioned, and the crankcase evacuation system working as it should. I even had a set of close ratio gears in the tranny.

What was supposed to be a warm-up weekend prior to going to Hallett, OK for the all MG vintage races turned out a bit topsy-turvy. Gingerman is a great track in western Michigan for MGs. It is short, has a lot of corners, and even some elevation changes to make the kind of momentum driving you must do in an underpowered car pay off. Manley Ford with his MG TD and I were meeting there for the VSCDA "Spring-Brake" and the weather in early May was very nice.

The Saturday morning practice was OK. Manley had never been to Gingerman before and was quickly learning the track. It had been a couple of years since I was there so I was trying to relearn it. I spun out once between turns 8 and 9 but was pleased that I had put "both feet in" and saved it on the grass in view of a flag station. After lunch we were in the second group out. While waiting on the false grid for the group ahead of us to clear the track, we noticed something. That group had several MGBs in it and many of those MGs were coming in on the hook.

About the third lap I got sideways between turns 8 & 9 again, only this time the left front wheel fell off the edge of the pavement and I was airborne. The car flipped clear over to the left so the first thing that hit the ground was the right front fender. It flipped again and this time the helmet and roll bar hit the asphalt before coming to rest on the wheels. I calmly reached over, shut off the switches, and then waited for someone to come.

The embarrassment of the mandatory ride in the ambulance back to my paddock including a cursory interview by the EMTs was all I had by way of injuries. They did not even take my blood pressure. Within four hours of the accident, we had the car at Eclectic Motorworks in Holland, MI. You can see some pictures of the car on their website [www.eclecticmotorworks.com](http://www.eclecticmotorworks.com).

So racing at Hallett with my MGVR friends was out. Or was it? Manley offered to let me crew for him. Mainly, I think, so that I would share driving his tow vehicle out to Oklahoma and make the necessary hotel arrangements. June 1 found us in the company of over 70 MG Vintage Racers in rural Oklahoma. To show you how crazy MG vintage racers are, three of them, knowing I had flipped my car the month before, let me drive their cars at Hallett. Those people must be nuts! Manley won the Enduro race, I broke (the oil pump pickup on) Chris Meyers car, and a good time was had by all.





## ***MGs at The Mitty 2006*** ***by Bob Spruck (motormouth/south)***

Well, it looks like this traditional weekend in April is no longer the Walter Mitty Challenge Vintage Sports Car Races. It's now just The Mitty, and it sure has grown from its simple roots. It started out as just a small local Jaguar Club track day xx years ago. It grew to be Historic Sportscar Racing, Ltd. (HSR), one of the biggest and best vintage race groups in the country. Now The Mitty is a real happening. Sure, the center of all the activity is still the vintage and historic sports car races, but there is so much more now than just racing. It is a big event - four hundred registered cars is not unheard of. The past few years, there have been an increasing number of off track activities, contributing to a carnival atmosphere. There is even a midway-like facility with almost fifty vendors displaying all sorts of goods and services. The Winners Circle and Acme Speed Shop specialize in Sprite and Midget race parts. Classic Motorsports Magazine is one of the title sponsors and a big influence on the changes that make The Mitty the huge success that it now is. Mazda provides a nice display of current models and some historic racecars, as well as encouraging local car club displays. Kumho Tires sponsors the MINI autocross competition. Lotus lets you not only drool over the Elise and the Exige, but lets you drive them, too!

The vendor midway is not the only busy area. Road Atlanta's 2.54 mile, 12-turn ribbon of twisting and undulating asphalt was jam packed with activities, too. During the three days of the event, there were 18 25-minute practice sessions, 9 qualifying sessions, 9 qualifying races, 8 feature races, three 1-hour endurance races, 4 special races, 3 Track Touring sessions, and 2 Car Club Parades. And they were all on time or pretty close! HSR does know how to run race weekends well.

HSR also has another unique characteristic. If you take the definitions of vintage and historic literally, HSR (as its name implies) is definitely on the historic side of the sport. Vintage cars are of a certain age and may or may not have any racing history from the past. Historic cars may not be as old but they have raced in a big event, with a famous driver. That is a pretty simple differentiation. Of all the vintage racing groups in the country, HSR has gravitated to the historically significant cars and away from just the old vintage cars. A car from 1999 is probably not vintage in most people's book, but it may certainly have a history. The more than 20 Historic Stock Cars that were in Group 8 dated from 1988 to 2002. Not vintage, but historic. The fantastic GTP and WSC cars were as old as 1981 and as new as 2001. Not vintage, but historic. History. You want history? Group 6 included the # 83 Nissan GTP driven by Geoff Brabham to so many wins and now owned by Theo Bean. Group 9, the Historic GT cars, included an IROC Porsche, 8 Porsche RSRs, and 3 Trans Am Mustangs. The BOSS (Big, Open, Single Seat) cars in Group 4 included cars from Champ Car, IRL, Formula One, F5000, F3000, and Indy Lites. Very few vintage racing groups provide an opportunity for such new but significant cars to race. Of your typical older, vintage cars that you can see at any other Group's events, here was only 1 Bugeye Sprite, 1 Alfa Romeo GTV, 3 Midgets, 3 MGAs, and 1 TR3. You won't see Brabham's ol' #83 or Michael Schumacher's Judd F1 just anyplace. But you will see them at the Mitty. Every year. All weekend. Up close.

Of course, the racing is the main reason most of us come to The Mitty. And racing, there was. Despite the threat of showers all weekend, they never materialized to interfere with the racing. The cold and wind was another issue, however. They were continual and, although they didn't affect the racing, they made some of the other activities rather uncomfortable, especially if you hadn't brought a sweatshirt, long pants, or other clothes more amenable to an Atlanta Winter than an Atlanta Spring. Sunscreen and bug spray went unused.

There were ten sprint races for the normal Groups. Group 2 is the Vintage Production class and includes the older, smaller displacement production cars and there were 30 of them on the grid, the largest of all the Groups. Smaller displacement doesn't necessarily equate to slow, as the front of this group was really cooking. David Hinton started on the pole in his 1952 Jaguar XK 120 with Miles Whitlock along side in a 1983 Lola 644 with less than half the cubic centimeters. Whitlock managed a pass after the first lap and they ran nip and tuck for a few laps as those behind them jockeyed for position. The 1966 Lotus Elan of Jim Askew passed Hinton for a lap or two, no mean feat when you consider the bulk of the XK, not to mention the displacement. But, alas, he faded at the end allowing Vic Skirmants in a Porsche 356 and Jesse Prather in an MGB to get by. Finishing order was Whitlock, Hinton, Skirmants, and Prather. All the MGs were in this Group - that's the HSR way! MGAs, MGBs, MGBGTs, and Midgets all together. That saves the other Groups for the more important big cars, Porsches, open wheelers, historic NASCAR, GTPs, etc.

We had only eleven MGs at the event. Bill Bartlett had his 1959 MGA Coupe and Carl George and Andrew Hauck had 1960 roadsters. All were in Class 1L. MGB drivers included in Class 2J were Eddie Beal (1974), Bill Dula (1965), Rick Morrison (1972), Jesse Prather (1966), and John Prater (1966). Doug Campbell had the only MGBGT, his 1965 model and was in Class 2J as well. Two Midgets were driven by Red Bordner and John McCue, both '72s and both in Class 3M. McCue, Beal, and Morrison were unable to start the feature race, McCue with some serious clutch problems in his im-



## Competition



maculate new Midget. Prather was the highest starter in 9<sup>th</sup> and steadily picked off the competition to finish 4<sup>th</sup> Overall and 2<sup>nd</sup> in Class. Doug Campbell started right behind Jesse and kept advancing likewise to finish 8<sup>th</sup> Overall and 6<sup>th</sup> in Class. Bill Dula had some fun racing but was only able to advance one spot by the time the race was over. He started 13<sup>th</sup> and finished 12<sup>th</sup> Overall, 10<sup>th</sup> in the full Class 2J. Red Bordner did real well in his Midget amongst the bigger cars. Sixteenth is where he started and 19<sup>th</sup> is where he finished but he was 1<sup>st</sup> in Class. Bill Bartlett may not have advanced any places from his 18<sup>th</sup> starting spot. But he did manage to pass and be passed during the 7 lap race, but he still finished 1<sup>st</sup> in his Class. John Prater gained some speed towards the end of the race and finished in 17<sup>th</sup> Overall, four places ahead of where he started. He managed only a 13<sup>th</sup> in the large Class 2J. Hauck had a nice steady race, didn't advance much, passed a bit and got 3<sup>rd</sup> in Class. Carl George moved up from the back to a respectable finish, 4<sup>th</sup> in Class.

Only three of our MG compatriots entered the Vintage Enduro Race with almost 60 of their favorite adversaries. Campbell and Dula ran pretty close together and finished 10<sup>th</sup> and 11<sup>th</sup>, respectively in the monster V6 Class. Bordner, his Midget in V7 finished fairly far back but still was eligible for a 1<sup>st</sup> in Class trophy.

