



Volume 27  
Issue 1  
August, 2007

# Vintage Racers' Newsletter

*"We Band of Brothers"*



## Sebring MGA Reunion

### *HERE'S WHAT'S INSIDE!*

- Collier Cup Update
  - Tech Tips; Nuts & Bolts, Part 2
  - La Carrera Panamericana, Part 1
  - Mid Ohio Entry Info
- and much, much more!*



## VARAC's 28th Festival

## *California Dreamin' West Coast Focus Event?*

**Stockton, California, Circa 1957**  
*Photo courtesy Scott Brown*

# MG VINTAGE RACERS' NEWSLETTER

CHRIS MEYERS, EDITOR

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## From The Editor:

**H**ow can I possibly apologize enough for taking forever to publish this, the first official newsletter for 2007? Here's how; I am sorry for dragging my feet. I will try to do better next issue. Please enjoy this issue as I stuffed its pages full of race reports, tech articles, and photos, almost all of which were contributed by you, the subscriber and reader. Didn't send me anything lately? That's okay. You can mend your ways and send me a race report, or digital photos with narrative for each photo. I need your assistance unless you want me to make this stuff up..."it was a dark and stormy night..."

2007 may well turn out to be one of the most exciting years ever for MG vintage racers.

To start, many of us had the great fortune to participate in SVRA's 12 Hours of Sebring, where we celebrated the MGAs 50th Sebring Anniversary. Drivers Gus Ehrman, and Jack van Driel, who raced MGAs at Sebring in 1957, came to the event to share their experience with us. So did many of the surviving Sebring MGAs and their owners. MG vintage racers Stephan and Wolf Proepsting flew from Germany to join in the festivities. Next 'grrrrrrreat' MG event was VARAC's 28th Vintage Festival at Mosport, where many of us participated in the resurrected Simms Cup All MG Race. We had a gorgeous weekend full of racing, and rubbing elbows with Canadian racing greats Tommy Hoan, Al Pease, Tony Simms and others. MGVR sponsored the Tommy Hoan Trophy for the first T Series MG to cross the finish line in the Simms Cup race. This is an event to put on your calendars for next year. Let's support VARAC's renewed commitment to the Simms Cup All MG race! As if Mosport wasn't enough, the Pittsburgh Vintage Grand Prix celebrated their 25th Anniversary in July, where 24 MG vintage racers participated in one of the largest vintage race events in North America, run on the streets of Schenley Park in downtown Pittsburgh. MGVR founder Greg Prehodka, who participated in the first Schenley Park vintage race, brought Ol'53 MGTD to Pittsburgh this year to try his hand once again at the challenging, (and intimidating) road course. Schenley Park guru Manley Ford published a 'hot lap' description this year that sold like hotcakes all weekend. Many purchasers reported a five to seven seconds per lap time improvement after purchasing, and reading Manley's treatise. Only a few copies remain to be sold; contact me if you are interested. Yet to come this season; SVRA-sanctioned Collier Cup All MG race at Watkins Glen in September, and our MG Vintage Racers' Newsletter Focus Event with VSCDA at Mid Ohio in October. What a year!

As usual, I have much more to say, and little room left to say it. At the risk of repeating (I'll risk it!), I need your race reports, tech notes, and rumors, scuttlebutt, and events. I'll go as far as to say that if you race with CVAR, VDCA, RMVR, VARA, and other groups outside of the Northeast and Mid Atlantic, please send me reports!

Thanks in advance for supporting **your newsletter**.

*Chris*

### MG Vintage Racers' Newsletter 1981-2007

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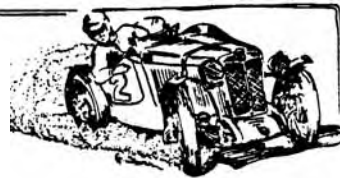
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# Letters



Chris,

I first would like to congratulate you on the fine job you are doing as editor of the *MG VINTAGE RACERS NEWS-LETTER*, you have made a smooth transition taking over Mark Palmers responsibility, you have kept up the same spirit in writing the articles, Job well done.

I just received my copy of the Vintage racer Newsletter this afternoon, and your title hit a cord with me. I am recalling to the VARAC Festival 2006 at MOSPORT when my nephew Jason MGA # 93 hit the wall on corner # 2, it was quite a shock to him and to all of us, thank God he was not hurt, but he was shaken both physically and mentally, as his MGA has a special part of his life, this was the car that he and his father "Art" built up prior to his passing. After the accident and the car was towed to our trailer, many of the MG racers including your self came over to offer support, and encouragement to rebuild the car and contact names for parts.

This hit home as every member competitive as we may be on the track, we are like brothers who share each others pain, and laughter.

Keep -up the good work, I hope we can have a good turn out for the Simms Cup this year at the festival.

Warmest Regards,

Dan Di Cesar MGB GT #193



Dear Chris, I have just received the Dec copy of the Newsletter, another super production embodying all that is great about our hobby and the people in it Terrific stuff, I have very fond memories of my first run at West Palm and then at Sebring in 85 thanks to the outstanding generosity of Alex Quattlebaum admittedly in a Lotus 11 but with a couple of proving runs in Alex's Tojerio[now known as a Leco] with T series engine. Of course we were in with all the T guys including I recall Tony Roth with a TD which was not performing at West Palm as perhaps it should, after long discussions it was agreed that some extra horses were needed, so when the car arrived at Sebring it sported a broom handle strapped to the roll cage with, yes that's right, a horses head mounted on it! It must have got the message 'cause the car was quicker!. Another TF appeared complete at Sebring with a circuit map taped to the dash, was that Manley?? These guys are just real characters and without whom the world would be much poorer!

I wonder whether it would be worth sending the Newsletter out by email? we are doing this in UK for a lot of newsletter type mailings, quick and cheap

By the way our race dates are now [at long last confirmed] so for anybody heading across the pond Silverstone 31st March

Oulton Park 19th May

Silverstone International 22/23/24 June

Cadwell Park 14th July

Snetterton 6/7th October

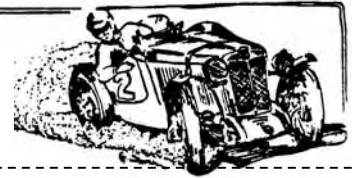
We also have a number of the championships elsewhere but part at Castle Combe on 15 Sept

Kind regards

Ron Gammons

*Editor's note: My apologies to Ron and others whose letters are just now finding their way to the newsletter. I respond to your letters as soon as I receive them, though.*

# Letters



Chris

I consider this GREAT news for all concerned: MGVR, VSCDA, Ohio MG enthusiasts, etc.

Other than the risky weather in Ohio that time of year, this has all the makings to be one of the great ones.

Kudos to whoever came up with this option and worked it out with VSCDA...Great location...Beautiful facility...

Spectacular countryside with lots of MG roads...Fun places to eat (I'm sure Bucks in Lexington would be one of many facilities in the area that would be happy to be the venue for an MG dinner)...Lots of MG history (track was originally owned by an MG dealer in Mansfield named Les Griebing). Lots of MG enthusiasts in the area - let's hope we can make this a spectator event for local clubs who might want to come watch.

Mid Ohio owners resurfaced the track this year; this makes it a bit "new" to those who haven't been there since those improvements. You can expect a wonderful, low-key atmosphere for the VSCDA thing...Many good places to stay.

I am stoked!

Manley (Ford)

*I'm stoked too! As Manley writes, there are several local MG clubs looking forward to our Mid Ohio Focus Event. You'll find more information in this issue!—editor*

Hi Chris:

I love Mosport like Watkins Glen, but Mosport's hairpin is much more challenging than the Glen's boot. We're looking forward to mid-Ohio as I've never been there. My "debut" will be using a refreshed touring engine I have had sitting on a stand since a tour round the Great Lakes in 2000. I will have enough horses to debug the chassis and have some fun with anyone else going a similar speed. Then I'll do a new engine over next winter. I find 90% of the fun is just participating with a reliable car. If you're fixing problems on your own car, you don't have any time to help anyone else or socialize with friends.

I enjoyed reading of your Sebring trip - makes me wish we still had the Twin Cam we had back in the '60's or at least an MGA because you guys are having a lot of fun. My neighbor has an MGA which he used to race in SCCA and I keep trying to get him to bring it out. He often comes to watch our vintage meets, but I think he's being too honest with himself by acknowledging he doesn't have the time. None of us really have the time!

Our regards to Julie.

Peter (& Rachel) Ross

Hi Chris – If you know of anyone in your area who is planning on vacationing in the Pacific Northwest this summer I may be able to offer them an opportunity to race in one of our SOVREN races in Seattle or Portland. I have a vintage race prepared 64 MGB which I won't be racing this season for health reasons that I could make available to a vintage racer from out of the area. Seattle race dates are May 26-27, June 29-July 1, Sept 22-23 ; Portland dates are July 6-8, Sept 1-3 and we have a hill climb in Goldendale WA on Sept 29-30. You can go to the SOVREN web site for more information. If anyone is interested have them email me.

Safety Fast!

Paul Burckhard

*Anyone interested should contact Paul at paulb@loziergroup.com.—editor*





## 2007 Focus Event with VSCDA Mid Ohio Sports Car Course



### Welcome!

On behalf of your fellow MG Vintage racers, I welcome you to our twelfth MGVR Focus Event at Mid Ohio Sports Car Course. The Focus Event concept had its roots in the afterglow of the 1994 Collier Cup weekend. Joe Tierno set the bar very high with that event, and we have been the benefactors since that inspirational gathering of MG racers.

You are a part of the fine field of MGB, T Series, MGA, Pre War, And Midget entrants. VSCDA are the host for this event, and have worked very hard to make us welcome and have a good match with the various race groups. The evening activities are also well in hand and should be a great way to end a good day of racing. Off track, Tom Baumgardner is working with local MG car clubs who have expressed interest in sharing the weekend's activities with us. On that note, the Emerald Necklace MG Register and Central Ohio MG Owners will be conducting a Fall Colour Tour on Saturday. All MG owners are welcome to join them for lunch and a Richland County driving tour. Other MG club activities are in the planning stages and will be reported as they develop.

Mid Ohio hosted our Fourth Focus event in 1999. This 2.3 mile track with 15 turns is one of the most challenging in our long list of Focus Event tracks. Elevation and camber changes, increasing and decreasing radius turns, high and low speed corner entry are part of the track layout. The veterans will enjoy getting to know this track again. The novice or first timers will find good lap times before the end of the weekend if they are patient and use good car control technique.

This event would not be possible without our great volunteers. I can't list them all, but would like to recognize Phil and Judy Cull and Sheree Dewey from VSCDA, Chris Meyers, Greg Prehodka, and Mark Palmer for suggestions and the behind the scene MGVR tasks. Thanks also to John Targett, Jim Austhof and Tom Baumgardner with the Friday night "Get together". Please show your appreciation when you see these folks at the event.

At VSCDA's Fall Finale the cars are the stars. We have a fine field of MG cars already slated for this year's Focus Event; I hope to see yours there! Thank you for coming!

Event Chairman

*Dave Smith /mgarace@sbcglobal.net*

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Greetings MG vintage racers. As I write this, we are only **TWO months away** from this year's Focus Event with VSCDA. Now is the time to fill out your entry, check your medical information, write a check and send everything to Sheree Dewey at VSCDA.

MGVRs participating in our 2007 Focus Event will be treated to three days chock full of the finest vintage racing available, including ALL MG races courtesy of VSCDA. Might I suggest that you prepare yourself AND your MG for oodles of track time. While the schedule is still in planning, early estimates are that racing begins 8 am Friday with untimed practice sessions. Friday evening we gather with our MGVR friends at the Deer Ridge Golf Club (reservations included in newsletter) for an informal buffet dinner and cash bar. See you there at 6 PM sharp!

This year we'll share our special brand of camaraderie with our VSCDA friends at Saturday's 6 pm banquet at the Elks Club in Lexington where we'll choose our 2007 MG Vintage Racers' Spirit Award winner. You can expect the usual brand of mischief with other awards and MGVR recognition.

See you in Lexington!

*Chris Meyers /cvair1@comcast.net 860-490-5950*  
Editor, MG Vintage Racers' Newsletter



## 2007 Focus Event with VSCDA Mid Ohio Sports Car Course

VSCDA WELCOMES MGVR



The Vintage Sports Car Drivers Association is excited and indeed honored to host the MG Vintage Racers 2007 Focus Event at our Fall Finale, Mid-Ohio Sports Car Course, October 12-14.

Those in attendance will enjoy three days of quality track time and plenty of opportunity for social interaction with the friendly VSCDA club members.

There will be a spot within our various VSCDA race groups for **all** MGVR drivers ranging from vertical grille "Pre-War" through MGBGT V8 cars.

VSCDA has implemented the requirement for Car Preparation Forms to determine "Era Correct" or "Modified" category for member cars. This has been waived for all MGVR participants for this one event.

Because VSCDA is a not for profit club of its members, for the members, all participants need to be members to satisfy IRS/Tax requirements. Good News! For MGVR entrants that are not already VSCDA members we will charge you only \$10 (instead of \$70) for this one race temporary membership. It is intended that you will receive a coupon in a Mid-Summer mailing to attach to your entry form to waive the full membership fee and car preparation form. If you send your entry in earlier, don't worry just **notate your form** "MGVR". (we know who you are)

There are MG only races planned so MG Vintage Racers will have an opportunity to not only race exclusively with your friends but to blend into the regular VSCDA Vintage or Historic Production car race grids.

Saturday night, at the Elks Club in Lexington we will enjoy a wonderful catered meal and some MGVR activities as well. Judy is now in the planning stages for the Saturday night dinner party and needs an estimation of those MGVR folks planning on being in attendance. Please email her; [jpcull@iserv.net](mailto:jpcull@iserv.net) at your earliest opportunity to provide a no obligation indication of your intentions, including the number of people in your party. **This is important.**

Since the VSCDA Fall Finale is not a Mid-Ohio spectator event, all attendees must come through VSCDA registration, sign the waiver and receive a weekend security wrist band. The numerous other MG enthusiasts and organizations who are planning on being a part of this event will be provided an entire weekend guest pass by VSCDA registration for \$20 which will give them full paddock privileges (similar to crew credentials).

Another bit of good news, VSCDA has arranged for Mid-Ohio overnight security which then allows us to enjoy free camping privileges.

If you have any questions that can't be answered by David Smith or Chris Meyers, feel free to contact Sheree at our full time VSCDA office 616-891-0091, [vscda@hughes.net](mailto:vscda@hughes.net) or Phil and Judy, [jpcull@iserv.net](mailto:jpcull@iserv.net).

We are enthusiastically looking forward to seeing you all at Mid-Ohio in October.

Phil and Judy Cull, VSCDA event chairpersons.

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### *Request For Information*

As part of your entry fee for the MGVR Focus Event with VSCDA, you will enjoy a wonderful catered meal and festivities Saturday evening (one ticket included with entry). Additional tickets are available for \$20 each. For now, Judy Cull **needs** an **estimate** of number of **dinner guests** for the caterer. Please email Judy at [jpcull@iserv.net](mailto:jpcull@iserv.net) asap with your best guess as to how many of you plan to attend. **THIS IS IMPORTANT!**

The MGVR Focus Event Team thanks you for your time and consideration.



## 2007 Focus Event with VSCDA



# ALL DINNER

MGVR Focus Event 2007 at Mid-Ohio with VSCDA  
Friday, October 12, 2007

Cash Bar      6:00 PM      complementary Coffee, Tea, Soft Drinks, and Beer

Dinner Buffet      7:00 PM      Menu: the usual food; beef, chicken, etc.

Deer Ridge Golf Club  
Comfort Plaza Dr. (Off Ohio Route 97 at I-71 exit 165)  
Just 7 miles from the track, up the hill behind the Comfort Inn

Join the MG Vintage Racers and MG owners and enthusiasts from all over Ohio for the fun and food and fellowship. Rub shoulders with famous MG racers like 3 time Pittsburgh Vintage Grand Prix winners Manley Ford and George Shafer, Simms Cup winner John Targett, MGVR Editor Chris Meyers, Collier Cup winner and Event Chair Dave Smith, and YOU!

The cost:    \$25.00 US per person

Send your check to:    Tom Baumgardner  
36 South Munroe Road  
Tallmadge, OH 44278  
330-633-7482 or 330-603-3691  
[ttbaum@sbcglobal.net](mailto:ttbaum@sbcglobal.net)

by September 22 please

- - - - - T E A R - - H E R E - - & - - M A I L - - T o - t h e - - A d d r e s s - - A b o v e - - - - -

MGVR Focus Event Friday evening Dinner Reservation Form

Count me (us) in on the octagonal bench racing, tire kicking, lie telling, food and drink.

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

email: \_\_\_\_\_ Cell: \_\_\_\_\_

# of tickets needed: \_\_\_\_\_ @ \$25.each \_\_\_\_\_

Amount enclosed: \$ \_\_\_\_\_

Make checks payable to Tom Baumgardner



## 2007 Focus Event with VSCDA Mid Ohio Sports Car Course



# Mid Ohio FAQ

**Entry Confirmation?** Acknowledgements are mailed hard copy about two weeks prior to event.

**Refund Policy?** As noted on event entry form

### General Schedule, Registration, and Tech?

**Track gates** open Thursday, Oct. 11 at 5 PM.

**Registration** hours and location: Thurs. 5-7PM, Friday 7AM to 5PM. Saturday 7AM to 4PM and Sunday 7AM to Noon

**General Directions to track?** Located directly off Interstate 71 in the heart of Ohio. Mid-Ohio Sports Car Course 7721 Steam Corners Road Lexington, Ohio 44904-0108. From Cleveland, Ohio: Take I-71 south to U.S. 30. Go west on U.S. 30 to Fourth St./Crestline exit. Turn left at end of exit ramp and proceed to stop light. At stop light turn right and then veer right onto St. Rt. 314. Go approximately 7 miles and turn left on Steam Corners Rd. Mid-Ohio is one mile on the left.

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

**Will we run in assigned VSDCA class races as well as All MG races.** You will run with assigned VSCDA Run Groups. You can also expect to run in special All MG races, as yet to be scheduled.

**Optional test day?** No test day

### Special car requirements:

**Sound restrictions?** M-O has no sound restrictions, but VSCDA encourages 103dB limit.

**Antifreeze permitted?** *No antifreeze permitted at this event*

**Transponder required?** VSDCA requires transponders in all race groups with exception of Group 1. Friday practice sessions will not be timed.

### Crew and spectators:

**Crew passes?** Entry includes two crew members. Additional crew are \$20.00 each. Children under 12 are free!

**Spectator event?** No. 'Spectators' can purchase a weekend guest pass at VSCDA registration for \$20.00 which will give them full paddock privileges for the weekend

### Social Activities:

**Friday Dinner** Tom Baumgardner, with the assistance of Jim Austhof and John Targett, has put together a buffet-style dinner and cash bar at the Deer Ridge Golf Club. See flyer and reservation form in newsletter. For those of us camping, transportation is not provided. Campers are encouraged to carpool.

**MGVR Banquet** Dinner Saturday evening at the Elks Club in Lexington with our friends at VSCDA. Transportation is not provided. One dinner ticket included with entry. Additional tickets are available for \$20.00 each. Please contact Judy Cull (jpcull@iserv.net) at your earliest opportunity with anticipated number of dinner guests.

### Paddock Accommodations and rules:

**Special paddock areas?** MGVR Paddock, and MGVR Central will be located in the grass paddock area near the showers and restrooms (*see location 12 on the Mid Ohio track map*). Pregrid is located nearby for our convenience. Camping in the paddock area is permitted at no charge courtesy VSCDA.

**Garages available?** Yes. Reservation information on event entry form. Garage space is sufficient for two MGs/consider 'garage pooling'. You are welcome to park near the garages in the lower paddock area.

**Race Fuel, air, water available?** Gas pumps are open 24/7 and require a major credit card to purchase CAM2 unleaded





## 2007 Focus Event with VSCDA Mid Ohio Sports Car Course



### Mid Ohio FAQ *continued*

100, 260GTX non-oxy 98 unleaded, Premium 93, CAM2 Purple 110 leaded.

**Tires available?** SASCO has been invited; no word yet.

**Food available?** The famous Mid Ohio concession will be open for breakfast and lunch. (Four Star concession).

**Rules for ATV's, scooters, pit bikes, golf carts, bicycles?** Spectators are not allowed to have non-auto vehicles. No word yet on race participants.

**Pets allowed?** Pets are not permitted on the grounds of Mid Ohio Raceway.

### **Camping:**

**Motorhome camping at track?** Camping is allowed for the entire weekend, courtesy VSDCA. Campers and others with credentials can come and go 24/7 starting 5 PM Thursday through 4:30 PM Sunday. There is a dump station near the maintenance building. No electrical or water hookups. Your editor will have a 6 gallon jug to fill the fresh water tank should water become an issue.

**Tent camping at track?** Yes.

**Track gates open overnight?** Yes, with proper credentials. See above

**Local alternatives?** Yogi Bear's Jellystone Park Campground/Mansfield 419-886-2267

### **Local accommodations:**

**MGVR headquarters hotel?** Quality Inn in Bellville. 419-886-7000.

**Other hotels:** Other hotels at [www.vscda.org](http://www.vscda.org)

### **Local tourist info:**

**Chamber of Commerce:** Race Chair Dave Smith is looking for assistance from 'local' MGVRs!!! ?

**Visitor Center:** *ditto*

**Local sites & attractions:** *ditto*

### **CONTACTS:**

**MGVR Event Chair:** Dave Smith [mgarace@sbcglobal.net](mailto:mgarace@sbcglobal.net) 517-694-4856

**VSCDA:** Sheree 616-891-0091, or [vscda@hughes.net](mailto:vscda@hughes.net)

**VSCDA Event Chair:** Phil Cull, or Judy Cull [jpcull@iserv.net](mailto:jpcull@iserv.net)

**Track office:** Contact Sheree at VSCDA, or Phil Cull with questions regarding Mid Ohio Raceway

## ***Important Information On VSCDA Medicals***

VSCDA requires that everyone participating in their events have up to date medical information on file with their office. This means that you must have had a physical exam within the last two years. Forms from other race organizations (CVAR, SVRA, VARAC, etc) are acceptable. Please send this in with your entry. Note of caution to VSCCA members planning to participate; ***no current medical, no track time.*** You will also need to fill out the trackside medical information sheet and bring it with you to Mid Ohio. You can download this information from VSCDA's web site [www.vscda.org](http://www.vscda.org). Or you can contact Sheree Dewey at VSCDA Headquarters (ph. 616-891-0091, fax 616-891-5616) or [vscda@hughes.net](mailto:vscda@hughes.net). Sheree will gladly assist you in any way possible.



## OFFICIAL MGVR ENTRY

### VSCDA

### Mid-Ohio Fall Finale

Hosting - MG Vintage Racers 2007 Focus Event

October 12, 13 & 14, 2007

Mid-Ohio Sports Car Course

7721 Steam Corners Road • Lexington, OH 44904



**DRIVERS** - To enter you must be a VSCDA member, have a current Physician's Medical and Car Prep Sheet on file; Groups 2, 6 and 8 must have a 2007 Sheet, no exceptions. Please complete this entire Entry and submit with a Track Side Medical form.

Name \_\_\_\_\_

Address \_\_\_\_\_

City/Province \_\_\_\_\_

State/Country \_\_\_\_\_ Zip \_\_\_\_\_

Numbers (H) \_\_\_\_\_ (W) \_\_\_\_\_

(C) \_\_\_\_\_ (F) \_\_\_\_\_

E-mail \_\_\_\_\_

#### ENTRY FEES - Please check all that apply.

☐ Membership - New or Renewal \$70

☐ 3 Day Races \$370  
2 Crew included with Entry

☐ Postmarked after September 25, 2007 \$395

☐ Additional Race Car(s) # \_\_\_\_\_ @ \$125 \$ \_\_\_\_\_

☐ Additional Crew/Guest # \_\_\_\_\_ @ \$20 \$ \_\_\_\_\_  
Kids 12 and under are FREE!

☐ Saturday Night Dinner  
1 Ticket included with Entry  
Dinner Ticket(s) # \_\_\_\_\_ @ \$20 \$ \_\_\_\_\_

☐ Garage Rental # \_\_\_\_\_ @ \$165 \$ \_\_\_\_\_

Amount Due U.S. \$ \$ \_\_\_\_\_

Checks payable to VSCDA

MasterCard # \_\_\_\_\_

VISA # \_\_\_\_\_

Expiration \_\_\_\_\_

Signature \_\_\_\_\_

#### CAR -

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Color \_\_\_\_\_ Displacement \_\_\_\_\_ # Cyl \_\_\_\_\_

#### TIRES -

Manufacturer \_\_\_\_\_ Treaded? \_\_\_\_\_

Front Size \_\_\_\_\_ Wheel Width \_\_\_\_\_

Rear Size \_\_\_\_\_ Wheel Width \_\_\_\_\_

TRANSPONDER # \_\_\_\_\_

**CAR NUMBER** - List 3 choices. VSCDA Members with permanent numbers have first priority, release date 9/25/07.

1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_ **OFFICE** \_\_\_\_\_

**VSCDA RACE GROUP** \_\_\_\_\_ **CLASS** \_\_\_\_\_ **OFFICE** \_\_\_\_\_

Has car been modified from original? \_\_\_\_\_

If so, how? \_\_\_\_\_

**COMPETITION LICENSE #** \_\_\_\_\_

Issued by \_\_\_\_\_

Are you on probation or suspension? \_\_\_\_\_

If so, explain on separate sheet of paper.

Date of last **MEDICAL**- required every 2 years. \_\_\_\_\_

#### CREW -

FREE \_\_\_\_\_

FREE \_\_\_\_\_

- Entry to track only after Registration and Waiver signed. NO exceptions.
- Food, leaded race fuel and air are available at the track.

#### REFUND POLICY -

A full refund for cancellation will be made only if a written request is received in the VSCDA Office by 5PM on October 9<sup>th</sup>. The written request may be made by mail, fax or e-mail. A partial refund (entry fees minus \$50 service fee) will be made only if a written request is received in the VSCDA Office after 5PM on October 9<sup>th</sup> but prior to the opening of Registration on October 11<sup>th</sup>. NO refunds for cancellation will be made after Registration opens on October 11<sup>th</sup>.

**QUESTIONS** - Contact the VSCDA Office at 616-891-0091 or e-mail: [vsda@hughes.net](mailto:vsda@hughes.net)

**FAX ENTRY TO** - The VSCDA Office at 616-891-5616

**OR MAIL ENTRY TO -**

**VSCDA**  
9780 Rolling Hills Drive  
Alto, MI 49302

#### FOR OFFICE USE ONLY

Date Rcv'd \_\_\_\_\_ Amount Rcv'd \_\_\_\_\_

CK # or CC \_\_\_\_\_ Membership \_\_\_\_\_

**Biographical Information:** Please attach any car and driver biographical information you wish. This information may be provided to the event announcer and media.

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### **ALL ENTRANTS PLEASE READ AND SIGN**

**NOTE:** VSCDA reserves the right to accept or reject any Entry. Receipt of an event Entry form, Invitation or Advertisement, or the submission of an Entry form with payment **DOES NOT** constitute acceptance by the VSCDA. VSCDA further reserves the right to reclassify any Entrant as it deems appropriate. VSCDA is a member of the Vintage Motorsports Council (VMC). We expressly reserve the right to make public the names of any and all drivers involved in disciplinary proceedings and will honor probation or suspensions issued by other VMC member clubs.

In submitting an event Entry, the Entrant:

1. Agrees to accept responsibility for the vehicle entered at all times during the event, and agrees that any race vehicle will be operated during any practice, qualifying or race portions of the event only by drivers who are registered for the event and accepted by VSCDA.
2. Agrees that the Entrant and all owners, drivers and crew personnel will cooperate with the VSCDA, its Officers, the Drivers Committee, the Event Chairperson and all other race officials.
3. Agrees to abide by the VSCDA By-Laws and all VSCDA rules and regulations pertaining to the running of the event, all track regulations, and any special rules and regulations established to cover the event.
4. Acknowledges that sanctions may be imposed by the VSCDA, the Drivers Committee, the Event Chairperson or other race officials and agrees, without reservation, to all consequences, sanctions or penalties imposed, resulting from any violation of any rules, special rules or regulations.
5. Renounces the right to any recourse to arbitration or tribunal except as provided for in the VSCDA By-Laws, and specifically covenants and agrees not to file any suit or legal proceeding, either in law or equity regarding any action of the VSCDA, its Officers, the Drivers Committee, Event Chairperson or other race official, and further agrees to the assessment of attorney fees, costs or expenses incurred by the VSCDA, its Officers, Directors, agents or employees, as the result of any suits or proceedings.

**PUBLICITY RELEASE:** The Entrant or driver hereby agrees to permit VSCDA the use of their voice and likeness for news, publicity and feature use including radio, TV and printed media and further stipulate that no prior agreement with any sponsor or other person is in conflict with this agreement.

***I HEREBY STATE THAT I HAVE READ AND UNDERSTAND THE CONTENTS OF THIS ENTRY FORM, THAT BY MY SIGNATURE BELOW, I ACCEPT ALL OF THE CONDITIONS SET FORTH IN IT AND AGREE TO ITS TERMS AND CONDITIONS.***

---

Entrant/Driver Signature

Date





## 2007 Focus Event with VSCDA Mid Ohio Sports Car Course



### A Former Record Holder Shows You the Way Around Mid Ohio Raceway

*By Don Munoz, Mid Ohio E/P Lap Record Holder 1968-69*

**For** me, driving Mid Ohio is like a rhythmic routine of movements, right & left turns connected by pauses, or straights. Turn #1 is an isolated turn that stands on its own and starts the routine but the rest break down in the following four groups: Group 1) turns #2, #3 & #4, a long, very fast gentle sweep to Group 2) turns #6 & #7, a short connector to Group 3) turns #8, #9, #10 & #11, another fast sweep, Group 4) turns #13, #14 & #15 and back to the start. Each turn is an essential part of the group and flows rhythmically to the next. Miss one brake point, turn in or apex and you upset the rhythm and your lap times will suffer.

**Turn #1.** Each time I go through turn #1, I think I can go much faster - "don't brake so hard!" I think to myself.. "maybe don't brake at all?" I haven't tried that yet. Anyway - #1 is very fast. Get on the throttle early and don't pinch the exit. There is plenty of time to set up for Group 1). No brakes for turn #2; just concentrate on a precise turn in. Just enough brakes at #3 to settle the car. Drive straight out of #3 to the braking area for the keyhole, turn #4. The entry to the keyhole is important. Think patience! You will have to brake hard and, depending on your set up, change one or two gears while you are making a slight left turn. These movements will challenge your technique and must be done smoothly with precision. A wide entry to #4 cannot be rushed. Set up for a late full throttle entry. You must be on full throttle very early to make a good lap or an effective pass down the straight.



The first pause on the track, the back straight, is the best passing opportunity. I think of the straight as a long, gradual right hand sweeper with the kink, #5, as the apex. In an MG, the kink is not a factor. Entry to turn #6 is important. It ends the fastest section of the course and sets up Group 2) turns #6 and #7.