Well, race fans, it was a long weekend, but I didn't hear any complaints from any of the many spectators or from the drivers. So, we can conclude that HSR did it again and provided a lot of people with a lot of excitement, whether they were on the track or only along side it. As usual, we can't wait 'til next year to see what great racing the Mitty will offer then.



Photos by author

## Competition



John Prather

HSR  
Classic Motorsports  
Walter Mitty Challenge  
April 27-30, 2006



V. Carl George



Bill Duta



Jesse Prather

Photo Montage Courtesy Walt and Lu Pietrowicz /VintageAutoSports.com





## SVRA AT BARBER MOTORSPORTS PARK BIRMINGHAM, ALABAMA

*By Bob Spruck (MotorMouth/south)*

Alabama's red, white, and blue license plates proclaim that: "Stars fell on ...Alabama". At the SVRA's Barber Motorsports Races presented by Motor Check just outside of Birmingham on April 7, 8, and 9<sup>th</sup> it wasn't stars that fell on Alabama but rain and wind blown detritus. Tornado watches and warnings were all around us Friday during the day and evening. Like so many of these southern storms, where they pop up and in which direction they go is not very predictable. Many precautions were taken by the surrounding communities, the hotels, and track management. Fortunately for us racers, the storm came Friday night after the dinner hour and were all but gone by track time on Saturday. Only minor damage occurred in the paddock for some of those who didn't believe the forecast or thought it would never happen to them. Some twisted poles and shredded canopies were about the only damage. Unfortunately, the same can't be said for some of the nearby towns in northeast Alabama and neighboring Tennessee, as those same winds and numerous tornadoes did considerable damage. BMP dodged the bullet and we experienced perfect, but windy weather for the rest of the weekend.

Good thing, too. We didn't want to miss a minute of on track excitement and fun at this amazing facility, and we didn't. There were a lot of really great cars at the event. One of the special groups was the IMSA RS Challenge. There were also five Lotus 11s. The Payne family had a Porsche 908LH (one of only two in existence) and a 904. There were also quite a few significant cars with some impressive racing history out of the 140 or so cars there. They participated in the MotorCheck Enduro Series, the IMSA RS/2.5 Challenge reunion, and the Mike Stott-UBS Sprint Series. If that wasn't enough activity, the usual SVRA evening shindigs were a relaxing and fitting finish to the busy days. Those that had still more free time were able to visit the fabulous Barber Vintage Museum, displaying a collection of almost 1000 motorcycles and a large number of Lotus racecars. The museum alone is worth the trip, but we came to race and race we did.

After three entire days of Track Orientation Program, Driver Orientation Program, Test Day, practice sessions, qualifying races, the Dixie 150 Enduro and the RS Sedan Challenge Enduro, the real stuff began after the Quiet Period on Sunday.

Group 1 is comprised of the small-bore production cars such as Bugeye Sprites, Spridgets, Spitfires, original Minis, and MGAs. Mechanical and sheet metal attrition was, unfortunately, rampant in this group as only 14 of the original 21 registrants started in the final race. There were a few no-shows, probably due to the weather forecast. The father-son team of Leigh and Quinn Derby in their 1968 Spitfires did their usual trick of qualifying first and second. However, Quinn let a hard charging Chris Snider in another Spitfire pass him on the second lap after he came from sixth on the grid past Harry Gentry's Sprite, Chris Gross's Bugeye, and Carl George's MGA on the first lap. Clay Cook in the already dinged Mini went from eighth at the start to fifth. If it was only a ding in the qualifying race, then it was a whomp or a bash in the final race. All on his own in turn 13, he backed it into the Armco caromed across the track and parked it behind the Armco on the other side. Bill Bartlett, also previously dinged in the same incident that initially dented Cook and REALLY chewed up poor Jack Cassingham's MG Midget in Saturday's qualifying race, started last and motored all the way to fifth by the last lap. Good drive, Bill! Jack's #60 will be out of commission for a while. Bob Spruck was breaking in his new motor after breaking a crank, cam, valves, and block in the Mitty last year. His plan was to hold to a 6000 RPM limit on Friday, 6500 on Saturday if all went well, and finally let it fly to his normal 7000 on Sunday. The engine ran real well, no leaks, no tools, didn't even have to use hand cleaner all weekend. Only Lucas gremlins that prevented brake lights and transponder from working. All the best laid plans.... A first time racer without a rookie stripe (take note SVRA!) turned in to him after he made an inside pass in turn 5 and gave him his first dent in 16 years of racing. Nothing serious and it provides an excuse for getting the paint chips on the front end re-painted along with the sheet metal work on the fender.

The larger displacement Production cars and sports racers did battle in the combined Group 3 & 4. George Balbach led flag to flag in a Porsche 356. Brian Mac Eachern in a well driven Lotus Eleven, one of four in the Group, out raced a fast Caesar Cone in his Alfa Romeo Duetto to garner second over Caesar's third place finish. A strong march from starting 12<sup>th</sup> to finishing fourth was accomplished by Jack Poteet in his Morgan 4/4. The other three Lotus Elevens of Glenn Stephens, Bruce Miller, and Ed Nigro were closely bunched mid-pack and put on quite a racing show. The MGBs of John Prater and John Hamilton started ahead of only Harvey Siegel's Courier. They advanced four places together and then dropped back together. Prater did manage a pass of Hamilton to finish ahead of him. Poor John Donaldson in his '71 MGB had a bad weekend and bashed it real well on Saturday.

All in all, it was a typical SVRA event – well run, exciting, fun, nice mix of cars, and a perfect venue. MGs were in a minority and many of the few that were there will have some work to be done before they race again. Oh well, that's rac-

# Competition



ing. Barber is a great location and the track is really perfect for our MGs. That popular southern epithet was heard around the paddock as we left - Y'all come back, y'hear!



John Hamilton's bright Orange '65 MGB advertises our favorite upcoming race



Jack Cassingham's usually upbeat but recently modified headlight cover says it all about his recently modified Midget



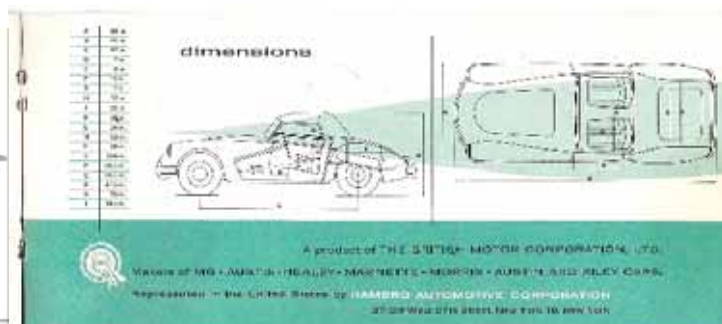
John Prater's '66 MGB



Carl George's '59 MGA had a good weekend



Bob Spruck's 1967 MG Midget survived its first weekend on a new engine



Courtesy Jim Warren





## CSRG at Sears Point (Infineon Raceway) March 24-26

*By Scott Brown MGA #41 (The Pile)*

Your roving MG reporter here with the latest from the MGA gang here in wet Northern California. The first race of the season always brings out large fields and this weekend was not exception. Over 220 cars were registered for the weekends events and nearly 100 cars were registered for test and tune on Friday. Yours truly (Scott - the Pile Driver Brown, MGA 41) and best buddy (Ed - the Sump Lamantia, MGA 31) and our trusty weekend pit-bioch Eds son (Gregory - don't call me kid Lamanita) rolled into the paddock early Friday to set-up and save space for a few of our out of region (Oregon) racer friends, our trusty mechanic Keith Sears of Yarwood Engineering and Gary Anderson in his show worthy MGA.

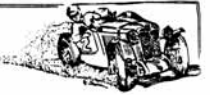
Well, it seems our buddies from Or-e-gun brought the rain with them and it dumped pretty much all day Friday giving us additional time for car prep (didn't really need it) and to start with our favorite cold beverages a bit early. Having just tested 2 days in the pouring rain 4 weeks earlier we were happy to watch other drivers pirouette around the track. So much water in fact that Lake Sears formed at the apex of turn 10 that is usually run flat out in 4th gear.

Saturday morning we awoke to still more rain but less of a down pour and more of a sprinkle. We were 2nd group (GP 4) to be on track for our practice/qualifying session, always an interesting session given most of these guys had not been on track for over 6 months, so we pretty much spent the session avoiding spinning Lister Jags, Porches and a beautiful Ferrari TR 250 that was almost as much fun to follow (exhaust note) that it was to race. Seems that between the early beverages (ahem) and wet surface our qualifying times were not up to our usual times found us qualifying Ed in P7 and myself in P11 out of 33 cars on grid. In front of us were two Elva Couriers, Austin Martin DB, and a passle of Alfa Guilia Spiders. Gary not far behind us and our Oregon friends learning the track and very used to wet racing all qualified very well not to mention including a very quick Sprite that out qualified us both - oh jeez. Due to last years Redman incident, race starts are now painfully slow, 2nd gear around 2000 rpm. Ed and I both had great starts and moved past 3 or 4 cars each by the time we got to turn 2 moving us up the the Elvas and a few of the quicker Alfes. The race was pretty much uneventful with the biggest spin once again by our buddy in the Lister Jag, spun directly in front of Gary at turn 2 and Gary has it all on film. Nice save Gary as the Lister proudly showed the corner workers both sides of his car. Ed finished P3 and I in P5 finding our lap times improving with the track slowing drying out.