Concentrate on the brake point and turn in for #6. It's deeper than you think. Make the turn in very positive and don't pinch the exit. Approach turn #7 from mid-track and, again, be patient. The car will be light exiting #7 and a wild, out of control exit will destroy any chance for a fast lap or pass going into #8. I try to fix a strong, neutral exit at #7 to carry speed down to Group 3) turns #8, #9, #10 & #11.

Turn #8 is the key to a bonsai run through the back section. This series begins with a late apex on turn #8 for a right-side set up for the entry to the left-hander, #9, a late apex at #9 and a left-side, full throttle entry to a blind right-hander, #10, full throttle through turns #9 and #10. When you get them right, you'll feel like you are airborne -you're not! Brake hard at #11 and turn into a relatively early apex and full throttle. Again, don't pinch the exit; use all of the road. #11 is the start of the second fastest straight on the track, second pause, take a deep breath and hold on for #13.

A long, smooth, fast, right-hand sweep past turn #12 takes you into the braking area for the start of Group 4) turns #13, 14 & 15. Timing is important at #13. Brake hard, turn in before you can see the exit - you must experiment with the turn in point and have confidence to carry your speed through #13 to #14, the carousel. Don't pinch the exit and stay to the right approaching #14.

The carousel is the key to front straight speed. I know this sounds like a broken record but be patient. Like the keyhole, good technique is required here, firm braking, smooth and precise gear changes. Make a wide, mid-track entry with early throttle that will carry you through the right-hand carousel and left-hander at #15 and on to a full throttle exit to the front straight, third pause. This is another good passing opportunity if you get a jump out of #15. Back to turn #1 at full speed. Remember the thought at #1, no brakes? Focus on the turn in point, be sure the car is settled, brake if you must, turn in and hold on - full throttle, use all of the road. Down you go to Group 1.





## 2007 Focus Event with VSCDA Mid Ohio Sports Car Course

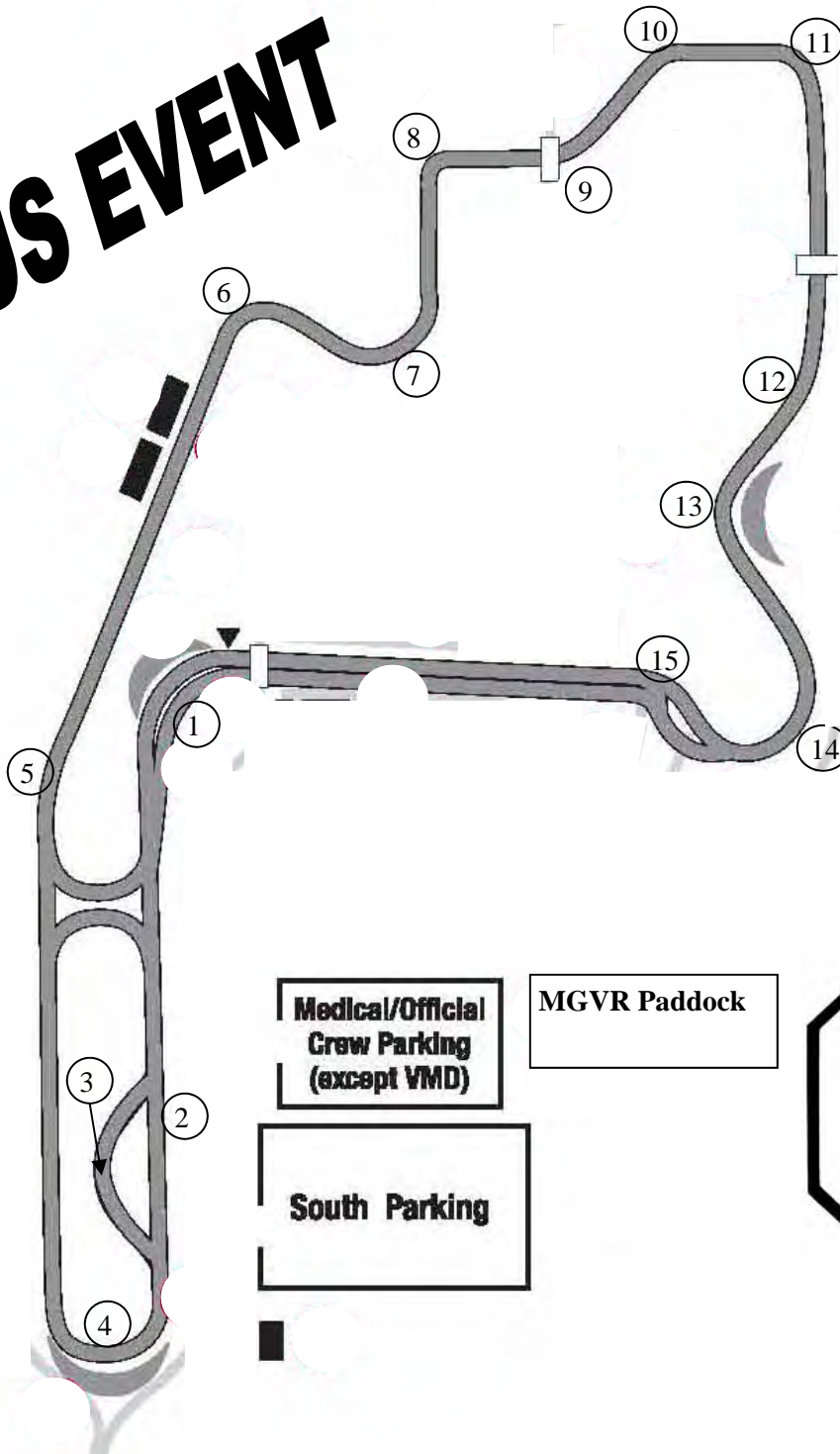


### Mid Ohio Hot Lap *continued*

You've finished the routine. Let's summarize: Group 1) no brakes at #2, patience and good technique at #4; Group 2) deep braking at #6, patience at #7; Group 3) late apex at #8, blind entry to #10, hard brakes at #11; Group 4) hard brakes and blind turn into #13, patience and good technique at #14, full throttle thru #15; turn 1) you're on your own. Get the routine right and you'll feel it, an effortless rhythmic flow of right and left turns connected by sweeping sections. When you get it right, you'll cross the finish line ahead of a lot of cars-with more power and a big, satisfying grin on your face. When you get home, your arms and shoulders will ache - it's a workout!

I hope the next time you run Mid-Ohio you can pull something from these thoughts that will help you lop off a second or two from your lap times. If all this sounds like gibberish, look me up in October, and we'll talk.

# FOCUS EVENT



# MID- OHIO

Medical/Official  
Crew Parking  
(except VMD)

MGVR Paddock

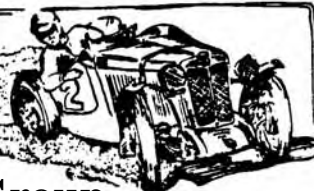
South Parking



# Competition

## 2006 Turkey Bowl with Vintage Racer Group

by Mark Palmer



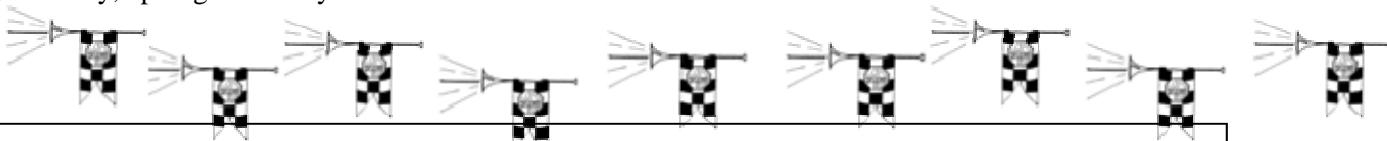
It was the best Turkey Bowl ever! The weather was phenomenal, three days of sunshine and temps in the 50's and 60's. I was in shorts & tee shirt on Saturday and Sunday.

The Legends group didn't show, so we were rewarded with tons of track time -- up to 10 sessions and 4 hours of track time if you ran all your sessions. We cancelled the vintage all-comer's enduro Sunday afternoon because everyone was too tired to run. Many people got 100 laps around Summit during the weekend... just amazing. We had no lost time due to bad weather, and also no major clean-ups or big incidents.

This year's Turkey Bowl drew 64 entrants. Joe Blacker had 22 cars in his modern-car group (one group). It turns out that some promoter scheduled a Legends race at South Boston Speedway (southern VA) for the same weekend, with \$10,000 in prize money.

We had four vintage race groups: 1950's production with a couple Pre-war and small-bore later cars; then 1960's production up to 3 litre; a small group of big-bore cars (anything with a V-8, plus Tivvy!); and a group for open-wheel and sports-racers. I got two entries of historic stock cars and ran them with Joe's modern-car group, which worked fine. We also had three Sports 2000 racers running with the open wheel ad sports racers, which worked out fine.

The MGs of Dan Leonard (TD), Jay Sevier (TD), joined the MGAs of John Faulkner, Bob Schoeplein, Tom Dick, David Holmes (ex-Wiesen MGA) and MGBs of John Targett, Marcus Jones, Michael Kusch, and Gary Fairbrother for the weekend. I am going by memory; apologies for anyone I missed.



### Who, and Where?



"Looks to me like "Little Joie Tierno" watching Bucher drive Spanky's #029 at the Glen" --Mark Barnhart

**Did** you guess last issue's 'Who, and Where? Mark was the first to guess correctly, via email to yours truly. Yes, once upon a time, Joe had hair up there.

This month's mystery photo may be more difficult due to non-descript background. Recognize the tree? I won't lead you astray with any more hints, just pencil in a guess and send it to the editor.

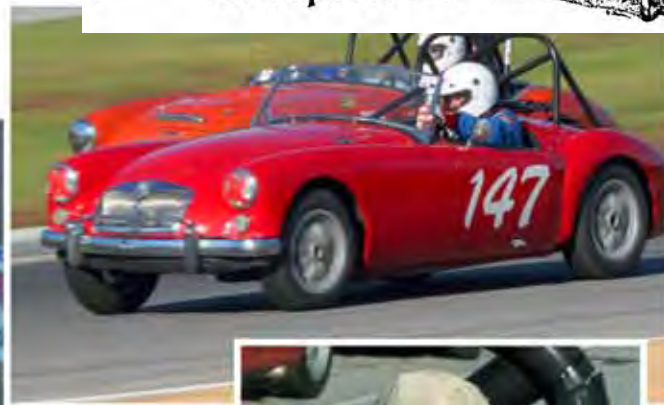
And send me your old photos!



Who is this handsome devil? And where was this photo taken? Hint; it is not Bill Clinton.



# Competition

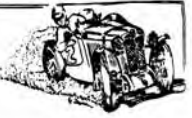


*See You at the...*  
VRG Mid-Atlantic Motorsports'  
**Turkey #11**



Montage Courtesy Lu and Walt Pietrowicz [www.VintageAutoSports.com](http://www.VintageAutoSports.com)





# VRG Mid-Atlantic Motorsports 10th Annual Turkey Bowl

Summit Point  
Nov 24-26, 2006



Montage Courtesy Lu and Walt Pietrowicz [www.VintageAutoSports.com](http://www.VintageAutoSports.com)





## And We Raced Too!

Lime Rock Park Vintage Festival – September '06

by Greg Prehodka

Our MG lead us to many adventures. Back in June I raced my TD at Hallett, Oklahoma. My daughter Rachel really wanted to come with me, but she'd have to miss four days of school to go, since it was a two day drive from New Jersey, so I promised her I'd take her with me to Lime Rock Park in September instead, before school started, for the Rolex Vintage Festival races. Now a senior in high school, with an eye on racing ol'53 some day, she was great to have along as my crew for the four day event. At the track she was most helpful unloading and setting up camp – as we were camping there, plus attending to my MG. She got to drive it around the paddock, and soon mastered its sensitive clutch to get it moving without stalling it – although she is still not too sure about the “double clutching” thing. At times I just told her where to take the MG, and she did just fine. For most of the weekend rain was threatening, but fortunately it managed to stay dry during the racing segments. She kept me updated on the weather reports from her laptop computer – Lime Rock now has its own wireless network.

After settling in we went around checking out the cars and saying hello to many racing friends. MG racers there included Jim Bok, Jeffrey Renshaw, Mark Sherman, Larry Fisher, Keith Harmer, Paul Fitzgerald, Frank & Connie Mount, Syd Silverman, George Smith & his son Colin (*both racing TCs*), David Stern, Hank Giffin, plus many of my VSCCA friends. Since Rachel has been coming to vintage races with me for many years, she's pretty good at identifying the different vintage cars. But one unusual one that caught our eye was a French “Franziss” race car of 1928, which was powered by a Curtis-Wright aircraft engine – cool – some 8.2 liters of power, and its engine had an external valve train! On top of the hill there were the sponsor's display tents – BMW – Mini – Rolex – vendors, etc., where they had some great historic race cars on display – this was a “Race Festival”, not just a race! Track time was very limited - which in certain ways was a benefit. Each race group only had two sessions per day – most of them 15 to 20 minutes long, which left lots of time to walk around, socialize, check out the many displays, look at cars, go out to eat, plus just sit back and enjoying the many sights and sounds! And I'm not sure how cars were selected for my “Group Two”, as besides other MGs and similar cars, I was also racing against Jags and even a V-8 Allard! But, as Steve Earl - the event chairman - told us, we were not there to “Race”, but rather to put on a show. Unfortunately, most of my racing efforts seemed to focus on watching my mirrors and pointing other racers by me, as my TD wasn't setting any records this weekend. Its race engine was home in need of repair (*something about a hole in the side of the block*), and my MG was being powered by a back-up dead stock engine – but I was there relishing every moment! It is great to have your children share in your sport!

Chris Economaki, was the keynote speaker at Friday night's racer's banquet at the track. The “Voice of American Racing” for so many years! Although 86 years old, what a sharp memory he had – and most interesting stories. He saw his first car race at the age of 7, and by 14 was selling racing photos to the “National Auto Racing News”. Food wasn't bad either, and the tables nicely set, as we listened to his tales of motor sport racing journalism. He started his car reporting in Patterson, NJ, not far from where I now live in Clifton, NJ. Back in those days, Patterson was a hub of building race cars and racing (*someday read “Board Track Guts and Glory”*)

At the lunch break Saturday, a special surprise birthday celebration was thrown for MG racer John Scheffelin who turned a mere 70 years young! Although John usually races his TC, he now was racing his new baby – a gorgeous '39 MG-TB! John's family was all there including the grand kids, we all chimed in with “Happy Birthday”, and shared in some birthday cake.

Of course we had to perused the auto flea market too, looking for some treasures. Saturday during the lunch break, BMW put on a motorcycle display, as stunt drives did unthinkable things with their bikes! –smoking those tires and getting up on one wheel – sometimes the front, - sometimes the back! After racing stopped for the day, racers were asked to give track workers “parade laps” around the track. Why not – I first took Rachel around the track for a few laps to let her experience the 1-1/2 mile road course from the driver's perspective of my MG, then came in and started taking workers around for a couple of laps each (as were other racers too). I most appreciate these dedicated workers who watch over our safety and control the racing rain or shine, and it's the least I can do to give a few of them a spin around the track. I took several around and they were all most appreciative of the rides – even though only in my humble MG. One lady ecstatically hopped in and said “**I've got my man, and I've got my car – LETS GO!!!!**”, as her daughter snapped a photo of us leaving!

Saturday evening/night brought us some unexpected thrills, as the remnants of Hurricane Ernesto, stormed through, with high wind gusts, and rain – fortunately not during racing hours! We anchored our car canopy and tent hoping they would survive, and they did, although a number trees came down in the area, closing some roads, and knocking out power to the track for the evening (*that also meant no water so they locked the bathrooms up! But once the power was restored around*

## Competition



*midnight, do you think anyone thought to unlock them - NOT).*

No racing is allowed on Sunday at Lime Rock, so they hold a car show on the main straight instead. Nice stuff showed up for it. My ol'53 ain't no concourse car, but I'm proud of it, and its history and stuck it in the show anyway, just for people to have a look-see. Been racing it since 1977 – and it can almost drive around Lime Rock by itself – done so many laps here. Also nearby was the Goshen County Fair this weekend. So for the afternoon we set sail for a taste of country. Pigs – horses – chickens - rides – 4H stuff – wood chopping competition – food - etc. A different world – but also most interesting in its own way. “Horse power” there came on four legs! Back at the track, with the weather improving, we fired up our BBQ to grill up some good eats. By then the car show was ending, as we noticed that the 1906 Cadillac in it, was being driven away from the track – way to go!

Later in the paddock, Jeff Renshaw (MGTD) invited us to some wine & cheese in his trailer, along with his wife, and Frank and Connie Mount (MGTB). He showed the movie “Grand Prix” on his laptop computer, while we nibbled snacks and sipped wine – what a pleasure – dedicated racers that we are! A bit later Rachel and I went out to get a bite to eat and found an interesting Irish pub, and followed that with some bowling – as there wasn't much else happening back in the paddock.

Monday – Labor Day - had the “Feature Races”, as the sun finally made its grand appearance, while crowds of spectators populated the hillsides (no bleachers here), as they also wandered around the paddock checking out our valiant steeds and chatting with the racers. MG racer Chris Meyers used my extra crew passes to come to the track Saturday, sans MG. He was back today with his wife Julie – a pleasure to meet her. He had taken a photo on Saturday of Rachel and me with ol'53, had printed and framed it, and gave it to us as a present today. That photo truly captured the essence of this weekend for me – dad & daughter at the races! And as Rachel was preparing my MG for the day, Linda Klinka of the Breeze & Observer publication stopped by and talked to her about racing, and took some photos of her with ol'53. Linda is writing an article about women in racing, and saw Rachel as a future racer – cool! It is wonderful to see a number of MG racers bringing their children into the racing community.

Trans-AM cars were featured this weekend, and they put on a great show. These were the ground pounding cars I grew up with in the late 60's when “horsepower” was the name of the game - although I was into sports cars back then. Tire smoking



Mustangs, Camaros, Javelins, etc., which had been driven by famed racers like Mark Donohue, Parnelli Jones, George Follmer, Dan Gurney, Peter Revson, and Jerry Titus. They were most interesting historic cars, and we watched them blast around the track – as they roared! I will not say where I finished in my 15 lap feature race, but I did finish, and during it had a great view of Syd Silverman's TCs taillights (this is the TC Carroll Shelby first raced in) for most of the race, as we diced with each other. I'd catch him in the corners, and he'd out pull me on the straights!

What a super weekend – ***it was a lot more than just racing***, and it did not matter who won, although I was a winner in so many ways! And now as the seeds have been sown, someday the responsibilities of commanding ol'53 will pass on to Rachel, as I will sit back, be her head wrench, time her laps, keep the drinks iced down, while having have a huge smile.





# Competition



George Smith



John Schieffelin



Jack Boxstrom

General Racing, Ltd.'s  
**Rolex Vintage Festival**  
September 1-4, 2006  
Lime Rock Park



Paul Fitzgerald





George Smith

General Racing, Ltd.'s  
**Rolex Vintage Festival**  
September 1-4, 2006  
Lime Rock Park



Greg Prehodka



Jeffrey Renshaw

Syd Silverman

George Smith





## *“Hair Raising, But Totally Thrilling”*

A Rookie at Lime Rock with VSCCA

by Rachel Prehodka-Spindel

As I sat on the false grid for the first time, only one thought ran through my head, “I hope I don’t break the car.” One might think that I’d be nervous about the driving or the other cars on the track with me, but my biggest concern was damaging my dad’s 1953 MGTD. Ol’ 53 as he affectionately refers to it has gone through two engines in the past 5 years or so, and I did not want to make it three. Fortunately, the car not only made it out of the first run, but also successfully made it though the whole weekend (despite an oil leak and a lot of overheating), and so did I.

This race weekend was something that I had been eagerly awaiting for 18 years. After attending these races my whole life and watching my dad compete, I was ready to get in the driver’s seat (and probably had been for at least five years, but unfortunately I had to be 18). For weeks prior to the event, I told my friends and anyone that would listen that I was finally going to drive the car. Unfortunately, I don’t think they were quite as excited as I was.

We arrived at the track the night before the school. I pitched a tent in the paddock and went to bed reasonably early (I wanted to be sure to get a good night sleep). However, soon after falling asleep I was awakened by loud thunder and pouring rain. Seeing that I had set up my tent under a large tree I decided to move into our van to sleep. Between being soaking wet, my father’s snoring, and the uncomfortable seat my good nights rest soon turned into maybe four hours of disrupted sleep. Luckily, the next morning I was full of energy (I’m sure the adrenalin was enough) and ready to get onto the track.

The racing school was scheduled to begin at 9:00am on Friday. But, due to delayed drivers’ meetings, we began at about 9:45. The class consisted of mostly Jaguar people and one other VSCCA driver (who, ironically was driving a Jaguar). The instructor went over some basics and it was soon time for us to go out and try things out for ourselves. John Schieffelin was the (phenomenal) instructor for the VSCCA and our first time out we followed him around the track, learning the racing line. Fortunately, I was very familiar with the track at Lime Rock because even though I could not race in the past I had been around the track numerous times on foot or bike. Nonetheless, the first lap that I was no longer following John I was off my line and knew it. However, I was able to correct this after several more laps around the track.

Saturday morning I finally got to join the VSCCA. I was put into VSCCA Group III and could not wait to get on the track with everyone. Even though I was in the slowest car out there I had a great time. For the first two races of the day there was one car that I stayed with the whole time, which made it really exciting (It was nice to have one car out there that wasn’t fast enough to lap me). At one point during the first race, I was doubled passed by two cars in the esses (one on either side), which was a little hair raising, but totally thrilling at the same time.

All in all, I had a great weekend and cannot wait to get back on the track (hopefully with a better, faster engine). I’m happy to say that the most difficulty I encountered was putting the car back on the trailer and I’m sure I’ll be able to perfect that in no time.

Rachel handling Ol’ 53 through the Esses



Father and daughter are all smiles at Lime Rock



## SCCA Vintage Race at Laguna Seca

April 21-22, 2007

by Scott Brown-MGA #41 *the Pile*

**Last weekend was the annual SCCA Vintage weekend held at Laguna Seca** and a few of your brothers were there to hold down the MGA fort. Of course Jim (BoomBoom) Weissenborn who flew in from the East Coast Friday night to make the show and made reservations at the infamous Baja Cantina for what turned out be to dinner for all of the race stewards and Ed and myself. Jim didn't make the dinner so we drank in his honor. Ed (the Sump) Lamantia and myself Scott (the Pile) Brown were the only other MGAs making the show but we did you all proud. We arrived Friday afternoon for registration and tech all the while watching dark clouds looming over head. At 5pm they allowed 180 cars and rigs to enter into the paddock for setup. By 6:30, we were already at Baja having and nice cold beverage. No rain yet.

**Saturday morning arrived** along with black clouds. We arrived at to the track early for final prep as we were 2nd group out at 9:30. 37 cars in our group ranging from Porsche 356, 912, 911 & Pooper, Alfa GTVs, Minis, Escorts, Datsuns, Fiats, Louts, Triumphs, (Joe's Beautiful red Spitfire) and our 3 MGAs. The morning practice is qualifying as well, Ed qualified 4th on grid with his personal best of 1:53.1 - BoomBoom 2:07 and myself sitting strongly at the back of the grid with a rousing 2:24. Lap two found me crawling though the fence at turn 5 due to a mechanical that we discovered later as a distributor going south. I did my best Juan Pablo as the grid drove by.



Jim and Scott

### **Race time 3:15 - still no rain.**

There was great racing going on everywhere on this grid of small bore racers. Ed battled all race nose to tail swapping positions every lap with one of our buddies Phil (Porsche driver - some of them are ok) and was holding his own. BoomBoom finished where he started racing with a TR 250. Starting from the back of the grid can be fun and I found myself right behind the very Datsun 510 that Ed and I raced together in the 80s. I managed to move up 17 positions finishing 18th. But there is more... Here's where everything goes sour - a sports racer falls off the track an the exit of the Corkscrew, and the track goes full yellow. Seems the red haze has set in on some of the weekend warriors and no less than 6 cars pass Ed under the standing yellow. I see 2 cars pass under the yellow and who knows what else is happening on the rest of

the grid. The Black flag comes out, we are all pulled in for a rather heated discussion by the steward of the meet, MaryLou Robson. The sad part is that the race grid on Sunday did not account for the passes so Ed now starts in P10 6 cars closer to me... humm?!

**Just as the last checker falls,** the rains commeth. SCCA puts on a nice social, great company, bench racing, pasta, salad and very cold beer.

**Sunday morning arrives** to black skies and rain and its not looking good for our morning practice session. By the time we arrive to the track the sun was shining and looks like things could work in our favor. By the time our session rolled around, the track was beginning to dry out so off we went for our 25 minute practice. This time everybody managed to say on the track giving us our full session.

### **11:30 - USRRC Seniors Tour**

SCCA and Victory Lane Magazine puts on the USRRC Seniors tour every year and this was their first race of the season. The USRRC Seniors Tour salutes SCCA's first pro series for Sports Racing Cars as it was originated from 1963-1965. This series included both GT/Production Sports Cars and Sports Racing Cars. After 1965 thru 1968, the series was a Sports Racing Car only series. The USRRC Seniors Tour is a vintage racing series. The USRRC Seniors Tour 30 minute Sunday features are held at vintage racing weekends across North America every year. Eligible cars include pre-1966 Sports Racing and GT/Production Sports Cars. Both groups are divided into under and over two liter classes. A registry of original USRRC cars and vintage racing eligible cars is maintained. The features are part of the "America's Racing Heritage™" program organized by Victory Lane Motorsport Marketing. [www.usrrc.com](http://www.usrrc.com)



**BoomBoom and I took our grid positions** on the pre-grid of 28 cars. Very clean racing in a group where the cars are very well prepared. Some of these guys have raced the same cars for over 30 years. Jim and I both finished where we started in the 30 minute race. We were lucky enough to receive the USRRC Seniors Tour Marque Award for the 41 MGA (the Pile). Pretty cool given the company we were in.

## 3:15 - our final race of the weekend - clear skies

The weekend had taken its toll on the grid and we are now down to 31 cars for the start of the final race. Starting where we finished in yesterday's fiasco, I was starting at 4 rows of cars between Ed and myself. I take it as a challenge to at least catch up with Ed; passing him is like trying to pass a semi-truck on a one lane road during a hurricane. Honestly, Ed is such a clean and talented driver that I'm always happy that I can just keep up with him. Green flag drops, I have a good run coming out of 11 so I get by 4 cars by turn 2. I switch on my headlights, to let 'em know I'm coming though. By lap 4 I sneak by 2 Minis in the heat of battle, next lap it was Joe in his Spitfire, then finally the last car between Ed and me is Randy in his Mini Cooper. It took me 3 laps to get by him, but pass him I did and now I have Ed in my sights. Lights beaming, teeth gritting, the MGA screaming for mercy I slowly close on Ed. I know Ed sees me too and I see his head lower as he pushes harder to keep me at bay. One mistake was all I was asking for; I know there was no way he would let me pass. With 2 laps to go, I see Ed making as pass on our Jim (BoomBoom) Weissenborn and I'm thinking, hold him up Jimmy, just a bit and that's all I'll need! Not a chance and Jim points Ed by. Noooo! As I close on Jim, my mindset completely changes, Ed knows I was catching him, my hero is in front of me, I'm going to dice with Jim for the last 2 laps and dice we did passing each other 3 or 4 times a lap. Now Jimmy has his lights on and we cross the checker door handle to door handle. We drove side by side on the cool off lap and it will be a memory I will always cherish.

John Fulton Photo



*Giving a sports racer heck in the USRRC race*

**That's all for now...** Ed and I were just accepted to the Wine County Historic race at Sears Point in June and we promise to do you all proud. Jim is heading to the East Coast to race with his buddies for the summer and will be missed by us all.

Kyle Burt Photo



*Fast Eddie in the Corkscrew*



## One 'Safety Fast' Lap of Schenley Park

An unauthorized guide to safely and swiftly driving the course at the Pittsburgh Vintage Grand Prix

Commemorating 25 Years of Vintage Racing at Schenley Park

Proceeds to the PVPD Charities  
Courtesy of the MG Vintage Racers Newsletter  
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July 2007

By Mauley Ford

## TECH TIPS VOLUME 1

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Thanks to the efforts of fellow MG Vintage Racer Steve Schultz, **Tech Tips Volume 1** is available in Adobe Acrobat pdf Format on CD. This 'Must Have' publication is chock full of info on safety, performance, set up, equipment, and more in an easy-to-read format. Want to reduce weight without dicting? Read Will Bowden's article! Want to know why They go fast, and you don't? It's because They purchased, and read **Tech Tips Vol. 1!** Those traditionalists among you can still have printed copies while they last for \$17.00 plus postage.

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## VSCCA with HSR at Watkins Glen

by Jim Warren

**June 15-17 2007** -- Scattered clouds and a refreshing breeze tempered the mid-June sun as VSCCA joined our gracious hosts, HSR, for three days of perfect Finger Lakes weather. This "sleeper" event is growing annually -- perhaps fueled by the signature blowout food & beverage event provided by HSR at Watkins Glens lakefront...gratis, natch. Roughly 30 VSCCA & guests' cars appeared to run separately as Group 1 and the long course could handle many more (hint, hint). The VSCCA contingent was heavy on the "P" cars, our efforts being arranged by Sandy Sadtler & Bob Klingenburg, but enough MG's showed to provide play for everyone at some time during the weekend. Dan Leonard continued his tradition of leaving the MG home and running his delightful Speedwell GT, which did until clutch problems rendered it a Spedwell. New and merely fresher faces showed: Jim Juhas supported by Bobbi quickly found the way around in his tidy 1957 MGA coupe (ex Ed Crane). Ran flawlessly, but the heat of non-competition led Jim to follow the lead of Sandy Sadtler to mount a set of Dumlop tires that looked strikingly like those tires named for a mid-western state. The Tyrolite Green MGA of this scribe countered in the final session by removing its mechanical fan and evened the playing field...great dicing, that! Our MGAs were left behind by John Maiuccoro's '57 MGA roadster, well attended by his wrench, Pat Harris. John said it looked like I was having so much fun passing him in his Allard last year at New Hampshire that he decided he should have fun as well...and purchased the ex-Ray Gaul/Carl Meyers (spelling optional) roadster. Although we did get to chat, Mark Ferrara appeared to be having fun in his 1962 Midget to add a modern example of the marque (no pun). Mark set the bar for the MGs attending and the best I could do was to get out of the way.



Jim and Bobbi Juhas



Author's MGA



Mutant MG with strange VSCCA tires

John Maiuccoro and MGA



Mike Ferrara's Midget





## MGs Triumphant at 2007 Season Opener!

*by Torsten Kunze*

**VDCA opened** up the '07 season at Carolina Motorsports Park (CMP) in Kershaw, SC over the weekend of Feb. 24-25. February weather can be somewhat unpredictable in South Carolina but that did not deter about 45 entrants from signing up for the event.

The cars were separated into two groups with Group A made up by the larger bore, faster cars and Group B combining group 1 and 3 small bore, fast cars. The rather small field was a guarantee for plenty of track time on the 2.23 mile, 15 turn road course.

Saturday started out with sunny skies and temperatures in the high 40s for the first practice session. It quickly became clear that Race Group B would be dominated by the nimble and quick Formula Vees. The small showing of group 3 cars was cut in half after two entrants suffered weekend ending mechanical troubles during the second practice session. Michael Oritt's 58 Elva Courier broke down with differential problems late in the session while the 62 Morgan of Michael Mulroney suffered an early exit.