Sun shine Sunday! Finally after the wettest March in California history we have sun and a very green track. Practice session at 10:30 and the track was coming in very well. I ran 5 laps and pulled off due to the red haze that seemed to settle over many of the drivers now that the sun was out. One particular Porsche blocked me for 3 corners (in practice mind you) and then nearly drove me and the Mini I was running with off the track twice. Keith ran over thinking something has gone wrong with the car. I look at him and smiled and said the car was perfect! Note.... this is a new car we have been sorting out to keep up with Ed in the 31 car. In Sundays 3:55pm race, we gridded up with 33 cars left to run last Gp 4 race. By the time we rolled on track, Ed was in P2 and myself in P3 with the Evla in P1. Next to me was Don Queen's beautiful Alfa Spider in P4. Green flag, we go 3 deep in turn 2 giving the Elva a MGA sandwich. Back to nose to tail with the front 4 cars slowing pulling away from the rest of the pack. In lap 2 the Elva slowed and the 3 of us still glued to each other slid by. By lap 4 it was dicing time as we began to find back makers already. Ed and I went door handle to door handle twice going into turn 7... you could see us smiling through our helmets. Finally we come up on our buddy the Porsche who literally parks his car at each corner, Ed gets hung out to dry so I and the Alfa sneak by him. Now we discover the track is oiled up from start to finish and of course on the racing line - thanks to the Elva. We all 3 go thru turn 10 (4th gear flat out) and I see the Alfa moving to the inside for a dive bomb pass at 11. I'm thinking, there is no way in heaven that car has brakes that good so I'll give him all the room he need to hang himself. Sure enough, he blasts past the turn down at full lock and I turn down as he passes (it was beautiful) and Ed tucks in behind me. Suddenly the car is loose and all 3 of us are tossing salad with the concrete pit all looming closer at every wigwag. This time Ed and the Alfa are side by side going to start finish. Well, that darn Alfa has more motor than us so he pulls Ed to turn 1 and that's how we finished. Me in P1 (the Piles first win) Don in his Alfa P2 and Ed in P3. After rolling into the pits we were just climbing out of our car and Don came running over screaming, <sup>3</sup>I want to hug you both, that was the most fun I've ever had racing.<sup>2</sup> This is why I love vintage racing and sharing those moments in the rolling museum of spinning Listers and screaming Ferraris.

Gary too had a great weekend turning in some of his personal best lap times while racing Gary in his TR4 and our buddies from Oregon got a taste of California sun after all.

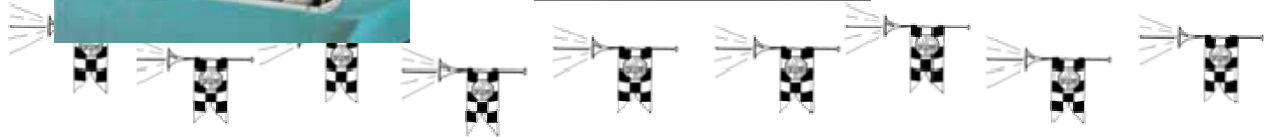
Othe MG drivers of note... Bob Greer, Glenn Clark and Robert Franks were there representing MGBs and ran throughout the weekend without incident. Jim (Boom Boom) Weisenborn was absent this weekend as he was tutoring an up and coming Spec Miata driver at his home track Laguna Seca.



Stay tuned for our next event at ThunderHill in May.



**Wine**



## Country Classic by Scott Brown, MGA #41 (the Pile)

Ed and I participated in General Racing's Wine Country Classic (while some of us were in Oklahoma, ed.) Friday's test was a hoot as the (B) group we were in had some very exotic cars. I found myself following cars more than once just to watch and listen to the rolling museum.

Saturday's practice was going nicely when suddenly my car sputtered then shut off on the final lap. Turns out the battery just plain died. Spare in place and I was ready for the Sat afternoon race. Group 6, 37 cars... We qualified 5th (31 Ed) and 6th (41 me) behind 2 Morgans, 1 rocket 356 (aheem) and a SCCA national champion (Al Leake) in his Alfa. Great start... I moved past Ed and the 356 now into 4th by turn 2... between 2 and 3 the rascal 356 pulled me by 3 car lengths (maybe 100 yards) now Ed tucked in my mirrors. The first 4 cars slowly pulled away the next 2 laps so it was up to Ed and myself to put on a show for the fans in the stands. For the next 6 laps we swapped positions, late braking, tires squeeling, cars sliding, brakes smoking... we had a photo finish and neither one of us could tell who finished where. We had at least a dozen people find us in the pits to say how much fun they had watching us race. By the time Sunday afternoon rolled around we were pooped but ready for the final race. Green flag and by turn 2 we were 4 deep and nobody was giving way. I was pushed off of 3 with 2 in the dirt on the outside, Ed on the inside now with the Alfa between us. Ed get by, Alfa then me..... going into 4, brake pedal hits the floor, I pump once and its back... I'm thinking this is going to be a very long race.... then it happens.... I look up at the corner station and the Black Flag is out with the 41 car number. Seems I jumped the start, (moved 1/2 car width to the right) but they call that jumping here. It was a gift as my brakes continued to give me fits, so in I came.

Ed finished where he started, 5th with no second gear but a very big smile.

As we were packing up to go home, we were asked to stay for the awards ceremony, and wouldn't you know it, Ed received the award for Group 6. Best Appearing and Performing Car in Group 6. I don't know if you know much of General Racing, but this is considered one of the highest awards given anywhere for vintage racing on the West Coast. Pretty darn cool!



Steve Earle presents trophy to Ed

Kyle Burt photos







## Sebring 2006

by Richard Navin MGB #246

Sebring is one of the tracks I wanted to experience when I decided to participate in vintage racing. The other biggies included Mosport, Watkins Glen, and then it gets tough, as Laguna Seca and Brands Hatch are the others. Road Atlanta, Road America, Mt. Tremblant, Mid-Ohio are all on the "must-do" list but not as high as Sebring.

With the decision made, my daughter Jodi and husband James decided to join Brenda and I in the adventure. After securing encouragement from SVRA that a VARAC legal car, plus headlights and alternator, is welcome, we sent in the application.

Game on.

There is no way to diminish the distance from Canada, but 22-25 hours on the road, in other words 2 days, is pretty easy when you get in the routine. And I had driven it countless times before so knew what to expect. We left Friday night and arrived midday Sunday.

We rented a villa in Kissimmee, with our own pool, etc. and made a total holiday of the trip. Worth every penny and about the same cost as a decent hotel, less when you consider we were 2 couples each with our own bedrooms and en-suites.

We headed for the track on Tuesday afternoon to register and get a place to park. What a place! There were literally hundreds of racing cars, what with the ALMS cars, Speed classes, Formula Mazda, and probably others. Parking was a premium, but with the help of an SVRA official finally got a spot. Many amateur teams take so much space, thoughtless and selfish to their fellow competitors. Visions of grandeur no doubt after seeing the Audi teams.

Wednesday was tech, and we had no problem. Apparently they require a tow hook, vs. using the roll bar, but there was no hassle and approved the car. I went to Home Depot and created something that worked as a tow hook anyway. My MGB was classed as Vintage, and it seemed that anything under about 1996 was Historic. Later on that day, the schedule called for Vintage qualifying followed by V and H combined practice. Learning a 17- turn, 3.7-mile track is daunting, but it is flat and visibility is pretty good so seeing the corners wasn't too tough. As we were on at 5:10 pm the setting sun made forward vision eventually impossible, and the mirrors totally useless. With a slower car I had flags everywhere and with the glaring sun, couldn't tell if they were yellow, blue or whatever. We all had the same issues, and all the drivers extended excellent courtesy. I had no problems at all. I went out for the combined practice to experience the faster cars, but came in shortly after I suspected a noise and decided to check it. It was the exhaust hitting the floor.

I was quite pleased with my qualifying with a 3<sup>rd</sup> in class, fastest MGB and surprising 35<sup>th</sup> out of 57 Vintage cars. The MGB fits in one of the slower classes, so you have to get used to lots of passing.

Wednesday night Budweiser hosted a fantastic private cocktail party for the competitors in the town of Sebring, by the lake. Mainly for the ALMS types, but we were included as well. It was wonderful with excellent food and free beer. The icing on the cake was the Clydesdale horses were there, and were absolutely magnificent. A fabulous evening to end a fabulous day.

Race day brought another fantastic 80-degree Florida day. I gave the car a thorough check over and anxiously waited for the 4:30pm start. Grid position selection was very interesting. The grid marshal lined you up in the order he thought you should be. I think maybe the first 20 or so were accurate, but after that.... fast looking cars to the front, slower to the back. Needless to say, the MGB was way back, but it seemed to work and I got to pass 4 cars on the first lap.