The misfortune of these two formidable competitors set the stage for a 1-2 MG class finish in the qualifying race later in the afternoon. The temperatures had risen into the low 60s and the remaining two MGs, Stan Heath well prepared 59 MGA and the 74 BGT of the author, battled it out in the back of the field of Race Group B. A great day ended in good VDCA tradition on a high note, with competitors and crew gathering for pizza and beer while trading stories and catching up after the winter break.

The weather forecast for Sunday turned out to be rather scary with strong winds, heavy rain, and lightening and even large size hail being predicted. Unfortunately this caused a number of entrants to consider their options which lead to a number of early departures. During the early part of Sunday, the weather held up much better than predicted by the experts. The mid-morning Enduro race experienced only brief periods of a light drizzle, but the attrition rate was still high with half the field pulling off the track for one reason or another. Both MGs finished the Enduro race but were absolutely no match for a pair of dominant Porsche's, a 230SL and an impressive 59 Healey Sprite taking the honors.

By Noon the threat of heavy thunderstorms had increased considerably causing even more competitors to pack and leave early. Eventually, a combined feature race was run without participation of any MG ...to the best knowledge of the



## VSCCA GOVERNOR'S CUP RACE APRIL 29 & 30 2006

### VIRGINIA INTERNATIONAL RACEWAY

*by Dan Leonard MGTD #409*

**This fantastic** event was held on the 1.65 11 turn south course, under perfect weather conditions. VIR has to be at the best in racing tracks; everything is impeccable. Peter Krause put on a wonderful event with a VSCCA drivers school, although most of the students were experienced drivers tuning there skills under the Peter's tutelage. Dinner at the Plantation Club was an outstanding deal at \$20.

Several MG racers participated: Rob Orander -TD, George Pardee - TF, Larry Blankenship- B, Jack Cassingham- Midget and Tim Handy- B. Yours truly raced his Speedwell, saving the TD for Hallett. Unfortunately, I left the track after the first race on Sunday because I lost my clutch. When you shift from 2<sup>nd</sup> at 8000rpm and end up in 1st something has to let go. Therefore this is a 3/4 race report.

All the MGs shined on the track. George Pardee's TF as always was impeccable, both driven & presented. On Saturday's last race Rob Orander experienced some misfortune courtesy of on oily turn 7. Two weeks ago on the same track Rob's Formula car was badly damaged by another driver's error.



## Rescue On the Mountain and Other La Carrera Adventures

*by Jim Austhof*

"When do you think we will be in Laredo", I asked, as we sat having breakfast at 3:30am? We were at Tom and Eveleyn's house where we had Tom's 1958 Volvo 444 in my MG race car trailer behind Tom's Tahoe. Our friends Tom Boes and George Sullivan, who we know from our "Old Speckled Hens" MG car club had decided 12 years ago to run the La Carrera Panamericana. Over the last 2 years they had turned the Volvo from a rusted, worn out, Florida find into a respectable race car. "I show 1300 miles from Grand Rapids (Michigan) to Laredo", said Dave Mac-Cagnone my crew mate. Thus started one of the great adventures of my life.

This "adventure" started at "Darts at Arts", a springtime OSH car club meeting. It was there that I was approached by Tom asking if I would be interested in joining he and George as a crewmember for the La Carrera. A quick disregard of my financial health had me saying "yes" in the next breath. Dave signed on through George's wife Mary and 'fessed up to not knowing anything about cars but said he could drive for hours on end. A good person to have when you are looking at a 6000+ mile tow.

Shortly after signing on I started receiving e-mails from Gerie Bledsoe, a Californian, who acts as the USA coordinator for the race. The race was to run in early November this year, so over the next several months I received numerous e-mails from Gerie explaining the details of the race and the related logistics. For example, Gerie explained that if you cross the border and travel more than 25 miles into Mexico you are required to import your vehicle into Mexico. This includes the race car as well as the tow vehicle. Additionally, a person can only import 1 vehicle. This was problematic as Tom owned both the tow vehicle and the racecar. That's why at the border in Laredo I purchased Tom's Tahoe. Great, I thought, now I own two Tahoes! Then there is the issue of Mexican auto insurance. This is important as nearly the entire 1800 mile race is run on public roads.

Gerie was also the person (along with Jerry Churchill) that would be leading our "coyote convoy", which was the group of us who met in Laredo to convoy to the start of the race. We left Laredo early on Saturday November 4th. First stop was San Miguel de Allende, a quaint mountain town north of Mexico City. Gerie had us stopping there on the way for a charity car show in the old city center. We arrived in San Miguel in the late afternoon and after checking into our excellent hotel we headed to the old city central area for a cocktail reception at the art museum followed by dinner a couple blocks away in the courtyard of a 300 year old home of spectacular proportions. Something like 125 local people had paid \$150 each to have dinner with us to raise money for feeding 3000 local school kids each and every day. This just reinforced to me what a really big deal this race is to the people in Mexico.

The following morning we unloaded the racecar from the trailer and headed into the city central again, this time for a Sunday morning car show. The show was held in a small park just outside the door of one of Mexico's many outstanding architectural wonders; the local cathedral. It was here, hanging out with the locals that I began my love for the Mexican people. I found them to have a great sense of tradition, to be very family oriented, devoted to their Catholic church, and willing to help a stranger at the drop of a hat. Over the next couple of weeks we had numerous occasions to be recipients of Mexican generosity.

After the car show we met up again with the convoy and began our trip through Mexico City. Mexico (as the locals call it), is the largest city in the world. It is also a mountain town and a very old city. Thus, driving through Mexico City is not to be taken lightly. First, depending on the last digit of your license plate you are allowed only certain days that you can drive into the city. Secondly, you are not allowed to haul a trailer on the expressways through the city. This means you are on the surface roads which to someone not familiar with Mexico City are like trying to find your way out of a maze. This is why the convoy had arranged for a police escort to lead us through the city. Even then our pass through was eventful with local police approaching with lights flashing trying to cut our convoy so the laggards could be given tickets, and the rain before our arrival had flooded the streets, and we once went the wrong way on a



boulevard into oncoming traffic.

Our stop for the night was in Puebla which is a large city south and east of Mexico and on the way to Vera Cruz, our start destination for the race. After leaving Mexico we recorded an elevation of 10,300 feet as we topped out at the pass between Mexico and Puebla. We arrived at our hotel around 2:30am very tired and ready for bed.

We awoke the next morning to views of smoking volcanoes outside our hotel window. We were at 7000 ft. elevation so Tom decided to take the Volvo out of the trailer and drive it the rest of the way to Vera Cruz to see how it ran at elevation. We were at the curbside removing the car from the trailer when Tom accidentally dropped the right front tire into the side door wheel well tilting the car against the inside of the trailer. Just then 3 Mexican guys walked by and observed our dilemma. Within minutes they had helped us jack the front of the car up and move it over to the center of the trailer. We then moved around to the back of the trailer and with a few 1, 2, 3's we lifted the back of the car up and moved it over to the center. All of this without being able to speak the others language! After thanking our new friends with T-shirts and hats along with smiles and handshakes we were on our way again.

A few hours later with the racecar running along behind us we pulled into Vera Cruz. As we headed for our hotel on the beach road we passed the Costco parking lot that was to be the staging area for registration and tech inspection. A couple of blocks away we found our hotel which was situated on the beach overlooking the Gulf of Mexico. As there were over 90 cars registered for the race we were always split up in terms of accommodations in each of the cities we stopped in. But no matter what city we were in, the hotels were always excellent top notch hotels.

We arrived on a Monday in Vera Cruz and the first practice session was scheduled for Thursday, so we had time for registration and tech which started the following morning and would continue on through Thursday. The first official day of the race was Friday where we would race out from Vera Cruz and back again on some of the same roads we practiced on the day before. Then we would leave Vera Cruz on Saturday and race to Puebla. The first day covering 300km and the second to Puebla covering 380km in distance. The first day having 8 speed sections and the second having just 3 speed sections. We soon learned however that the transit sections were the key to placing well in this race. You were allowed to be 0 seconds to 59 seconds late at arrival to a speed section without penalty but too early and you were penalized 60 seconds for every 1 second early. Over 59 seconds late and you were penalized 1 second for every second late. Yup... late is better than early in this type of racing.

The next morning we headed over to tech about 9:30. After we arrived all manner of race cars started pulling in. Everything I had dreamed of. Early 50's Chevy's, Oldsmobiles, Buicks, Cadillacs, Fords, Lincolns, Hudson Hornets, and of course the Studebakers ( one of which was clocked coming into Monterrey 2 years ago, on an expressway speed section, at over 200 mph)! In addition there were 2 women from Sweden driving a 3 cylinder 2 cycle Saab, several Mercedes, Volvos, Jaguars, Porsches, Austin Healeys, Corvettes, and would you believe it... one MGB GT! The MGB driver was Frans VanRyckeghem from Belgium. Frans co-driver was his daughter Jo. Frans was there with his friend and fellow Belgium racer Geert Boles. Geert was racing a 1952 Triumph TR-2 long door.

Frans car was painted in BRG with yellow trim and really looked racy on its 9" wide 15" Kuhmo tires. He had registered a MGB GT V8 but had chosen instead to bring his 1967 1950cc, 138hp, 4 cylinder as he thought this would better cope with the high elevations with its 11.8 : 1 compression ratio. Frans said top speed was 212kmph running a 3.8 : 1 rear end ratio. The car had Weber carbs and was limited to 7200 rpm's.

This is when things really started getting great. The beginning of a fabled race, all the cool cars, and the race teams. Not too many wall flowers in this group! But hold on ... not too fast. You need to remember that we are running on Mexican time. It took our team 2 days and about 12 hours total to get through registration, tech inspection, medical, number assignment, and GPS assignment (each car is given a GPS box to be mounted toward the sky and allows anyone with a computer worldwide to track a car's progress). Even though it took a long time our car went through with no problems. In fact Tom and George had big smiles after car tech when they were told they had a well prepared race car. This made all those months of car prep in the cold weather worthwhile. The Volvo was ready to go!





The time flew by until the Thursday practice. We used the time to get "La Carrera Panamericana" painted on the car and on the race trailer, drinking the local brew, sampling the fresh seafood in nearby eateries, and meeting all the fun loving people who were either driving or crewing in this historic race venue.

Thursday morning George and Tom were ready to go and headed to the Vera Cruz city center where the "day 0" practice session was scheduled to start and end. It would cover 162km and have one speed section and one transit section in each direction. The service area was in Jalcomulco so Dave and I headed there in the Tahoe. The service area was a Pemex station and some teams were already there when we arrived. About 20 minutes later the race cars started pulling in. The area soon filled up with Mexican spectators, support vehicles, and racers. Soon Tom and George arrived in the Volvo and got in line for gas. Everything was going well with the car but they had seen others that had wrecked along the way. In fact 3 cars had crashed with 2 out of race already; a Studebaker and a Lincoln. The third wreck was a Mini Cooper that is on video at the La Carrera website doing barrel rolls down the road. Later at the finish line Tom and George found out that they ended in 50th place out of the 90+ cars that day.

*to be continued next issue*



## Going Racing *by Stan Heath*

Sometimes a life changing experience starts from the simplest thing, like watching the SCCA Runoffs on Speed TV. The observation is innocent enough, "So and so's son is racing Formula Vees at age 16 and I'll be 16 next year". Then comes part two "Do you think I could race the old F-V in the basement?" my son Stirling asked. Being the vintage driver in the vintage MGA, I said "Sure if they'll let you" (they being the higher ups at Vintage Driver's Club of America).

Fortunately or unfortunately at Savannah two months later, the Lords of racing replied "if you go to a driving school and get a competition license". So begins a year long quest to get a drivers license for the street, find a driver's school that doesn't interfere with real school and finance the necessary safety equipment.

The regular license is the simple part (lots of natural ability) but competition schools are another thing. Some won't accept a 16 year old and some are at the other end of the earth. However on December 25, 2006 we are on our way to Skip Barber Racing School at Sebring, Florida. Once again natural ability carries young Master Heath through "Skippy" school. And the next stop is the race track for real.

Stirling made his racing debut at Carolina Motor Sports Park in Kershaw, SC (in my MGA). The February race was a cold and windy affair on Saturday followed by rain on Sunday. Number one son did an excellent job of not wrecking the car and staying out of everyone's way. He even received praise from Mike Jackson of VDCA for a job well done.

The veteran has now completed his second weekend, racing at VIR in April 2007. This time he received praise from several of the gray beards in Group 1. There were numerous comments about his knowing the proper line and still being a courteous driver when being over taken.

The problem now is he looks too comfortable in the MGA and the F-V is still not ready. My goal is to have both cars going by the VIR Gold Cup race in June. Maybe the only way I can get MY car back!

I was asked to write about what it is like to get a young person into racing and the first thing that comes to mind is the expense. It is not cheap to go to a professional school and purchase all of the equipment. That first thought is replaced by worry and concern for your child and of course your car. But I can tell you that seeing you son or daughter accepted and praised by the other competitors is very gratifying. Racing is proving to be an excellent way to stay close to my son and that is worth any amount of money.

Gotta go now, that F-V still needs paint and finishing.

SAFETY FAST NEWS



# MGVR INVADIES CALIFORNIA

*Laguna Seca & Infineon Raceway*

## MARCH 2008

HMSA & CSRG WELCOME ALL VINTAGE MGS

Be a part of the best MG racing in history with the likes of

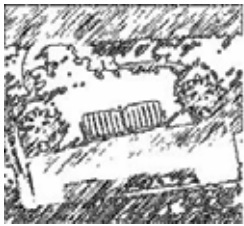
Throttle Man Meyers - Moondoggie Morgan - BoomBoom Weissenborn - Fast Eddie Lamantia - The Pile Driver Brown - Jimmy the Shoe

- STAY TUNED FOR MORE INFORMATION -



Tony Ferrari leading the pack down the corkscrew in his 1969 MGA TwinCam at Laguna Seca in 1965.





## SAFETY FAST NEWS

### MGVR To Focus On The West Coast

**2008 marks** a first for MGVR; a West Coast Focus Event! While details are yet to be finalized, I can report that Historic Motor Sports Association has agreed to host our first West Coast Focus Event at Laguna Seca in March, date still to be determined. If all goes as planned, the following weekend will find us at Infineon Raceway (Sears Point) with Classic Sportcar Racing Group. Again, dates are yet to be finalized, but mark your calendars. This is a once-in-a-lifetime event for those of us who don't have the pleasure of racing on these two historic racetracks with HMSA and CSRG.

While exact times, and other items are yet to be hashed out, plans call for typical MGVR Focus Event fare, including All MG races, and other fun stuff our Focus Events are known for, in a beautiful West Coast setting. I have been assured that vintage log book carrying MGs will be eligible. Mark your calendars now!

Please stay tuned as information develops.

### VRG Announces Date at Watkins Glen

The Vintage Racer Group (VRG) announces their newest event at the storied Watkins Glen race course for Friday, October 19 and Saturday, October 20 2007. Current plans call for at least two and one-half hours of track time with only four race groups. With a goal of at least 100 participants, VRG is calling on all members to mark the date on their vintage race calendars. Garage space will be available to rent at a reasonable rate.



Opened in 1956, Watkins Glen's 3.4 mile grand prix course (2.5 mile short course) has played host to NASCAR, Can Am, Trans Am, Formula One, CART, and other international and club races over the years. Fittipaldi, Stewart, Hill, Clark, and Donahue are counted among the many famous racers to take the checkered flag. In 1957 Buck Baker won the Glen's first professional race, edging out Fireball Roberts to take the checkered. Today NASCAR still counts Watkins Glen among the many events on its race calendar.