I must repeat, that from my perspective, driver courtesy was fantastic. For myself, it was an enduro after all, and I was driving at 80-90% maximum and that may explain it as others were probably as well. Only once it was close when a 911 decided he could take pass me inside 17. He learned he couldn't, and I don't know how we didn't touch, but I swerved and avoided him. The in-car video shows just how close he was! Hopefully next time, he will realise that in a corner...a Porsche is no match for an MGB.

I do take direction, but apparently am slow to learn. I had decided that Turn 7 hairpin (the Safety Pin) was a 3<sup>rd</sup> gear turn. I went in a little to hot about lap 7 and went straight rather than try and turn and spin in front of 3 Porsches buzzing my right rear corner. For the next 2 or 3 laps I still didn't get much better although I kept it on the track. Then....I decided to slow down and try second gear. It is amazing what happens when you do it right! I never screwed it up after that.

Pit stop fuelling requires 2 fully suited fireman. Rules require two 5-minute pit stops, but you only need the fireman if you add fuel. Travelling from Canada, I didn't have a second fully suited crewman, and had a bit of a problem. Earlier, Dan Leonard and Michael Oritt had seen the MGVR decal on my car, and came over and introduced themselves. As they were a two-driver/one-car team, they said they would help with my fuelling and we pitted together. Thanks guys, you saved the day!!!

On my run in on my first pit stop, my temp gauge stopped working. Oil pressure was fine, but no temp. During the pit stop, I checked water and oil, etc to be sure the engine was OK, but that, plus a full tank of fuel, and getting back in the car took 13 minutes. Rats!!! Going out, I decided the best plan was to do one lap and come back in for my second pit stop. This would maximize cool down if I were having a problem. Also, my brakes were so hot, they were fading a bit after sitting. The extra time would help there also.



Back out, the car ran great and we continued with steady low 2:53 laps until the end. What a blast! With the combination of great cars, pit stops, a huge audience (there for the 12 Hour), my family as crew, it was a fantastic experience. When the results were tallied, I finished 3<sup>rd</sup> in class, losing my solid second with the long pit stop. I was delighted to finish 48 out of 87 starters, including both Historic and Vintage. There were Corvettes, 911's, Lotus, Camaro and other bigger cars behind us, so the old MGB did pretty well.

I gave the Friday sprint race a miss as with no temperature gauge, it would be a foolish risk. Saturday we had a barbeque courtesy of SVRA and I received a lovely medallion for my 3<sup>rd</sup> place. How neat is that? We had a grand trip, a real adventure, and a wonderful holiday. I will definitely be back.



Courtesy JimWarren

## Gold Cup Historics by Bob Schoeplein MGA #76 'Honeybee'

Much of the action in the 2006 VIR Gold Cup occurred BEFORE race weekend. Those of us who have raced the Gold Cup in the past received a letter mid-spring !@##&&!. The letter informed us that "HMSA" was now running the Gold Cup, previously an in-house event. We were encouraged to send in our event fee for this year, but the second paragraph informed us that starting in 2007 the Gold Cup would be strictly by invitation only. Two of my buddies said, "screw that" but after procrastinating I sent back a 2-page impassioned letter arguing why Honeybee and I should be permitted to race. My letter probably would cause much mirth if read today. There apparently was much anger over this turn of events, because VIR dismissed "HMSA" a few weeks before race weekend. Nonetheless, Gold Cup entries, which had been increasing every year, were down 10-15 percent. My hat's off to the management at VIR for reversing course.

The usual cast of MGVR characters were present for the Cup this year, and the weather was perfect. MGBs and superfast Midgets were in Group A with Morgans, Lotus 7s, Triumph Spitfires and Alfas. Owen Ray McKenzie of Burlington, NC took first overall in an MGB with a best time of 2:19—really fast. I was told that his car is the "Colorado B" that hounded our V-8 MGB-GTs at Road Atlanta last year. I can't confirm that but I do know that car is faster than a speeding bullet. Jack Cassingham kept his Midget just ahead of a trio of Bs that chased each other the whole weekend. Larry Blankenship, Tim Handy and Bill Shields traded leads nose to tail, with Larry taking the checker by a hair. Tom Carter also kept his Midget up with the gang. Steve Mullen, Rick Starkweather, Jim Allen and Paul Buttrose also had good rides.

In Group B, Larry Smith in his Midget held his own against Healey 100Ms, Elva Couriers and a variety of other machinery. Tom Kent of Lynchburg, VA also did well in his Midget. MGAs were in Group C. Stan Heath finished in the top quarter, first in class. I had my most fun race in a decade against a 1098cc Turner driven by a US Marine lieutenant Parker Burke. We traded leads several times on each lap. Parker very late-braked at the top of the rollercoaster in a last lap kamikaze move and managed to keep his car on the track as he passed me for the checker. The sad news on Group F is that Jerry Richards and Les Gonda both had mechanical problems for the weekend.

The Gold Cup for 2007 will be run in-house. This is the 50<sup>th</sup> anniversary of the first race at VIR. Carroll Shelby won that first race in August 1957 in a Maserati 450S, followed by Walt Hansgen and Charlie Wallace in Cunningham D-Jaguars. VIR is pulling all stops for this 50<sup>th</sup> anniversary party. Read about it on <VIRclub.com>. The entry form is there, too. I've entered. May sound stupid ten months in advance, but I don't want to miss this party.



# Competition



**VIR**ginia Int'l Raceway  
Gold Cup  
Historic Races  
June 9-11, 2006



Paul Buttrose

Stephen Mullen



Les Gonda



Tom Cotter



Bill Shields



Tim Handy

Photo Montage Courtesy Walt and Lu Pietrowicz /VintageAutoSports.com



## Denver Cornett and Racing TCs At the International Motor Racing Research Center

by Dave and Chari Smith

*photos courtesy Joe Tierno*

On Saturday March 4, 2006 more than 50 MG enthusiasts attended the "Conversation" to initiate the display of Denver Cornett's 1948 MG TC #7 Race car. The car, artifacts, and photo displays will be on display until June.

The enthusiasts were welcomed by Council member J.C. Argetsinger and advised that this "Conversation" was the largest of its type to date. Considering the luminaries of world class racing that have been the topic of prior events, this was a great compliment to Denver and Family and the MG racing community. J.C. stated that his father Cam Argetsinger bought a red MG TC in January 1948, and at the 1948 Indianapolis 500, announced that a road race was going to be held that fall in Watkins Glen.



**Out with the Old..**Syd Silverman's Lister leaves, making room for Denver's TC.

During that summer, a significant number of American and Canadian MG TCs were observed driving the proposed route "with enthusiasm". Apparently it did not take much encouragement to get the new MG owners excited about a road race.

The next presenter was MGVR member Dick Powers. Dick had arranged for and also introduced the MG TC panel of Jim Carson, Frank Mount, and Jack Archibald. Jim related that his first Glen race was memorable, but his main memory was the 9 hours tow of his TC to Philadelphia by Otto Linton. The tow was by rope, but after many failures, they stopped and found a piece of cable to complete the trip. Those early racers were frugal AND tough. Jim also talked about coming down the long hill into Milliken's Corner. That section of track was "breathtaking" while braking at the bottom.

Frank Mount entered his MG TC in the 1959 and 1960 All MG races. He recalled that the eight Canadian TCs & TDs were considered "modified" by the race promoters and were given their own class which was lots of fun. At that time in Canada the race fuel was supplied at the track, and he had not planned on money for fuel. Once the locals found that out, they took up a collection and gave him \$10.00 for fuel. Joe Tierno remembered that the Canadians at that race did have lots of "beverages", so their planning was actually not faulty. Joe also remembers how quick the Canadian cars were on the track.



These days you don't see TCs in the snow very often. We pushed the car through the door with Dave Smith (DTS) at the controls.

Jack Archibald said that he always considered Jim Carson to be "more mature" until he found out that Jim is younger than he by a few months. Jack first came to the Glen as a spectator in 1950. He immediately decided that he needed to become a racer. He found a MG TC in Lewiston NY in the same year, and owned that TC for 54 years, recently selling it to a collector in Amherst NY, which is about 10 miles from Lewiston. While a 1950 graduate student, he went to England and specifically to Abingdon. While standing in the MG Parts department to get some factory parts for his TC he met Harry Lester. In 1951 Jack took his TC to Bridgehampton, and Like Denver, rolled the car in his first race. The friendly Canadian racers loaned him two spare tires, so he could run again. Unfortunately the TC was a bit too damaged, and Jack needed two years to put it right. Later Jack married and had a family and racing the TC was not possible. However, once vintage racing became popular, Jack got the TC race ready and entered the 1998 WGI 50th anniversary race. This was actually his first track time at WGI, where he had started his career as a spectator some 48 years earlier. Jack won the Collier Cup in that race, and said that was the absolute highlight of his MG TC racing career. In response to Jack's stories, one of the audience remember how hard the TC would shake under braking on the downhill. Jim Carson agreed with that observation.

Bill Green gave the tribute to Denver Cornett. Bill stated that Denver was 22 years old in the 1948 race, and rolled his TC into the riverbed at the Stone bridge on the second practice lap. While inside the inverted car, Denver heard the spectators wondering out loud if the driver was dead. Denver said "Why don't you get the car off of me and find out"? Apparently, they thought that was a fair plan, and quickly put the TC back on its wheels. One of the photos in Bill's display shows





Denver standing on the right side of the car. *If you look closely, you can detect a white blur, which is discernable as a helmet at a high rate of speed about to impact with the inside of the left door.* Apparently Denver was done with the helmet for the moment. Denver was loaned two wheels from Briggs Cunningham and ran the remaining races without further incident.

In 1950 Denver entered the DUPONT SPECIAL, which was a flattie V-8 in a Indy Car chassis. The car was quick, but suffered a disabling shunt in that race. Denver returned to his roots, and ran the MG TC annually thru 1955 and retired from racing in 1963.

Denver did not forget his roots, and when vintage racing became popular, he restored his # 7 TC and returned to race at the Glen in 1994. Apparently that race kindled great memories, as Denver continued to campaign his TC at other SVRA events, such as Road America.

In 1997 Denver decided that the Collier Cup overall race winner should be given recognition, and donated the Cornett Cup Trophy for that purpose. This cup has been awarded annually. It usually goes to a MGB or MGB GT V8 entrant.

Mrs. Denver Cornett was the next presenter and gave her deepest 'thank you' on behalf of herself and Denver. Sherry was clearly very moved to see and hear the appreciation and high regards given to Denver's racing career at the Glen.

Denver Cornett III recalled that his dad loved powerful engines, and his earliest memories were of roaring engines in the family garage. Denver also loved great cars, and even delayed his wedding to Sherry until they could take a Mercedes Gull wing on their honeymoon. Denny said that Denver bought his 1948 TC in Florida and raced it for many years. When the TC was retired in 1963, it was put on jack stands for about 20 years and nobody was allowed to touch it.

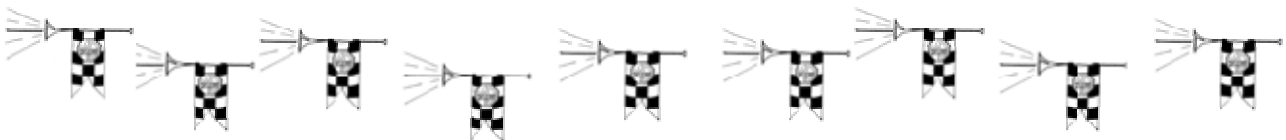
When Denver was invited to the 1998 race the car was renovated and returned proudly to the streets of Watkins Glen. During the reenactment, Denver told Denny that when he was on the Glen circuit, he was again that 22 year old man. Denny also recalled that Denver was very close to Otto Linton, and always stopped by Otto's dealership on the way home from the Glen.

At this time the "conversation" was opened up to the audience. Artist Robert Gillespie recalled the year that Denver offered to give him one circuit of the old course in the reenactment. Denver said "They don't want me to stop, so you need to be ready to jump in quickly". Once in the car, Denver drove with "gusto". According to Robert, that lap and all the thousands of people waving at #7 and it's driver is a memory that he will never forget. Denver was waving back, but still took the Stone Bridge turn with great enthusiasm.

Joe Tierno remembers when he was putting the 1998 event together. He obtained Denver's phone number. When he called, Denver's quick answer of the phone caught Joe off guard, and he could only think to say "I thought you were dead". Apparently that was not a problem for Denver, as he immediately agreed to come to the 1998 event. Ironically this was fifty years after the 1948 race, when the fans at the Stone Bridge also thought Denver was dead.

I have many recollections of Denver Cornett. I first met him at the 1998 Banquet, and immediately liked his manner. At the vintage races then and later, he would always stop by the MG paddock in the evening. His not too subtle message that he would "really" like to drive an MGA were impossible not to enjoy. However, once the offer was extended, he would wistfully say "maybe next race". He was a wealth of information about the English car dealership process, and his trips to England to find cars for his dealership. He was also a great promoter of Fine Kentucky Bourbon, and how to "properly" enjoy the beverage. He often asked fellow MG racers to visit his home in Bagdad KY. He was very pleased when I and my wife Chari stopped by on the way to VIR for the MG Focus event. He and Sherry were great hosts but all too soon it was time to leave for the track. He and Sherry asked several times if we could stay just a bit longer. What great hosts they were on that visit. Getting to know the Cornett family has been a very big part of my vintage racing experience.

*Notable Attendees at the event were Richard Knudson, George & Nancy Hershel of NEMGTR, Robert Linton & daughters, son of Otto Linton. Bob Williams and Dave Garrison of SVRA. Sam Argetsinger, who will be storing the TC after it's display. Cameron & Jean Argetsinger, President of the International Motor Sports Research Center, and Dave Wild, Downtown Festival Committee and involved in the 1959 and 1960 All MG races hosted by the Western NY chapter of the MG Car Club. All that attended stated that this was a very special event for the MG community, and it was a pleasure to be in attendance. ds*





## International Motor Racing Research Center Tribute To Denver Cornett and Racing TCs



1948 MGTC #7 that Denver Cornett raced in the inaugural Watkins Glen Road Race in 1948.



David Smith      Denny Cornett  
Joe Tierno      J. C. Argetsinger



Joe Tierno      Frank Mount      Dick Powers  
Jim Carson      Jack Archibald



Available through International Motor Racing Research Center is the "MG Conversations" DVD, on sale for \$20.00 each by contacting Mark Steigerwald, Curator of IMRRC at [mark@racingarchives.org](mailto:mark@racingarchives.org).

## Vintage Auto Racing Association of Canada (VARAC) Vintage Festival at Mosport

*by Chris Meyers*

*photos as credited*

We had some 18 MGs turn out for this year's VARAC Vintage Festival, including Al Pease's supercharged MGB (<http://www.motorsportscentral.com/al-pease-bio.asp>) sans super charger, nicely restored by Mike Adams.

The weather was fantastic throughout the weekend, with plenty of sunshine and warm evenings. VARAC hosted a Friday evening wine and cheese party under the tent which was a huge hit. Saturday's banquet was top notch with chicken, ribs, potato and garden salad, and fixins.





Overall, the racing was quite good all weekend, with many races decided by very tight margins. Group two, where I spent my weekend learning the track and sorting my new Twin Cam chassis and engine, was home to the T Series MGs of Ed Cronin, Frank Mount, and Dan Leonard. Jim Holody's screamin' MGA Twin Cam came down with a case of 'cracked engine block', so he packed it in Saturday evening after dinner. Jason DiCesar's MGA, as well as David Holmes MGA (formerly Stefan Wiesen's) also packed it in early. Ed Cronin played near the front of the pack most of the weekend, with Dan Leonard and Frank Mount not too far off Ed's pace. All three were kind to allow the editor to follow them for a few laps while I learned the line.

Group Three consisted of a pot pourri of MGs, Loti, Triumphs, Alfas, just about everything. With over 50 entries, VARAC folded the Midgets and Spitfires into our group Two race group, where Nick Pratt enjoyed success against a swarm of Spitfires. It appears as if Ted Hershey and John DeMaria had problems early on and called it a day. Our Group Three B MGB gang of Alan Tosler, John Kinnear, Joe Lightfoot (3<sup>rd</sup>), Richard Navin, John Targett (2<sup>nd</sup>) Michael Kusch, Dan DiCesar all held their own against Lotus Elans, Alfa GTV's, and assorted Porsches among others. The Group 3F guys Alan Costich and Mike Adams had fun all weekend against older Triumphs and a Daimler SP 250. **Congratulations to Richard Navin as this year's Simms Cup winner (see accompanying article).**

My rookie impression of Mosport the track is that it rewards a VERY PRECISE line and absolute concentration. Go off line and your lap times will suffer. I give this track a larger-than-average pucker factor. But driven precisely, it is as rewarding as a track can be. Mosport is a fast track, with a monstrous back straight, so leave your short rear end ratios at home (unlike me, who packed a 4:87). **One note of interest; VARAC is in the business of listening to the voice of MGVR. We brought some minor issues to their attention over the weekend, and they addressed those issues promptly! I look forward to working with John Greenwood, Stefan Wiesen, Ron Wanless, and the VARAC crew next year at our Focus Event at Mosport.**

## Navin Wins "Simms Cup" for MGs at Mosport by Greg Prehodka photos as credited

From a field of 18 MGs racing at VARAC's "Vintage Festival" at Mosport, Richard Navin, of Grimsby, Ontario, racing his MGB was select to receive VARAC's prestigious "*Simms Cup*". It is presented annually to a MG racer at this event selected as "*Having demonstrated superior driving skills – in a MG prepared to an outstanding level of race readiness – while still maintaining its vintage character.*" It was established in 1998 and its roots go back to the "Alitalia Trophy" which the Canadian Automobile Sports Car Club use to award – and was won by Tony Simms. Richard's reaction: "*Wow, what an honor and what a surprise! Frankly, I often hoped that one day I might be awarded the "Simms Cup", but in all honesty never really thought I would be considered over so many other good drivers and great MGs! It was a wonderful weekend of racing at the Festival. There were 8 MGBs alone, including three beautifully prepared Sebring style MGBs.*"

Richard's MGB was originally raced in the 70's by others. After collecting dust for 29 years, he acquired it and restored it for vintage racing. In 2001 he began vintage racing it and was chosen for VARAC's "Rookie of the Year" award. Richard reflecting on his racing philosophy: "*Vintage racing affords me the opportunity to drive many hallowed tracks where my racing heroes once competed. It also provides the correct balance of competitiveness, camaraderie, social pleasure, and fun with many like-minded friends.*" Sharing his vintage racing joys are his wife Brenda, three daughters, and 3 grandchildren.