For more information about VRG's Watkins Glen event contact Mark Palmer at [info@vrgonline.org](mailto:info@vrgonline.org), or phone 610-867-0288.

### Competition

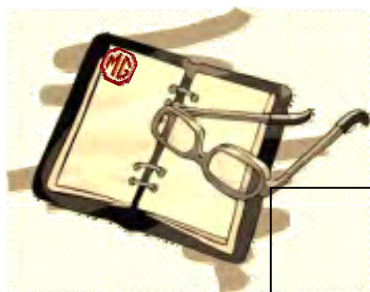


Larry Smith Photo



Tucker Madawick Photo





## MGVR Stories

### I Like Myself Just As I Am, Thank You.

*Narrated to Mike Lewis by MG Y-Type #5020.*

*I am a 1950 Y-Type MG, and this is one of my happiest memories. My owner, Mike Lewis, is writing this since cars don't write. Mike frequently talks with me. I think I am one of his best friends; we have known each other for over 17 years.*

Just last March, about when I turned a mature 50 years of age, my owner took me to another car show. This one was the Tenth Annual British car Show at Lafreniere Park conducted by the British Car Club of New Orleans (I think I have been to all 10). The weather was nice and it was a beautiful show. All of us British cars were cleaned and polished with loving care by our owners, then we all assembled at the park to let people admire us. There were so many of us! All with our own special characteristics. It was wonderful, parked on the grass with all those people walking around looking at us and talking to our owners.

All of our owners voted on the cars they like the most. I didn't get excited because the special awards usually go to the newly restored exotic cars. People are so fickle and predictable. Still, we had so much fun with all the people who came to visit us British cars and talk with our owners. All too soon the show was over and Mike took me home, put me in the garage and covered me up (he likes to get me home before dark and usually mumbles something about Lucas electrics).

Mike & Sharon usually go to bed early, so they didn't attend the awards banquet. I usually get some class award, people like me because Mike keeps me in pretty good condition and I am a bit unique. The next day, one of his friends called to say

he had picked up an award for me and would bring it over that evening. Dave and Chesney Loeb came over carrying a box and something wrapped in a towel. Happily, Mike met them under the carport, opened the garage (where I live) and invited them in.

Most people invite guests into their homes where us cars don't know what they do. I was under the dust cover and they were not talking loud enough for me to hear what was going on. Then Mike uncovered my grill, lights, bonnet and wings, and then got down on his knees in front of me where I could see, unwrapped the thing in the towel and read the inscription to me. It was a crystal bowl that said "Tenth Annual New Orleans British Car Day, Best of Show, Mike Lewis, 1950 MG Y-Type, March 25, 2000 (Sponsored by Gibson Photography)"! We were both so excited! Mike was bubbly, I could only smile and beam with joy!

Mike got several phone calls congratulating us on our Best of Show! They said it was nice to see such an award go to a car with character instead of the usual fully restored cars (if Mike could afford it, I know he would probably restore me, but then I worry that he might not drive me to places the way he does). But Mike keeps fixing me up so he can take me places like car shows. I know my paint is getting scratched and chipped, but Mike keeps touching me up with a small paint brush and my wood trim and leather show my fifty years of age. I will always remember this honor and hope some of my British car friends at shows will also be recognized, even if we are not perfect. "I like me just as I am, thank you".



# Sebring '07 Sebring '07

Sebring MGAs Celebrate 50th

## Sebring MGAs Celebrate 50th

Competition



### Memories of Sebring 1957-2007

by Joe Tierno

Sebring #39 photo courtesy BARCBOYS/Dave Zych

**The celebration** of the history of MGAs at Sebring was more than a vintage race. It was a gathering of old friends, making new friends and a reuniting of two very special cars in my life. I grew up in Binghamton, N.Y. during the 1940s and 1950s and witnessed from the sidelines some extraordinary motor sports history.

Binghamton was a hot bed of MG activity because of its proximity to Morris Garage in Maryland, N.Y. The proprietor, Gordie Morris, and his aptly named wife, Octavia, owned a K-3 and a yard full of pre-war classics, shiny TFs, and the gorgeous, new MGA. A trip to Morris Garage was always a treat because the chief mechanic was Sherm Decker, a natural born driver if there ever was one. He was one of my heroes.

In 1957, I listened to the 12-hour race live, on Monitor Radio. I was working in my father's luggage and leather goods store and would hide in the basement so I could hear the race instead of performing my duties. I swear that Walter Cronkite did a live broadcast from one of the MG team cars, an extraordinary achievement for the day. Earlier this year, I was not able to document that it was Walter, so it could have been Hugh Downs, another race fan who worked in the media. Walter worked for CBS and Monitor Radio was a competitor, so maybe I'm wrong. However, my memory will always recall it was the most trusted man in America who did the broadcast, facts be damned.

The important thing is I heard that race live. It was so exciting to hear the roar of the cars; including MGA#51 driven by David Ash and Gus Ehrman. If you were a teenager in a stick-and-ball world, you never heard the names Fangio,

Behra, Castellotti, DePortago or Moss on the radio. Never. I can't possibly describe the thrill but you all know how, at a young age certain memories are burned so strongly

into your brain that you will never forget them.

That same year I got to see for the first time the car I currently race, MGA#029. It was owned by Spankey Smith, raced by another hero of mine, Bob Bucher, and prepared by Sherm Decker at Morris Garage. In 1958, a bunch of wild-eyed teenagers (Dave Nicholas, Dave Zych, Steve Vail and myself) started the Binghamton Automobile Racing Club ([www.barcboys.com](http://www.barcboys.com)). A short while later we added Gordie Ruston to our ranks. Between 1959 and 1962 the BARC was on a golden streak as far as Sebring was concerned.

By 1959 I was 5 months shy of my eighteenth birthday and had saved enough for a train ride to Sebring. My heroes, Bob Bucher and Sherm Decker were co-driving an Aston Martin. The

team manager was David Ash. Are you beginning to see why I love Sebring so much? At this point in the lives of

the BARC, we knew chapter and verse of *Maintaining the Breed* but now we had a new source of sensory stimulation.

Amoco was the primary sponsor in those days. For the 1957 race they produced a film centered around MGA#51 and David Ash. Dave Nicholas, the founder of the BARC, produced an 8mm home movie spoofing the Amoco production. It featured his TD (Igor) and a lovely lady. His feature is best viewed while drinking Rolling Rock or Blatz.

In 1961 and 1962 Gordie Ruston and I had

*'I swear that Walter Cronkite did a live broadcast from one of the MG team cars'*



Don Holles photo

Joe Tierno and Gordie Ruston



Mark Barnhart

Dave Smith

Don Holles photo



# Sebring '07

## Sebring '07

### Competition



the good fortune to crew for Denise McLuggage. That thrill is at the very top of my lifetime experiences. Gordie had not been to Sebring since then and was on my crew for 2007, which is a monumental fall from grace for him. Nonetheless, having him at Sebring gave the event special meaning for me. It was there we met the new generation of MG enthusiasts who are just as crazy as we were and a whole lot smarter to boot. Michael Eaton (MGA#51), Kevin Richards, Stefan and Wolf Proepsting (ex-Nicholas Twin Cam) are some of the nicest people you'll ever meet and are fine stewards of MG history.

Steve Vail, Dave Zych, Jerry Kenyon, Roy Bishara, Dave Nicholas and others I may have overlooked managed to make it to Sebring and crew on a team at one time or another. Spankey was there as team manager on more than one occasion. Millard Ripley, Bob Leitzinger, Donna Mae Mims, Don Yenke, Chuck and Suzy Dietrick were there as drivers and were part of the adult contingent of the BARC. They seemed to like us and were not afraid to sneak us into the races or put us on their crews. What wonderful role models. How did a bunch of teen-agers get such fabulous people to join our club?

To tie all of these people together we need to expand on the history of the cars of the BARC. MGA#51 passed on to Ted Rounds and then to Dave Zych. Dave Nicholas, the founder of the BARC and "noted filmmaker" owned a Sebring Twin Cam. They all lived in the Binghamton area and were members of the BARC. Spankey Smith's MGA#029 continued to command respect on the streets of

Binghamton as he tooled around with a big fat cigar in his mouth. This small city in upstate New York, not more than 60 miles from Watkins Glen was a wonderful place to live.

Sadly, Spankey, Bucher, Decker, Bishara, Kenyon, Vail and the Morriszes are no longer with us. The BARC folded in 1974. I have the beer mug Spank made to prove it. Dave Zych, Ted Rounds and Dave Nicholas were not able to make it to the reunion. Their knowledge as former owners of Sebring MGAs would have been a great addition. More importantly, their personalities as great guys would have added a special dimension. We missed you.



Don Holles

Don Holles photo

However, Butch Hollenbeck, a long lost member of BARC showed up and added to the excitement. His father owned Phil's Tavern in Montour Falls, a classic hang out for the knowledgeable race fans.

Bob Watkin, Dave Harrison, Chris Meyers (MGVR) and Jack Woehrle (SVRA) all pulled together to create a magnificent event. A lot must be said for the owners of the treasured Sebring As who made the commitment of time and treasure to support something that happened 50 years ago. I am very grateful for all of your efforts. You have fired the imagination of young and old alike.

Thank you!!



Dick Powers

Don Holles photo

# Sebring '07



Photos courtesy Mike & Nancy Kusch



# Sebring '07

## Sebring '07

Competition



### MG Vintage Racers Participating in SVRA 12 Hours Of Sebring

driver	no	yr	make/model	city	state
Brandow, Mark	06	60	MGA	Mound	MN
Cassingham, Jack	60	66	MG Midget	Sherrills Ford	NC
Eaton, Mike	50	57	MGA Sebring roadster	Vienna	VA
George, Carl	42	59	MGA coupe	Brentwood	TN
Gonda, Les	02	73	MGB/GT V8	Keswick	VA
Kilpatrick, Bob	4	62	MGB	Sarasota	FL
Kusch, Michael	79	64	MGB coupe	Long Branch	NJ
Marchant, Lou	186	59	MGA	Keller	TX
Meyers, Chris	162	58	MGA twin cam	Burlington	CT
Powers, Dick	222	62	MGA Mk II	Rochester	NY
Schoeplein, Bob	76	60	MGA	Reston	VA
Smith, David	49	62	MGA	Holt	MI
Targett, John	612	64	MGB	Akron	OH
Tierno, Joe	029	57	MGA	Honeoye Falls	NY
Tosler, Alan	101	64	MGB hardtop	New York	NY
Treffert, Bill	189	62	MGA Mk II	Pewaukee	WI
Watkin, Bob	52	62	MGA coupe	Midlothian	VA
Weissenborn, Jim	392	59	MGA coupe	Corral de Tierra	CA
Wright, John	40	60	MGA twin cam hardtop	Upper Black Eddy	PA
Zbarsky, Michael	35	59	MGA deluxe cpe	Vancouver	BC
Zbarsky, Ralph	53	59	MGA twin cam	Vancouver	BC

### Sebring Memories

..."It was good to meet a lot of the people whose names I knew only from emails but it was the enthusiasm and the hospitality of the MGVR racers, their friends and crew that made it all worthwhile. And, I never thought that I would race at Sebring, especially in a factory Sebring MGA. Not counting the DNFs, I was in last place at the end of the sprint race but that is OK--my usual placing at the Collier Cup too. Besides, it gave my arm a lot of exercise doing point-bys of the faster cars that were lapping me. This time I only got to see about 10 minutes of the endurance race; a little different from 2005, but for some reason the 12 hour race seemed to be a side attraction to what was the real main event this year at Sebring." *Bob Watkin, Event Organizer, Sebring MGA #52 (Hugh Burress)*

..."Saturday the 12 hour race starts at 10AM and ends at 10PM. The vintage race group (including the MGs) had the honor and privilege of being the only race group of the seven support race groups to be on the track this day. We took the track at 8:30 AM under brilliant sunshine for a *spirited* lapping session. Many of the fans were in place, so this is an incomparable thrill for an amateur racer!..." *Dave Smith, Rowdie Racing MGA #49*



Kevin Richards Photo

MGA's at Sebring  
March 17th, 2007

# Sebring '07 Sebring '07

Competition



## Sebring Memories *continued*

..."The evening walk thru the jungle was fun and good vantage points to check things out. The reunion of the Sebring As was well attended and what fun to see all the younger group getting involved and digging up the past 50 years of history...It is amazing how much faster the cars are today than when we started in the early sixties...You and the ladies from Texas provided us with much needed shelter during the Florida down-pours...Fun to meet the Vancouver boys(Ralph and son Mike) in their well prepared cars and cool tow rig-over 8000 miles round trip..wow..enjoyed the Jacaranda hotel and swapping stories with all the NAMGAR and others ..Fun to pass all the big fast ugly cars in the rain during the enduro—to bad they red flagged it as we probably would have had an impressive MGA finish...  
—**Jim Weissenborn, MGA #392**



..."My memories of the on track fun were basically that there were about 38 corners and some straight sections in between...no idea which way things were going. Good thing some of the corners had maps upon entry...not that I had much time to look at them as my eyes were stuck on my mirrors trying not to get run over by all of the big bore cars. The first few laps were spend dicing with one of the Sebring MGAs driven by Bob Watkin, Chris Meyers and his Florida orange Twin Cam, and my father Ralph in his Twinkie...good company. I started to get a feel for what it must have been like back in 1957...until I remembered that I didn't drive my race car to the track and wasn't wearing short sleeves..."

**Michael Zbarsky, MGA #35**

..."It was great being at Sebring this year with Bob Coleman, Ken & Mary Nixon, Bill Davis, Jim Alcorn, Pat Orrino and all of our MG paddock friends. We enjoyed seeing our car with the original Sebring MG cars and enjoying all the sights, sounds, down-town tech sessions, our dinner and speakers, old and new MG as well as vintage race friends. As you will see with the attached picture before the enduro race was stopped by rain, I had to take evasive action to miss and pass 3 of the 911 Porsches in one lap!..."

—**Carl George, MGA #42**



"As usual, the MGVR folks did a splendid job of organizing another special event. SVRA is proud to provide suitable venues for MGVR to use as destinations for such events. Dave Harrison is to be commended for the vision and idea behind this feature, and the perseverance along with Bob Watkin and Chris Meyers to get the job done. The Sebring 12 Hour organizers were very impressed with the MGA turnout and the quality and knowledge presented at the Legends display.