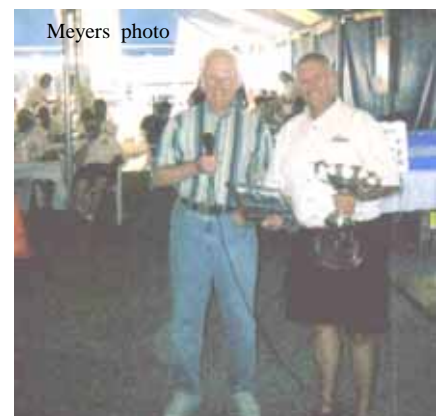
The MG Vintage Racers congratulate Richard on this honor. MGVR has designated VARAC's Vintage Festival at Mosport next June as their "Focus Event 2007", where a large turnout of MGs is expected.



R. Harrington photo

→  
Tony Simms presents the Simms Cup to Richard Navin at VARAC's Saturday evening banquet.

←  
Richard at speed in his beautiful MGB #246



Meyers photo

Competition



Meyers photos



Ben

Maisy



Meyers photo



Dan Di Cesar

R. Harrington photo



Ex-Al Pease MGB

VARAC'S 27th Vintage Festival  
at Mosport



R. Harrington photo

Jim Holody



Ed Cronin

R. Harrington photos



Meyers photo



Dan  
Leonard



R. Harrington Photo

Frank Mount



Competition



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Alan Tosler



Mike Adams



John DeMaria



Joe Lightfoot



Alan Costich



Dan Di Cesar

John Kinnear



Mike Kusch



Editor

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Nick Pratt



Nick Pratt

MGVR



John Targett

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# SAFETY FAST NEWS

## MGVR Focus Event 2007 at Mosport with VARAC *mark your calendars*

MG Vintage Racers Newsletter, in cooperation with the Vintage Automobile Racing Association of Canada (VARAC) announces MGVR's 2007 Focus Event as part of VARAC's 28th Anniversary International Vintage Racing Festival at Mosport International Raceway in Ontario, tentatively slated for June 22 through 24, 2007. MG will be the featured marque, with two guaranteed 'All MG' race groups, MG club meets, MG Spirit Award, Bill Parish Award, the Simms Cup, and more. Plans are still coming together, but 'Mark Your Calendar' for this race, as it will be 2007's top MG racing event!

For more information...

Vintage Automobile Association of Canada

[www.varac.ca](http://www.varac.ca)

VARAC President John Greenwood

[haggisbasher@sympatico.ca](mailto:haggisbasher@sympatico.ca)

905-723-9334

VARAC Event Registrar Ron Wanless

[ronwanless@sympatico.ca](mailto:ronwanless@sympatico.ca)

Mosport International Raceway

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

MG Vintage Racers' Newsletter

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

MGVR Editor, Chris Meyers

[cvair1@comcast.net](mailto:cvair1@comcast.net)



## VSCCA Fall Finale Races-Celebrating 70 Years of the T series MGs

The first "T series MG" was produced in 1937 - the MG-TA - and continued up through the TF in 1955. This VSCCA event will **feature the T series MG**, and celebrate this **70th anniversary** milestone with special [all MG races](#) at their "Fall Finale" race this October 6-7 at Lime Rock Park Ct, as the beautiful fall colors descend upon Connecticut. Although normally a closed event for members only, they are extending a special invitation to "All MG Racers" to enter as long as they are members of a recognized vintage racing club. Muffled event. Club dinner Friday night at nearby historic White Hart Inn with guest speaker. Entry forms should be up on VSCCA web site - [VSCCA.org](http://VSCCA.org) - by September 1st. Or contact event Chairman Andrew Hiller at: [CARNDDREW@aol.com](mailto:CARNDDREW@aol.com). or call at 914 923 6055 evenings - if you need an entry form, or have questions.

Meyers photos





# SAFETY FAST NEWS

## Sebring MGA Reunion

March 14-17, 2007

MG Vintage Racer,

You are invited to participate in a reunion of MGAs that raced a Sebring between 1957 and 1962, to be held in conjunction with the 55<sup>th</sup> running of the 12 Hours Of Sebring at Sebring International Raceway, from Wednesday March 14 thru Saturday March 17, 2007. The Sebring MGA Reunion will be the first time that all known Sebring MGAs will be invited to the Raceway, and we hope you will be able to bring your vintage MGA race cars to this unique event. Details are being worked out with the track and SVRA, which is the vintage event sanctioning organization, but planned activities include the following;

Regular track fees will be discounted \$100 for MGAs planning to race in the 80 minute Enduro or Sprint Series races. (For cars that meet VSCCA preparation rules, SVRA will allow some relaxation of normal preparation requirements as is done at the Collier Cup).

MGA racers not interested in entering the vintage races but would like to be able to say that they "ran" at Sebring will be able to participate in 3 separate track lapping sessions for \$100.

Your entry fee to the vintage race also allows you to see the 12 Hour Enduro and supporting race!! This is something to be seen at least once in your lifetime.

Sebring MGAs will be displayed in the Gallery of Legends tent along with many past Sebring race cars.

An all-MGA paddock may be possible.

We are planning a Sebring MGA dinner, probably Thursday night, for Sebring MGA owners and their guests and MGA racers, with a guest speaker or two, possibly including original Sebring drivers.

Sebring MGAs and other invited race entrants will be featured in some off-track activities such as the Thursday downtown Sebring festival.

There will be many photo-ops, a gallery of Sebring MGA historic photos, opportunities to schmooze with Sebring MGA owners and fellow MG racers, kick tires and generally celebrate the marque, the venue and your car.

The SVRA track draft schedule shows Wednesday morning and early afternoon registration and tech, 3 pm mandatory drivers meeting, 5:35 and 6 pm respectively for Historic and Vintage qualifying. Thursday 10 am is a second mandatory drivers meeting, 11 am race and Heritage cars line up for escorted drive to downtown Sebring, 3:45 Enduro cars grid, 4:15 Sebring MGAs run demonstration laps, 4:30 is Enduro race starts. Friday 8:15 the Historic Group Sprint starts, at 8:45 the Vintage group race starts, at 9:15 am Sebring MGAs get a second set of exhibition laps. A third set of exhibition laps is scheduled for 8:20-8:45 on race day. The 12 Hours of Sebring Race starts Saturday at 10:30 am. We are invited to the SVRA BBQ at 12:00 noon in the paddock tent.

2007 is the 55<sup>th</sup> anniversary of the 12 Hours of Sebring, and also the 50<sup>th</sup> anniversary of the oldest Sebring MGA survivor, Michael Eaton's BMC dealer entered car #51 of 1957. Several long lost Sebring MGAs have recently resurfaced and we hope the Reunion will be the first return to Sebring for many of them. It is hoped that the Reunion will bring some more "lost" Sebring MGAs out of the woodwork.



Prior photo

Ian Prior's 1961 Sebring MGA

**For a copy of the provisional schedule and a special MGA entry form, contact Chris Meyers at [cvair1@comcast.net](mailto:cvair1@comcast.net)**

*Editor's Note; SVRA will accept applications starting early January, 2007. If you plan to attend, make your housing plans NOW! You might consider renting a self-contained motor home in Orlando and camping in the paddock at no extra charge!*

### Sebring '07 Contacts

SVRA:	Jack Woehrle	<a href="mailto:jack@svra.com">jack@svra.com</a>	803-753-1098
MGVR	Chris Meyers	<a href="mailto:cvair1@comcast.net">cvair1@comcast.net</a>	
Sebring MG owners	Bob Watkin	<a href="mailto:robertwatkin@comcast.net">robertwatkin@comcast.net</a>	
NAMGAR	George Merryweather	<a href="mailto:gerryweather@xerizon.net">gerryweather@xerizon.net</a> , and	
	Bruce Woodson	<a href="mailto:cvmga@aol.com">cvmga@aol.com</a>	



# SAFETY FAST NEWS

## MGVR Newsworthy Items

### SVRA Zippo Vintage Grand Prix and Collier Cup at Watkins Glen 2006

By the time you read this the Zippo Vintage Grand Prix may be underway, or history. This year marks the 21st year that SVRA has sanctioned the Collier Cup All MG race. Throw in the Friday night downtown festival and the original race course reenactment, and you have one whale of a vintage event!

### Pittsburgh Vintage Grand Prix 2007

Looking ahead, 2007 will be the **25th** running of the Pittsburgh Vintage Grand Prix. MGs have always had a strong showing at this unique and fun event, and MG-T's were featured there in 1991. A unique race course through the winding streets of Schenley Park. Its not just a race - *Pittsburgh throws a week long PARTY!* A strong turnout of MGs is expected there next year. For more information; [www.pvgrp.org](http://www.pvgrp.org).

### Golden Gate Grand Prix 2007

The race is on! San Francisco Bay Area vintage car enthusiasts and select members of The Guardsmen, a charitable organization which sponsored a series of sports car races in Golden Gate Park in the early 1950's, have formed the Golden Gate Grand Prix Association (GGGPA). The purpose of the GGGPA is to organize and support the running of the **2007 Golden Gate Grand Prix**, a weekend of vintage motor sport in Golden Gate Park.

The original Guardsmen Cup Race was held in Golden Gate Park in 1952, 1953 & 1954. This new event will be designed as a tribute to the original, with pre-'60 sports cars in 5 groups competing in era and displacement specific races. Members of the board of directors of GGGPA, including CEO, Scott Thompson and COO, Dan Radowicz have secured a permit for the event from San Francisco Recreation and Parks Dept. and a date has been set for June 16/17th, Sat/Sun. 2007.

The weekend of racing will be sanctioned and run by the Classic Sports Racing Group (CSRG), a 40-year-old Northern California vintage racing organization. CSRG has chosen a 1.9-mile course highlighted by a Start/Finish straightaway along The Great Highway (HWY 1). This event promises two fantastic days of motor sport, history and fun for families from all over the Bay Area and beyond. For more information; [www.goldengategrandprix.com](http://www.goldengategrandprix.com).

### [www.VintageAutoSports.com](http://www.VintageAutoSports.com)

If you haven't visited this site, don't wait another minute! Lu and Walt Pietrowicz ([www.september8th.com](http://www.september8th.com)) have been hard at work turning this site into a vintage racing MUSEUM with a variety of period photos, tickets, programs, memorabilia, and other assorted items. Check out their Classified Ad section, where your listing is FREE! Note that they are now all digital, so race images are up on site *faster than ever!* If you are looking for more than just photos, please check out the SAMPLES link under the MARKETPLACE pull down button to see how simple images can be enhanced. A image price sheet has also been added to the site as well. Walt and Lu are huge supporters of the MG Vintage Racers' Newsletter! Please support their efforts.

### MGA 50th Anniversary Yearbook

The "MGA 50th Anniversary Yearbook", has recently been published by the MGA Register (UK) of the MG Car Club, [www.mga-register.org](http://www.mga-register.org). Soft back, 8-1/2 x 11-1/2 inch magazine format. Glossy paper, 80 plus pages, including lots of color photos, all reflecting on MGA events and MGA history on its 50th anniversary year, from around the world - England - Europe - Africa - North America - New Zealand. Also explores certain new MGA history facets and key MGA people.

Bob Schoeplein and Peter Tilbury coordinated the North America input of MGA 50th anniversary activities for it (5 pages, including photos). Besides articles on various car club events, it includes the following racing articles: VSCCA Fall Finale at Lime Rock Park Honors MGA (Greg Prehodka), "MGA 50th Anniversary at Laguna Seca (Scott Brown), and "Watkins Glen Collier Cup (Bob Schoeplein).

NAMGAR may be selling this in the near future (no confirmation on this as of yet), but you can order it from the MGA Register now at [www.mga-register.org](http://www.mga-register.org) if you are interested.

### 30th Anniversary of NEMGTR Bicentennial Rally

To celebrate the 30th anniversary of the NEMGTR Bicentennial Rally, Al Moss has copied over one hundred slides taken by him and Pete Thelander. They are narrated and will be on a DVD, priced at \$10 ppd. Check or ten dollar bill to:

*Al Moss. 1015 Soldier Pass. Sedona, AZ 86336.*

If you have any slides to add to this project, please notify Al right away and he will hold up production and will return your slides promptly. ([RacerMoss@mac.com](mailto:RacerMoss@mac.com))





## SAFETY FAST NEWS

### Dave Raymond 1933 - 2006

The MG world has lost a long time MG enthusiast. Dave Raymond passed away on Monday August 2nd at his home in Main. Surviving him are his wife Joanne, two daughters, a son, his sister and five grandchildren.

Dave was a founding member of the MG Vintage Racers in 1981. Back then he was vintage racing both his MG N-Type special, and his MGTF - which his wife Joanne even raced on occasion. He was active in many different MG organizations and activities over the years. He was a VSCCA member and one of the founding directors of the New England MG 'T' Register, where he served in that position for 42 years. With the Register, he also participated in their "Double 3" all MG races (6 hour enduro) at Lime Rock Park in 1977 & '78, and their "One Lap of Great Britain" in 1990 - a two week drive with some 78 MGs from North America - around England & Scotland. Dave was president of Abingdon Classics, - a MG restoration business - for 50 years, and was also a boating enthusiast.

Dave will be missed by many - but he leave behind many wonderful memories of him for the rest of us • Greg Prehodka



Prehodka photo

Hello Greg ,

GOFs will never be quite the same without Dave; he was so much a part of the Register for so long. We remember being at the Cooperstown GOF where he & Joanne were married. And I'd had e-mail conversations with him not so long ago about Judson superchargers -- we have one that I want to put on the TD, and needed Dave's advice about the bits that were missing. What a resource he was.

Thank you for the Hallett program -- it sounds like a great anniversary party! Hard to believe it's been a quarter-century. Looking over the list of founding members, I'm surprised there are only 2 women, me & Sue Salsburg. We saw Sue and the Dinosaur last month at the 100th anniversary Giant's Despair Hill Climb; got a nice photo of them on the hill, and just sent her a copy. Truly, old MGs never die....

Best wishes to you & Karen and the whole family!

Sarah Carr (founding member, MGVR Newsletter)

Contributions to his memory may be made to Knudson Churchill Scholarship and Trust, 26 Mountain Road, Wilton, CT 06897.

### MGVR Online Editor Chris Kintner Wins At Original British Car Day

The Chesapeake Chapter of the New England MG "T" Register held their annual **Original British Car Day** June 4 at the beautiful grounds of Lilyponds Water Gardens in Buckeystown, Maryland. This year's event drew over 500 oil leaking, overheating British cars of all marques.



Kintner photo

In the MGB- '1974-1/2 On' category, MGVR's very own Chris Kintner won second place for his beautiful blue roadster pictured at left.

Congratulations to Chris Kintner and thank you for your work on behalf of MG Vintage Racers Newsletter.

See Chris's latest web site updates at [www.mgvr.org](http://www.mgvr.org)

# Introducing Our

*New*

## Subscribers ...



### David Paxour

*Sanford, Florida*

I purchased a 1970 MGB that is the last of the overseas motors racing MGs. The car is now stripped and will be restored to its original 1970 condition.

### Edward Callo II *Huntington, Connecticut*

I plan to race my father's MGTC, which he bought as a basket case about 4 years ago. We built it into a race car and now plan to share race duties.



Ed Hyman's Autophotos

Ed Callo II

### David and Evan Holmes *Elmira, Ontario*

David (father) has a '59 MGA, a '61 MGA, a '71 MGB and a '78 MGB. Son Evan has a '69 MGB. Both father and son race with VARAC in Canada. Evan's driving school instructor remarked that Evan was one of the most gifted natural drivers he has ever instructed! Good luck to both of you. Will we see you at next year's Focus Event at Mosport?



David

Evan

### Bill Angeloni

*Sonoma, California*

Bill, a semi-retired civil engineer, owns two MGTFs, one with a 1500 engine and Ford 5 speed, and a 1955 model which was vintage raced in the 1980's by Kathy Fox-Downs. This period piece has an early roll bar, 4 point belts, mild cam, Derrington manifold, a billet crank, and a p&p head. Bill plans to have 'er ready to race no later than the beginning of the '07 season.



Bill Angeloni

### Chris Duerr

*Thorndale, Pennsylvania*

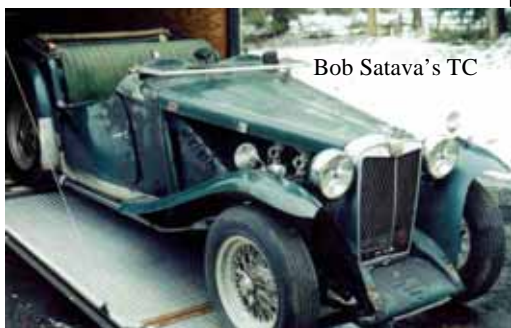
Chris is a self-confessed car nut who swears that the average MG racer is a bit ...shall we say "Nutty". This from a guy who races a '59 MGA at the Hershey Hillclimb.

Now why would he say that?

Welcome back, Chris!



Chris Duerr



Bob Satava's TC

### Bob Satava

*Solon, Ohio*

Bob raced a 1953 MGTD from 1980 to 1990, but sold it upon retirement. He recently purchased Suzie and Chuck Dietrich's MGTC, which both raced in places like Put In Bay, Ohio, Grand Isle, NY, and Cumberland, MD. Bob's new TC needs some TLC, including engine work, paint, rear axle work etc. This MG comes with a Marshall Nordec blower, cycle fenders, oil cooler, twin fuel pumps, competition gauges etc.

Bob Satava, a MGVR founding member, joined us at Hallett, where our enthusiasm prompted Bob to rejoin our "Band of Brothers".