Well done once again."—**Jack Woehrle, SVRA**

# Sebring '07



# Sebring '07

## Sebring '07

### Sebring Memories *continued*



“On behalf of the Sebring Race Museum Board of Directors, I would like to echo Jack Woehrle's comments. We were very pleased with the turnout and the quality of cars. I especially appreciated the owners of the cars in the Gallery of Legends tent postponing their plans for a photo shoot late Friday in order that our guest could enjoy their cars at the Museum's VIP cocktail party. Thank you all for a great show!”—**Mike Swaine, President**



“What a fabulous week!. I was pleased to meet John Wright the Son again, and to enjoy Ron Eaton at the event. It was old home week of 20 years ago! Thanks to all who helped to pull it off. And a special thanks to Jack Woehrle of SVRA for his help in pulling it off.” —**Bob the S. (MGA #76, "Honeybee".)**

“...I had a great time and enjoyed meeting all the enthusiast who are carrying on the MG spirit. Thank you all for inviting me.”— Gus O. Ehrman

“...a brief note to thank Bob Watkin and David Harrison and the folks from SVRA for the work they put into making the 2007 reunion such a fine and memorable event. It was especially nice for me as I got to hang out with my son who flew in from LA to spend the week kicking tires like we used to do. (He's hooked again, it's just a matter of time!) It was also very nice to put faces with names of the fellows I did not know. Another highlight was meeting Jack Van Driel and Gus Erhman and seeing the proud looks on Barbara's face as she watched her Dad, Jack. What a week. Not to be forgotten and very glad I did not miss it.”—**John Wright, 1960 Sebring MGA Twin Cam #40**

“...Well the weekend was something else I must say. The 12 hour was an experience that was cool as HELL! Having the Hot passes was way cool! Getting into the 12 hour pit road and conversing with the crews was quite an experience. Funny how the Aston Martin guys didn't want me to drive their car...I had my driver suit on... I've also attached a picture of us with Walter Kallenberg, our friend from Germany and our MG mentor. Walter is a good friend of John Targett. His nephew is Peterson Ferrari Team Manager and Walter was doing gas for Ferrari... My wife (Nancy) particularly enjoyed the 'cowmen'. Even the rain was interesting, at least 6 inches each day. Coordinating getting all the cars under the canopy was a masterful feat! But we managed to get it done. LeMans movie shown on the SVRA tent was VERY appropriate. Steve McQueen was childhood hero of mine and still is. So anything shown on the tent with Steve would have been good...”—**Mike Kusch, MGB #79**

“...thanks to our organizers, hosts, special guests, and all that also took the time out to come! It was great to spend time with all of you to the extent possible during the busy weekend; a lot of you probably don't know about the mad scramble to find a slide projector in Sebring or Avon Park so that the slide show could go on! Just another little memory of a wild and wonderful 4 days. There is one fellow who I did not see previously mentioned for some gratitude and that is Bruce Woodson. I know Bruce helped out with the badges and with coordinating with NAMGAR and unfortunately was struck by the flu at the last minute and could not attend. I especially also want to thank Bruce (and anyone behind me on the parade laps should too) for getting the engine rebuilt in #51 in time for the event! It was long overdue and anyone who was at the Glen in 2004 and saw the trail of smoke I left in my wake will know why it was so sorely needed (not to also mention it was running on 3 visibly cracked pistons!...”—**Mike Eaton, 1957 Sebring MGA #51**



Holles Photo



# Sebring '07

## Sebring '07

Competition



### Sebring Memories *continued*

"I see that Carl George has already sent you the link: [http:// billdavisart.com/Sebring2007/Sebring.html](http://billdavisart.com/Sebring2007/Sebring.html) to the web pages I posted. I don't have the email addresses for the other MG participants otherwise would have copied them too. I'd be pleased if you could send them the link. As a crew member for the Zapata team from Nashville I just wanted to say what a thrill it was to be at the track with such a great bunch of MG people! And although I didn't get to personally meet and talk with everyone perhaps I can at a future event. Even standing there under Carl's tent holding it down so the wind wouldn't carry it away and with rain running down my arms, through my shirt, pants and filling up my shoes I still had a blast! I think I got photos of all the MGs on the track but if I've left out someone it was certainly unintentional. And if I have any incorrect info on the website I'm happy make changes. The SVRA workers who made the event possible should have been included and I'm sorry I didn't have photos or their info. Maybe next time. Without their help it never would have happened! Thanks everyone!!"—**Bill Davis, Zapata Racing/Nashville**

"...As we prepared for the Wednesday night practice the oil light came on since we lost an oil pump drive gear. Fortunately we had brought along the original SU carburetor 1622 engine that came with Bubba. On Thursday morning, with the help of Kent Prather, Dale Schmidt and John Klinko we started at 6:00 am and changed the engine, finished by 10:00 am and were still able to join the tour to downtown Sebring at 11:00 am....Since I did not have a qualifying time I had to start in the back of the pack in both races....On Friday I had a clean start from the back of the pack. Bubba eventually was able to catch up to and pass the other MGAs in the group. Overall, other than the engine issues, we had a great time and enjoyed all the activities, food and good time put on by SVRA and MGVR."—**Bill Treffert, MGA #189**



T. Madawick Photo

- \* I was whining about a 20 hour drive....till I heard about the MGAs coming from Vancouver. Now that's real dedication!
- \* The paddock was **crowded!** But it all worked out, and most of the MGVR contingent somehow managed to be together. Thanks to SVRA!
- \* I thought that the track was terrific, and very challenging to go fast. The rumours about it being featureless, and bumpy, were greatly exaggerated.



T. Madawick Photo

- \* While the view over Lake Tierno was picturesque indeed, and watching various items of paddock equipment go bobbing by was entertaining, I really would have preferred to have been learning the track in the enduro.
- \* Nearly spinning my MGB while creeping along the start-finish **straight!**
- \* Our ticket class which gave us entry to the Hot Pits, even during the 12 hr, was alone worth the trip.
- \* The 12 hr pits entirely redefined "cubic dollars"!
- \* Listening to the recollections of the original Sebring MGA drivers was just wonderful. (I hope that this was recorded?)

—**John Targett, MGB #612**

# Sebring '07

# Sebring '07 Sebring '07

Competition



## *Sebring Memories continued*

“...When we got to Sebring, 2 things happened that pointed to the fact that we were in the right spot. First, going through the Competitor’s Entrance, we were amazed to see a huge crowd of ‘fans’ standing on motor homes, campers, with barbeques and hot-tubs, including a flock of naked women, and second, Ed Moody wandering over with a couple of cold beers. A true Canadian! We later learned that there were 150,000 people there...The racing was great (I’m still deaf thanks to some unmuffled V8s), and the enduro was really great as we passed some big iron in the rain as they winged off on slicks into the walls.

When the big boys had their enduro, we put on our driver’s suits and went right into the pit lanes, even getting into the pit stops and driver changes. There were so many guys there that we knew from email groups, even overseas, and it was nice to put faces with names. The original Sebring cars were fantastic. Guys like Ed were great, and I regret not being able to spend more time with everyone....”—*Ralph Zbarsky, MGA Twin Cam #53*

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## Once More At 64 – Sebring 2007

*by Dick Powers, MGA #222*

Like so many, my interest in racing at Sebring started when I was a kid. Reading about the races, listening to radio, *The Sounds of Sebring* records and even seeing a few clips on TV reinforced it all. I thought it would never go beyond that ‘till I finally raced there in 2003 as a birthday present to me. Had a great time fulfilling all those dreams with racing on that historic course, doing the wonderful Downtown Festival and staying at Reed’s Motel (the BMC team used to stay there). The only other MG racer in 2003 was Ginny Gibbons with her MGB. Since her B and my A are both red, we decided to be a quasi vintage MG team for the enduro. A great time, but we wished there were more MGs there. I guess I never thought that would happen or that I’d race there again.

Well, David Harrison and Bob Watkin sure took care of that with 50 years of the MGA at Sebring. What a great event with lots of MGs, historic Sebring MGAs and the greatest folks to race, party and just hang out with. I enjoyed this event so much that even swimming in Lake Tierno was fun.

Ah yes, Lake Tierno! Who would have ever believed that something so special could target (including John T.) so many of us paddocked together. I think at least 6 of us had the “pleasure” of that Sebring Baptism. Joe, how did you do that?

Well, no matter how wet things were (I think my Nomex is still drying out) it was just the greatest time we MGVR racers could have ever had. Even with my ailing A, folks like Jimmy Weissenborn, Bob Schoepfle and Bob Watkin let me have some good racing fun. Then there were the great movies that Chris Meyers had for us at night, the tour to the Downtown Fest with all the MGAs leading, having all the Factory Sebring MGAs there and hearing the great stories from Gus Ehrman and Jack van Driel. All of that made this MGVR event beyond category!

This truly was a once in a lifetime moment for me and my MGA!



# Sebring '07



# Sebring '07 Sebring '07

Competition



Don Holles Photo



Meyers Photo

Holles Photo



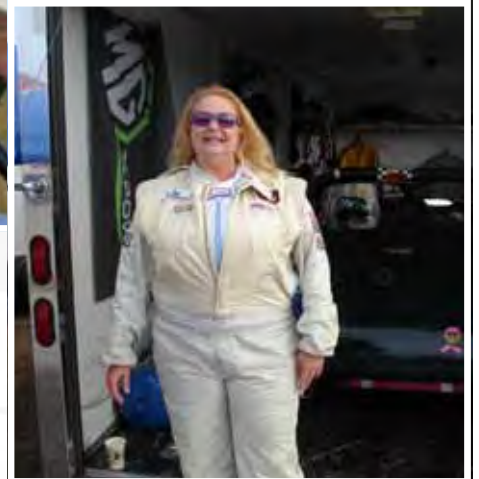
Madawick Photo



Meyers Photo



Meyers Photo



Holles Photo



Meyers Photo



Holles Photo



Madawick Photo



# Sebring '07

## Sebring '07

Competition



Madawick Photo



Powers Photo

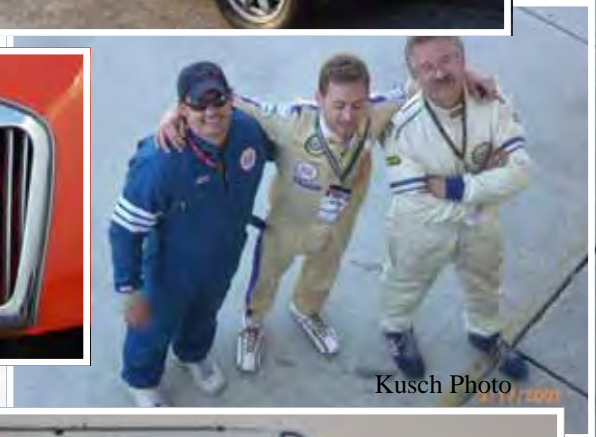
Holles Photo



Holles Photo



Madawick Photos



Kusch Photo



Meyers Photo





Competition



# Mosport Preview



Dan Burgess Photo

Kim Pudlo Photo



Tom Hoan Photo



Tom Hoan Photo



Nancy Kusch Photo



Julie Meyers Photo

**Stay tuned next issue for full coverage of VARAC's 28th Vintage Festival and All MG Simms Cup Race at Mosport with more photos, and race recaps from Dick Rzepkowski, Frank Mount, Richard Navin and others!**



# SAFETY FAST NEWS

## John DeMaria wins *Tony Simms Cup* at Mosport

MG vintage racer John DeMaria, driving his red Midget #25 in the All MG race, was awarded the prestigious Tony Simms Challenge Trophy at VARAC' 28th Annual International Vintage Festival at Mosport this past June. John also garnered a first place overall (Al Pease Trophy), First Midget (President's Cup) and first in Class 9C in the reincarnated All MG race. 60's Canadian racing sensations Tony Simms and Al Pease as well as VARAC President John Greenwood handed out the awards.

Emblematic of the Ontario Sports Car Championship, the Alitalia Airlines Trophy was originally awarded to Tony Simms and his MGB in 1968. In 1999, Tony rededicated his trophy to vintage racing, where the Simms Cup is to be awarded annually at VARAC's International Vintage Festival to the MG vintage racer *"who is judged to have demonstrated superior driving skill in a car prepared to an outstanding level of race readiness, while still maintaining its Vintage character."*



*Tony Simms and John DeMaria*



Other award winners were Nick Pratt ( 2nd in 9C), Alan Tosler and Mike Kusch (1st and 2nd, Class 9E), David Holmes and Chris Meyers(1st and 2nd, Class 9D), and Ed Cronin and Frank Mount (1st and 2nd, Class 9A). 1950's MGTC racer Tom Hoan presented Ed Cronin with the first annual Tommy Hoan Award for the first T Series MG to cross the finish line. MGA racer David Holmes won the Van Worsdale Trophy for the first MGA to cross the finish line. Congratulations also go to Group 2 Class winners John DeMaria (Midget), Nick Pratt (Midget), Dave Smith (MGA) and David Holmes (MGA).



## ALL MG Race Trophy Winners





# SAFETY FAST NEWS



## Collier Cup All MG Race Slated for September 9

The 22nd annual SVRA Collier Brothers Memorial Trophy Race (Collier Cup) is slated for Sunday, September 9 at 11:30 as part of the annual Zippo Vintage Grand Prix at Watkins Glen.

The Collier Cup Memorial race was first run in 1954 to honor the memory of Sam and Miles Collier, brothers who were instrumental in building a following for prewar American road racing in MGs and other sports cars. Sam Collier lost his life when he drove off-course while leading the 1950 Watkins Glen GP. Miles lost his battle with polio in 1954. September 1954 marked the first Collier Brothers Memorial MG Race. Fast forward 21 years to 1985, where we find eight MG vintage racers participating in SVRA's inaugural Collier Cup vintage MG race at Watkins Glen. Bob Colaizzi wins the Collier Cup in only his second vintage race in his MGTD.

Here are a few SVRA Collier Cup milestones:

- 1994 marks the 40th anniversary of the Collier Cup. Through the efforts of Joe Tierno and MGVR, a record breaking 60 MGs take to the track! This event was the precursor to today's MGVR Focus Event.
- 1998 marks the 50th anniversary of the Watkins Glen Grand Prix. 64 MGs line up for the Collier Cup race.
- 2004 marks the 50th anniversary of the Collier Cup. An unbelievable 143 MG vintage racers participate in TWO Collier Cup races due to the unprecedented participation.
- In 2006, 32 MGs took the green flag in the Collier Cup race. Race winners were Manley Ford/TD (T Cup), Joe Tierno/MGA (Bucher/Decker Trophy), Jerry Richards/BGT V8 (Cornett Cup) and David Smith, winner of the prestigious Collier Cup.





## SAFETY FAST NEWS

### *Bill Glanville Trophy at This Year's Collier Cup Race*

A new annual award will be presented to the top finishing MG Midget racer in SVRA's MG Collier Cup Race at Watkins Glen this September at the Zippo US Vintage Grand Prix. Officially called the "**Bill Glanville Memorial Cup for MG Midget Racers**", it is sponsored by the MG Car Club Western New York Center, and is supported by SVRA and the MG Vintage Racers. Bill and his wife Suzanne were long time MG enthusiasts, very active in the MGCC-WNYC. Bill competed with his MG Midget in autocrosses and vintage racing. In honing his skills, he even took a racing school with his daughter Julie. He was an accomplished mechanic and racer, who always was helpful to other MG enthusiasts and racers, with his vast MG and racing knowledge. He had a genuine beaming smile, which complimented his great sense of humor. Right up to his end in January 2004 - even though he was battling cancer and few knew it - he kept vintage racing. In his last race of 2003, he raced at VIR with his brother Tom where Bill finished 2<sup>nd</sup> in SVRA's Edlebrock Sprint Series, living out his dream. For 2007 Bill's wife Suzanne will make the award's initial presentation to honor Bill's spirit, MG enthusiasm, and many friendships, as we are inspired by his life.

*by Greg Prehodka*

## **Bill Glanville Memorial Cup for MG Midget Racers**

*by Larry Smith*

For many MG vintage racers the Collier Cup race at the Zippo Vintage Grand Prix at Watkins Glen is the highlight of the racing season. Those who have stood in the Collier Cup Winner's Circle have noted the trophies being presented to the top finishing MGB, MGA and T-series drivers. Unless something extraordinary happens you won't see an MG Midget driver on the podium. Well, that has changed this year with the introduction of a new trophy that will be presented to the MG Midget racer who crosses the finish line first in the Collier Cup. This new trophy has been named the **Bill Glanville Memorial Cup for MG Midget Racers** by its sponsor, the MG Car Club - Western New York Centre.

Bill Glanville was a very active and devoted member of the MG Car Club and an accomplished MG Midget racer. Bill was always fast and smooth as a racer. He was not only a skilled racer but a skilled mechanic as well. But most of all, Bill was always a gentleman, willing to help when ever and where ever help was needed. Throughout his racing career he battled cancer, but you would never know it because he was on a mission to enjoy life and to enjoy the thrill and camaraderie of vintage racing. Bill got his start in autocross with the MG car club and after a few short years he was the guy to beat. A few years before Bill found out about his cancer Bill and Suzanne went to Sears Point in California and Bill did a 3-day race school in open wheel cars and that is when he first really thought about going racing.