## Services & Stuff



For Sale: 1957 MGA Coupe Race Car.

This car would be ideal for someone starting into vintage racing. Set up for the Preservation class of the VSCCA, the car is reliable and easy to drive. Only two DNFs in ten years of racing - one flat tire, and a failure of a new "Sport" coil the first time I tried it. Everything works in the car - horn, lights, wipers, heater and defroster. Engine is in a mild state of tune. It does not overheat on hot days nor while idling. I've run 1 min. 17 sec. laps at Lime Rock in the car.

Prepared to VSCCA specifications: Full interior, including original gauges; original seats; legal roll bar with head support; five point safety harness; transferable log book.

Other features: Fire suppression system; additional fire extinguisher; 8 gallon ATL fuel cell; oil cooler; transponder installed; 3/4 inch front anti-sway bar.

Also included: Original fuel tank, rear bumper w/ license plate holder and wiring; 5 VSCCA legal steel wheels w/ Dunlop racing tires (5 x 15); 4 Panasport Racing alloy wheels w/ Hoosier Vintage T.D. racing tires (5.50 x 15); 6 "roller wheels and tires; 4 street legal tires (not mounted).

*Also have a 20 foot enclosed trailer, four years old, available.*

*Pricing: \$15,000 for the car, \$3,000 for the trailer.*

*Contact: Ed Crane: home phone 215-855-4755, cell 215-205-9851*

1960 MGA Coupe, vintage race prepared with VSCCA logbook. 1600 race/built engine, transponder, fuel cell, wire wheels and more. \$15,500 w/std transmission, \$16,500 with close ratio. Henry Moore 1-888-267-0559 him10@aol.com

1974 MGB-GT. Your choice: I have two one-owner cars only 300 serial numbers apart. New tires, minilites, Moto-Lita steering wheels. No rust, all new chrome. Both have '72 grills. \$6000 each. 843-838-2781 CandCdorr@yahoo.com

1960 MGA 1600 roadster "smudge". Vintage raced West coast 1980's and 1990's, East coast 2000's. Currently raced as prepped in 1980's with twin cam Dunlop disc brakes front and rear, close ratio transmission, rebuilt zero hour 1600 engine with JE pistons, balanced lightened rods, APT prepped 1622 crank, aluminum flywheel, ported/polished head matched to SU H-6 carbs. Available with Yarwood pin drive Minilite wheels, or original Dunlop pin drive steel wheels. \$15,000 obo. 1600 parts car with parts to convert back to wire wheel 1600 available for \$500. Chris Meyers 860-490-5950 or cvair1@comcast.net.

Distributor rebuild for original Lucas Distributors as fitted to MGTC, TD, TF.

Rebuild includes:

- Align and tighten housing
- Replace the main bushing and size to fit dist. Shaft
- Set proper end play
- Rebush lose weights
- Replace weight springs as needed
- Replace toggle if worn (and available)
- Replace points, condenser rotor and cap
- Replace the drive gear if needed

Other services include:

- Rebuild Transmissions
- Rebuild rear axles and gear ratio swaps
- rebush front suspension steering links

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



*Mikes MG Garage*

**MG T-TYPE SPECIALIST**

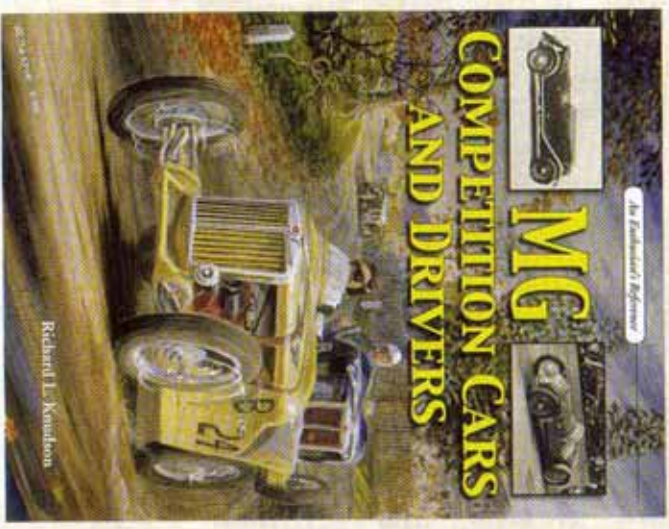
Mike Lewis  
504-710-9291

[mike@mikesMGgarage.com](mailto:mike@mikesMGgarage.com)

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



A brand new book came out in April



A brand new book came out in April entitled MG Competition Cars and Drivers by me. It has a soft cover with 175 pages. In it I discuss the cars M.G. made for racing. I also discuss some production cars that were raced such as the TC. In all instances I refer to a car in a race by its chassis number if known. This should help enthusiasts in the future determine which car did what and when. This book contains 450 photographs from my files, many of which have not been previously published. The photos alone are worth the \$34.95 price of the 8 1/2 X

11" book (BritBooks can supply you with a copy... you can even ask to have it inscribed). I am particularly pleased with the quality of the presentation of the photos. Iconografix has done an outstanding job in the design and printing of the material. The text is based on interviews I conducted with most of the principals in the book. I can tell you that at my age (76) I am pleased that I have been given the opportunity to share my photos as well as much of what's in my head and heart about these great cars.



## Films of the Fabulous Fifties

Here is your opportunity to purchase a set of 4 DVDs containing over 4 hours of sports car racing films from the Fabulous Fifties (and early '60s). These edited and narrated 16mm movies, color slides and black & white photos were shot at many venues throughout California during the Fabulous Fifties. Races covered include Palm Springs, Pebble Beach, Torrey Pines, Carrell Speedway, Riverside, Golden Gate, Santa Barbara, Hansen Dam and others too numerous to mention.

The price of this four DVD set is only \$70.00, including shipping and handling. Such a deal!



### ORDER FORM

Please rush Quantity DVD set(s) of Films of the Fabulous Fifties to: Print Name Email Address

Address City State Zip  
My check in the amount of \$          is enclosed.  
Sorry, no plastic or CODs

Al Moss, 1015 Soldier Pass, Sedona, Arizona 86336

**Films of the Fabulous Fifties**



## Services & Stuff



## **MG VINTAGE RACERS' NEWSLETTER**

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

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

**HISTORY:** The newsletter was founded in 1981 by active MGTD racer **Greg Prehodka**. With Greg's capable leadership as Editor, it grew from a handful of enthusiasts to over 150 subscribers in 1995. Greg's Newsletter was awarded the prestigious "**Moss Motors Journalism Award**" in 1994. Major MG vintage events (such as the Collier Cup at the 50th Anniversary of Watkins Glen) have been promoted and coordinated through the Newsletter and its subscribers. In 1995, Mark Palmer assumed the Editor's post upon request from Greg. During Mark's tenure, the MGVR Newsletter grew to over 200 subscribers, while the 'Focus Event' concept became *the* annual race where MG Vintage Racers gather to share the camaraderie they are famous for both on, and off the track. In 2005, Mark turned Newsletter editorship over to Chris Meyers.

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

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

**REGALIA:** See elsewhere in this issue. **WEB SITE:** [www.mgvr.org](http://www.mgvr.org)

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

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

E-mail list: For those new to the internet, an e-list is a way to communicate with a large number of people by sending a message to just one address – the group address. To be part of this, you have to sign up for the e-list (also called a e-group). When you sign up, your e-mail address is added to the list, and you will get all the messages that appear on the e-list. It is not "live chat" or a chat room (which wouldn't work for us anyway), it's just a way to exchange e-mail messages conveniently. Right now, about 90 MGVR subscribers are on the e-list. We wish there were more – the more, the merrier – and we have over 250 people who get the newsletter. So sign up for the e-list, won't you?

**To sign up**, simply send a blank e-mail message from your own mailbox to:

[MGVR-subscribe@yahoogroups.com](mailto:MGVR-subscribe@yahoogroups.com)

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

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

If you have any problems joining or using the e-list, contact **Steve Konsin** the younger, his e-mail address is [stevekonsin@aol.com](mailto:stevekonsin@aol.com) and he is the facilitator of the e-list for us.



# MGVR “Official” Regalia

## Dan and Vicki Leonard

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

Outer Banks Polo, tan with dark accent stitched logo, sizes Small thru XL	\$30.00
Long Sleeve Blue Denim stitched logo, sizes Small thru XL	\$40.00
Sweatshirt, Gray Heavy Weight (perfect for Watkins Glen) stitched logo, sizes Small thru XXL	\$30.00
Gray T-Shirt, MG collage; sizes Small thru XL	\$12.00
size XXL	\$14.00
Tan hat, embroidered logo, one size fits all	\$12.00
MGVR Decals, specify octagonal, or rectangular	\$3.00
Embroidered Patch	\$4.00
<b><u>New Item</u></b> Navy Twill short sleeve shirt, wrinkle and stain resistant button down, MG logo embroidered	\$43.00
<b><u>New Item</u></b> Hallett Silver Anniversary Car Badges	\$15.00
two or more (shipping included)	\$12.00
Canada customers, please add \$3.00 per order	
overseas customers, please call	







Hallett Group Photo Courtesy Clyde Coman/Birdseye Photography