In January 2001 he found out he had cancer. In late 2001 the cancer treatments were going well and he started looking for a MG Midget racecar. Bill found one in Denver, Colorado, a 1962 Midget that had been a racecar since 1967. He brought it home and started up-dating it with friends while he was getting his cancer treatments. Bill's first race was at NHIS racetrack in 2002. He ran with a bone stock 1098 in the car and did quite well. Bill raced at Mosport with VARAC at the end of June, then the Zippo Vintage Grand Prix at the Glen. Bill raced again at the Glen with SCCA one week later. He won one class race and came in second in the other. In October, Bill and Suzanne went to race at LeCircuit Mont-Tremblant.

Over the winter of 2002-2003 Bill did more updating of his racecar and rebuilt the 1275 race motor. In April he went to Roebing Road in Georgia with SVRA, followed that year by BeaveRun with SCCA, on to Road America for a great race weekend; Mid-Ohio was next, then off to Mosport in Canada with VARAC, having an excellent race there. The Zippo Vintage Grand Prix at the Glen in 2003 was an awesome weekend for Bill. Bill's best lap times were 2.24's (not one lap but many) during the Group 1 sprint race. Bill last race weekend was the SVRA season finale at VIR. That year he tied for second in the SVRA Group 1 sprint series point standings and placed second in SCCA vintage race series.

Bill did all these races while he was undergoing chemotherapy though he took the week off from the treatments before each



# SAFETY FAST NEWS

## *Bill Glanville Trophy at This Year's Collier Cup Race*

race so he could be in best condition. Bill never complained, kept up his spirit, and really enjoyed his short racing career.

Bill was a true MG guy being very involved in the MG car club. Bill liked to help others learn about their MGs at the car club tune up clinics. Bill had a 1958 MGA as a teenager and drove it year round for many years. He put a couple hundred thousand miles on it and also owned a 1959 MGA, 1967 MGB, 1970 MGB, 1972 MG Midget and a MGTC.

Bill had a son, Matt, and daughter, Julia, and of course wife, Suzanne. Peter Pegoni and his brother, Tom, were his crew for the race team. Bill's wife sponsored the race team, SKG RACING.

Bill Glanville died of cancer in January 2004. His brother Tom Glanville now drives the MG Midget in SVRA events. Please join us at Watkins Glen in September for the first presentation of the Bill Glanville Memorial Cup.

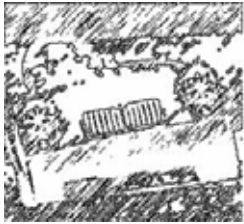
*This article was prepared from written material provided to me by Dick Rzepkowski and Tom Glanville*



Bill with daughter Julia at Skip Barber School, Gratten.







# SAFETY FAST NEWS

## *SVRA Vintage Grand Prix*

### Collier Cup Ballot Information

**W**elcome to the 2007 Collier Cup Race. We as MG owners are very fortunate to have our OWN race at Watkins Glen. This is something we will always savor and appreciate. Please take a moment to thank the SVRA officials for supporting our marque in this way. We will also deeply appreciate the opportunity to give recognition to one of our own. The “modern era” Collier Cup was created in 1985 by SVRA with the support of MGVR to honor Sam and Miles Collier. It is in the spirit of the original Collier Trophy which was for “MG Cars Only”. It has been awarded every year by a vote of the MG racers participating in the Collier Cup race. It is awarded to the MG driver that best fits the following criteria:

- The MG must be faithful to it’s period and retain it’s basic originality
- The MG should be well prepared but does not need to be show quality.
- The Driver must exhibit good sportsmanship and safe competent racing with consistent lap times, have marque enthusiasm and appreciation of vintage racing as a sport primarily for camaraderie and the enjoyment and preservation of fine cars.

Finishing position in the Collier Cup race is irrelevant. Not a criterion, but we strongly urge you to consider a driver that has not been a prior recipient of this award. The list of prior winners will be on your ballot. The ballots will be handed out at the SVRA mandatory drivers meeting. One ballot per driver on the honor system. If you do not get a ballot for some reason see Dave Smith. Outstanding and creative stories will be published in a future edition of MGVR. Dog ate it not accepted.

After putting one name on your ballot, please find the ballot box and put your ballot in the box. I would prefer that you do not hand me your ballot while passing me in turn two or while I am partying or otherwise out of control with my friends. (editor requests similar consideration)

The location of the box throughout the weekend will be announced. You **MUST** put your ballot in the box by 9:00 PM on SATURDAY night. This allows the ballot committee to recover their senses on Sunday morning, get our track time, count the ballots, and give the recipients name to SVRA prior to the Collier Cup race.

Collier Cup Voting Coordinator  
*Dave Smith*

### Editor’s Note: Previous Collier Cup Winners:

1985 Bob Colaizzi	1993 Jim Carson	2001 John Targett
1986 Tony Simms	1994 Greg Prehodka and Joe Tierno	2002 Mark Palmer
1987 Alex Heckert	1995 Mark Brandow	2003 Sid Silverman
1988 Joe Tierno	1996 Denver Cornett	2004 Dick Powers
1989 Alex Quattlebaum, Jr.	1997 Bob Schoeplein	2005 Dan Leonard
1990 Don Funke	1998 Jack Archibald	2006 Dave Smith
1991 Tim Handy	1999 Mark Palmer	
1992 John Faulkner	2000 Frank Mount	

Photo Courtesy Kevin Richards



**2007 12 Hours of Sebring**



**1959 Collier Cup Race**



# SUBSCRIBER NEWS

SVRA named **Jack Cassingham** their "**Driver of the Year**" at their end of season race at Road Atlanta. Jack, a retired Marine Corps and commercial pilot was also selected as SVRA's "Most Improved Driver" in 1998. He purchased a basket case MG Midget and turned it and himself into race winners!

**Alan Tosler**, racing an MGB, captured two awards this fall. In September at Virginia International Raceway he was awarded their "**Founder's Cup**" as he finished second place overall and first in class in his race group. Although he could not make the SVRA season closer at Road Atlanta, he was selected by SVRA for their "**Most Improved Driver of the Year**" award.

**Jesse Prather** wins SCCA F Production National Title this October. Jesse, who raced at MGVR's Hallett Focus event with his MGB, also does quite well with his Mazda Miata. It was a very close race for the **class F** Production national title. The pole sitter was a MG Midget, but it broke an axle on the first lap, and then it became a very close race against a Triumph Spitfire, and a Lotus Super 7, but Jesse was in front when the checkered flag fell. Jesse may be following in the tracks of his dad Kent, who has six SCCA national championships to his credit in an MGA.

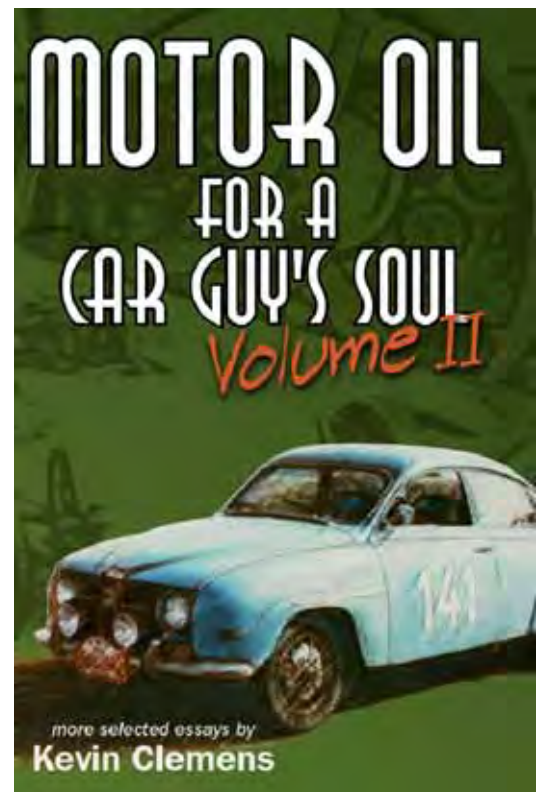
MG vintage racer **Kevin Clemens**, author of *Eat Free or Die* and *Motor Oil for A Car Guy's Soul* has a new (sort of) book out (actually was available December 06) entitled *Motor Oil for a Car Guy's Soul, Volume II*. The first volume of *Motor Oil For a Car Guy's Soul* was published in 2004 and won the prestigious 2005 Ken Purdy Award for Excellence in Automotive Journalism. A compilation of the author's columns that first appeared in *European Car* magazine, it received critical acclaim and struck a chord with several generations of automotive enthusiasts. Now, *Motor Oil For a Car Guy's Soul Volume II* picks up from the first book, entertaining car guys of either gender with a mixture of additional insights, observations, and tall tales.

Kevin Clemens, award winning author and adventurer, has driven north of the Arctic Circle in the dead of winter, across the searing deserts of China in the heat of summer, through the perils in the republics of the former Soviet Union, in 41 foreign countries and all fifty states.

For more information, visit Kevin's web site [www.demontrevillepress.com](http://www.demontrevillepress.com).



Courtesy Jim Warren



Our

*Retn*

Subscribers ...



**Paul Flannery** *Houston, Texas*

An old MGA lover, Paul started racing MGAs in 1959, as witnessed by his driver's school photo below. Paul raced MGAs during the day in places such as Mansfield, LA, Hilltop Raceway, Bosier City LA, Hammond, Galveston TX, Lake Charles, LA, among other places. He currently races a Merlyn BSR 1964 with CVAR and at last year's Monterey Historic Races.

As you may have guessed, Paul is once again looking forward to racing his MGA, which is undergoing a ground up restoration and race prep. Please contact him at [paulflannery@sbcglobal.net](mailto:paulflannery@sbcglobal.net) with MGA race prep suggestions.



1st Drivers School, Mansfield, LA.

**Will Carson** *Ukiah, California*

Will and his cousin have been sharing driving duties in their A-H Sprite until recently, when Will realized that maybe it was time to look for a dedicated vintage racer. With a '67 MG Midget in his future (he is building one to '67 GCR), Will noticed our MGVR ad in *Victory Lane Magazine*.

Will is looking for assistance with his build, including help with period look and feel for his Midget. Anyone with information, web site leads,



or

**Jim Juhas** *Cheshire, Connecticut*

Jim is the proud owner of the beautiful ex-Ed Crane 1957 MGA coupe. No stranger to MG, Ed's first tangle with MG wrenching came at the hands of his brothers ratty TD back in 1963. With two MGA 1600s sitting in his garage awaiting restoration, Ed also counts a 66 Sprite, 73 TR6, and FFR Cobra Replica among the coupe's stable mates.



**Steve Kupferman** *Rancho Murieta, California*



Steve purchased this former VSCCA 1951 MGTD in Connecticut last Fall. Steve decided to go through the car nose to tail including a repaint before entering General Racing's Wine Country Classic recently at Infineon Raceway. A fifteen year veteran of vintage racing, Steve also owns a 1967 Porsche 911.



Our

*Bev*

Subscribers ...



**Chris Bryant**

*Camarillo, CA*

As an active US Navy Senior Chief, Chris deploys quite a bit, so he plans to race perhaps 2 or three events each year with VARA. His MGA is also street legal, so his family also enjoys driving it all over Southern California. He built his car with the goal of going from street to race prep in half a day, and back again by installing a fuel cell, Halon system, harness, kill switch and removable roll bar setup.

Chris got hooked on MGs as a youngster learning to drive in his father's MGA. His co-worker just happens to be John Griffiths, a MGVR subscriber whose Twin Cam just happens to be the car to beat in VARA FP1.



**Mark Ferrara**

*Sayville, NY*

Mark owns quite a few race ready cars, including a '56 Alfa, a '87 944 Turbo, a '65 427 Cobra recreation, (HSR), and a '62 Midget, dubbed 'The Angry Gnat' by the Ferrara children.

Mark plans to run both BeaveRun and Schenley Park this year with PVGP, where he will also run his Alfa.



**Michael Zbarsky**

*Victoria, BC*

Michael is the son part of the Ralph/Michael Zbarsky team that has been terrorizing the Pacific Northwest in their MGA twin cams for several years. A vintage racer for over 6 years, Michael regularly participates in events put on by VRCBC and SOVREN, mostly in his coupe, but occasionally switching to his father's red roadster.

Both Zbarskys have a blast racing AND working on their twin cams, as witnessed at this year's 12 Hours of Sebring.



**Stephan Proepsting  
Wolf Proepsting**

*Wiesbaden, Germany*

Stephan Proepsting and father Wolf joined many of us at Sebring for this year's 50 anniversary of MGAs at Sebring, where yours truly twisted their arms to subscribe to MGVR Newsletter.

Wolf has been driving, restoring, and racing MGs and other historic cars for over 30 years, starting with a 1954 MGTF 1500 in the late 1960's. Stephan grew up around MGs. These days he runs the TF and occasionally the MGB when allowed. Their collections includes Sebring Twin Cam #39 (1960), 1964 MGB, 1934 MGND, and of course the TF.

All who met Wolf and Stephan at Sebring look forward to meet up again.



Our

*Revo*

Subscribers ...



**Eric Russell**

*Mebane, North Carolina*

Truly a man of few words, Eric has owned his 1960 MGA since 1971. This time around, Eric plans to re-restore and build a vintage race MG.



**Erik Knudson**

*Oneonta, New York*

Son of New England MG T Register co-founder and MGVR founding subscriber Dick Knudson, Erik has been around the blessed Octagon for his entire existence. A member of VSCCA, he is currently building a TD to accept a mid 1950's Allied Fiberglass Coupe body.

**Jay Sevier**

*Pasadena, Maryland*

A fixture at VSCCA and VRG races in the Mid Atlantic and Northeast, Jay races the old fashioned way, preferring to drive his '53 MGTD 'the Ox Cart' to the race, go racing, then drive the OC home. A passionate collector of British iron, his stable includes another TD, a Y"A", and an H Production Bugeye Sprite. The President of "Team Twisted" describes his life with MGs thus: *I spend my bloody life at the track helping good friends, then I GO RACING! The rest is just nonsense!*



**Cragg Eubanks**

*Wichita Falls, Texas*

Owner of a 1947 MGTC Special, Cragg is restoring the ex-Bill Parish racing TC "Phenius" with an alloy Q Type body. Cragg plans to participate with CVAR when the time comes.

Bob Bucher of Jake's Stable - Binghamton, N.Y. - has made a distinguished record of competition in 1956-57 Classic and is a man to follow today. He won the Seneca Cup of 1957 in a Cadillac Allard and drove to winning position in the following Collier Brother race in a MG. Winner of 1958 Collier Race. His friend in Watkins, Spanky Smith, former RE of Southern New York holds the checkered flag.



Photo and caption courtesy Joe Tierno



## **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. In 2006 MGVR marked their 25th Anniversary by holding an All MG race at Hallett Motor Racing Circuit where 76 vintage racers and their MGs participated in three days of non-stop racing action and celebration. Also in 2006, MG Vintage Racers' Newsletter was selected as *Newsletter of the Month* by **Classic Motorsports Magazine**.

**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) **Webmaster:** Chris Kintner

**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) **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**, 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) telephone 410-343-0365

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 size XXL	\$12.00 \$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 two or more (shipping included)	\$15.00 \$12.00
Canada customers, please add \$3.00 per order overseas customers, please call	

***Coming Soon...MG Vintage Racers' Bumper Stickers and Large Decals***





# Vanderbilt Cup Races

CENTENNIAL CELEBRATION 1906-2006

Nassau County Museum of Art • Roslyn, NY • September 17th



*Photo Montage Courtesy Lu and Walt Pietrowicz [www.VintageAutoSports.com](http://www.VintageAutoSports.com)*

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## Vintage Racers' Newsletter